

A1 Birtley to Coal House

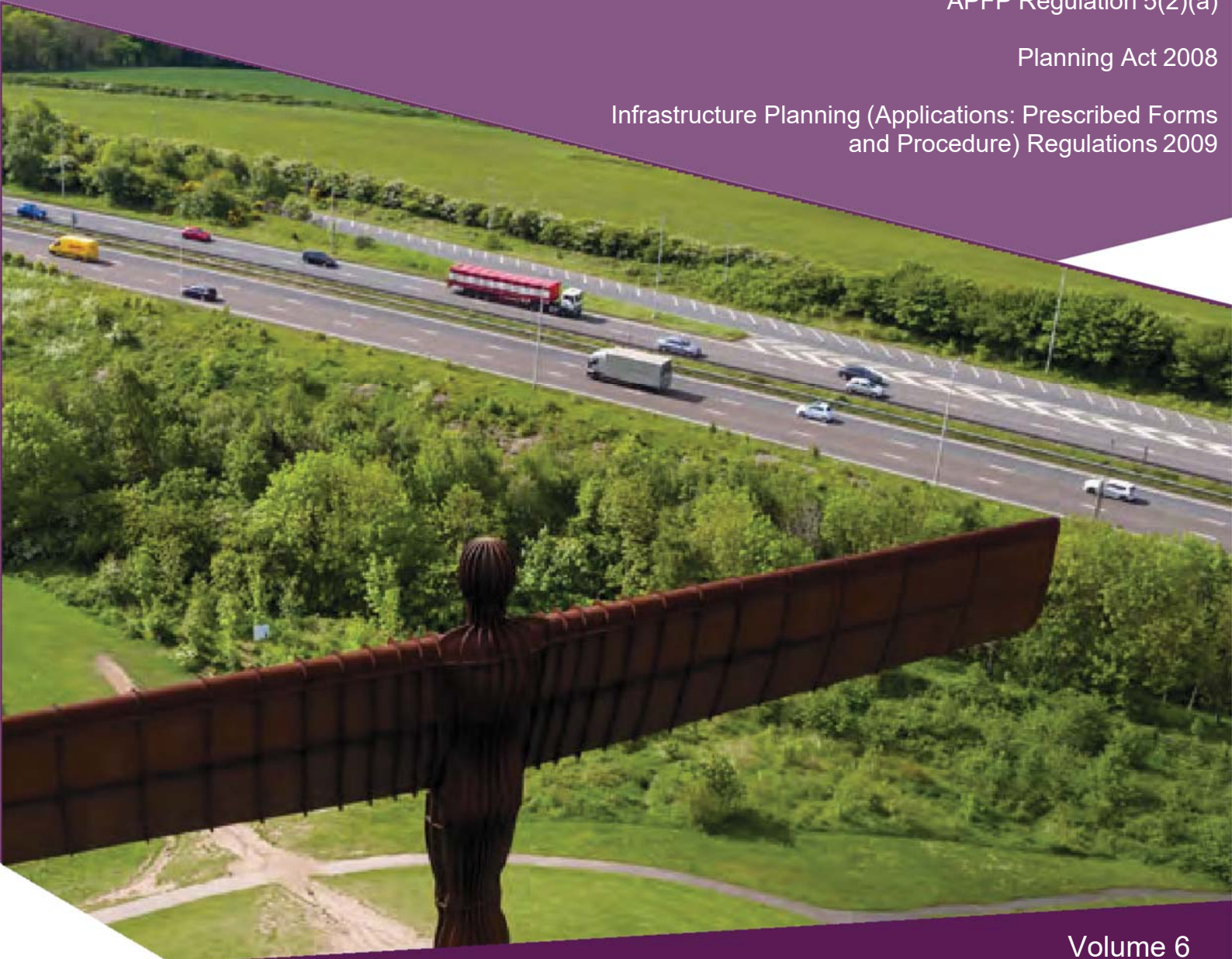
Scheme Number: TR010031

6.3 Environmental Statement – Appendix 6.1 Historic Environment Desk Based Assessment

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedures) Regulations 2009**

**A1 Birtley to Coal House
Development Consent Order 20[xx]**

**Environmental Statement -
Appendix**

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CONTENTS

1.	INTRODUCTION	1
1.1.	CIRCUMSTANCES OF THE PROJECT	1
1.2.	LOCATION, TOPOGRAPHY AND GEOLOGY	1
2.	POLICY, APPROACH AND GUIDANCE	2
2.1.	PLANNING BACKGROUND AND LEGISLATIVE FRAMEWORK	2
2.2.	APPROACH	5
3.	ASSESSMENT PROCESS	7
3.1.	DESK-BASED ASSESSMENT	7
3.2.	OUTLINE METHOD STATEMENT	7
4.	BASELINE CONDITION	9
4.1.	DATA COLLECTION	9
4.2.	ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	9
4.3.	ARCHAEOLOGICAL INTERVENTIONS	19
4.4.	MAP ANALYSIS OF THE STUDY AREAS	19
5.	GAZETTEER OF HERITAGE ASSETS	24
6.	IMPORTANCE OR SENSITIVITY	31
7.	SETTING ASSESSMENT	35
7.1.	METHODOLOGY	35
7.2.	APPROACH TO THE ASSESSMENT	38
7.3.	HISTORIC LANDSCAPE CHARACTER	38
7.4.	THE ATTRIBUTES OF THE SCHEME	39
7.5.	SCHEDULED MONUMENTS	39

7.6.	GRADE II LISTED BUILDINGS AND CONSERVATION AREAS	41
7.7.	LOCALLY LISTED BUILDINGS	44
8.	CULTURAL HERITAGE SIGNIFICANCE	47
8.1.	INTRODUCTION	47
9.	HARM TO SIGNIFICANCE AND POTENTIAL IMPACT	50
9.1.	HARM TO SIGNIFICANCE	50
9.2.	ASSESSMENT OF HARM	52
10.	INVESTIGATION/MITIGATION STRATEGY	55
10.1.	POLICY GUIDANCE	55
10.2.	INVESTIGATION RECOMMENDATIONS	55
10.3.	MITIGATION RECOMMENDATIONS	55
	BIBLIOGRAPHY	57

TABLES

Table 4-1 - Summary of British archaeological and historical periods and date ranges	10
Table 5-1 - Scheduled monuments, listed buildings, locally listed buildings and conservation areas within the 1km wider study area	24
Table 5-2 - Non-designated heritage assets within the 500m inner study area	25
Table 6-1 - Criteria used to determine importance/sensitivity of heritage assets	31
Table 6-2 - Importance/sensitivity of the heritage assets affected by the Scheme	34
Table 7-1 - Step 2 – Definitions of sensitivity for the settings of heritage assets	36
Table 7-2 - Step 3 – Criteria for assessment of the level of harm/benefit on the setting of a heritage asset	37
Table 8-1 - Definition of NPPF Cultural Heritage Significance	47
Table 8-2 - Assets likely to be subject to significant harm as a result of the Proposed Scheme	48
Table 9-1 - Criteria Used to Determine Magnitude of Impact	50

APPENDICES

APPENDIX A

MAPS

APPENDIX B

SETTING ASSESSMENT ATTRIBUTE TABLES

EXECUTIVE SUMMARY

WSP was commissioned by Highways England to prepare an historic environment desk-based assessment in support of the Birtley to Coal House Scheme (hereafter referred to as “the Scheme”), that aims to increase capacity along the A1 between Birtley and Coal House from junction 67 (Coal House) to junction 65 (Birtley). The existing road would be widened to provide a three-lane carriageway and additional lanes would be provided between junctions to help manage traffic joining and leaving the A1. The Scheme would also include changes to signage and road markings from just south of junction 68 (Lobley Hill) to north of junction 67 (Coal House). There are two proposed options regarding the treatment of the current Allerdene Bridge to facilitate traffic movement. One suggests an embankment whereas the other suggests a viaduct.

A total of 125 heritage assets are present within the inner and wider Study Areas. Of these 19 are statutory designated heritage assets including three Scheduled Monuments (SMs), four Conservation Areas (CAs), 12 Grade II Listed Buildings and two Locally Listed Buildings. The scheduled Bowes Railway (1003723) extends into the Scheme Footprint and will be physically disturbed by the replacement of Long Bank Underpass with a new structure. The settings of Lamesley Village and Lady Park Conservation Area are at risk of minor harm due to the proximity of a new carriageway and a temporary compound area. The construction phase of the Northern Gas Networks (NGN) Above Ground Installation building (AGI) situated north-east of Lamesley Village CA, will also cause a minor impact.

Of the 104 non-designated heritage assets present, four lie in the Scheme Footprint and are at risk of harm and include the sites of the Gateshead to Chester-le-Street Roman road (276), Lamesley Waggonway (4124), Lamesley Quarry (3875), and ridge and furrow earthworks.

Previous archaeological interventions in the immediate area of the Scheme suggest there is a potential for unknown buried archaeological assets from the Prehistoric Period onwards to be present within areas of undisturbed land within the Scheme Footprint. However, the SUMO 2018 geophysical survey of Scheme land take did not detect any archaeological anomalies.

Following Historic England consultation, the section of Bowes Railway that is likely to be impacted by the Scheme was subject to recording through verified photography. Historic England also requested that archaeological monitoring is undertaken at the location of the proposed foundation trenches at the section of Bowes Railway that would be subject to harm and that the section of masonry retaining wall to be demolished is dismantled by a suitably qualified archaeologist in order to record any features such as mason’s marks. To offset the harm to the scheduled retaining wall and to enhance the appearance of the SM a section of surviving wall of equal length to that being demolished would be repaired.

The Tyne and Wear Archaeology Officer (AO) at Newcastle City Council, has recommended investigation of the archaeological potential of land within the footprint of proposed compound areas and within the footprint of temporary land takes between Bowes Railway and the Bowes Incline Hotel.

Prior to construction taking place within the field containing the ridge and furrow earthworks, a topographic survey of the entire field would be undertaken in accordance with Historic England metric survey standards

Although no significant impacts are predicted on the settings of heritage assets as a result of the Scheme, Historic England has expressed an interest in some form of wider mitigation for the impacts on the Bowes Railway Priory that would include an interpretation panel near to Longbank Bridleway Underpass on the Public Right of Way (PRoW).



1. INTRODUCTION

1.1. CIRCUMSTANCES OF THE PROJECT

WSP was commissioned by Highways England to prepare an historic environment desk-based assessment in support of the Birtley to Coal House Scheme (hereafter referred to as “the Scheme”), that aims to increase capacity along the A1 between Birtley and Coal House from junctions 65 (Birtley) to junction 67 (Coal House). The existing road would be widened to provide a three-lane carriageway and additional lanes would be provided between junctions to help manage traffic joining and leaving the A1. The Scheme would also include changes to signage and road markings from just south of junction 68 (Lobley Hill) to north of junction 67 (Coal House).

1.2. LOCATION, TOPOGRAPHY AND GEOLOGY

- 1.2.1. The Scheme lies in the county of Tyne and Wear within the Metropolitan Borough of Gateshead between junction 65 (Birtley) and junction 67 (Coal House) of the A1.
- 1.2.2. The Scheme Footprint and surrounding land and townscape is characterised by a combination of residential, rural, industrial, recreational, open space and urban fringe land uses. Much of the area falls within designated Green Belt land, namely the Tyne and Wear Green Belt around Gateshead and Newcastle within the Gateshead district. The A1 highway and East Coast Main Line (ECML) serve the whole area and form strong visual and audible elements of the landscape. The Tyne and Wear Lowlands, within which the Scheme is located, are characterised by the rivers Tyne and Wear, which create an undulating landscape. The county is predominantly built up and dominated by widespread urban and industrial development and a dense network of major road and rail links.¹
- 1.2.3. Available information derived from the British Geological Society² shows that the underlying bedrock geology comprises Pennine Middle Coal Measures Formation which is a combination of mudstone, siltstone and sandstone formed in the Carboniferous period. The Superficial geology is made up of till (unsorted glacial sediment) and diamicton (terrigenous sediment) formed in the Quaternary Period

¹ WYG, 2007, Landscape Character Assessment for Gateshead Council, 15/16

² <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

2. POLICY, APPROACH AND GUIDANCE

2.1. PLANNING BACKGROUND AND LEGISLATIVE FRAMEWORK

ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT (AMAAA) 1979

- 2.1.1. The Ancient Monuments and Archaeological Areas Act 1979³ largely relates to Scheduled Monuments. Section 61 defines sites that warrant protection due to their being of national importance as 'ancient monuments'. A monument is defined by the Act as *"any building, structure or work above or below the surface of the land, any cave or excavation; any site comprising the remains of any such building, structure or work or any cave or excavation; and any site comprising or comprising the remains of any vehicle, vessel or aircraft or other movable structure or part thereof."*
- 2.1.2. Section 61 of the Act states that deliberate damage to a monument is a criminal offence and any works taking place within one would require Scheduled Monument Consent from the Secretary of State.

NATIONAL POLICY STATEMENT FOR NATIONAL NETWORKS

- 2.1.3. The National Policy Statement for National Networks (NPSNN) sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. The policies for the conservation of the historic environment are set out in Chapter 5⁴. Those elements of the historic environment that hold value to this and future generations because of their historic, archaeological, architectural or artistic interest are called 'heritage assets'. Heritage assets may be buildings, monuments, sites, places, areas or landscapes. The sum of the heritage interests that a heritage asset holds is referred to as its significance. Significance derives not only from a heritage asset's physical presence, but also from its setting⁵.
- 2.1.4. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments, should be considered subject to the policies for designated heritage assets. The absence of designation for such heritage assets does not indicate lower significance.
- 2.1.5. The Secretary of State should also consider the impacts on other non-designated heritage assets (as identified either through the development plan process by local authorities, including 'local listing', or through the nationally significant infrastructure project examination and decision making process) on the basis of clear evidence that the assets have a

³ Ancient Monuments and Archaeological Areas Act 1979, c.12. Available at: <http://www.legislation.gov.uk/ukpga/1979/46>

⁴ NPSNN 2014, 71

⁵ *ibid*, 72

significance that merit consideration in that process, even though those assets are of lesser value than designated heritage assets.

THE INFRASTRUCTURE PLANNING (DECISIONS) REGULATIONS 2010

- 2.1.6. Regulation 3 of the Infrastructure Planning (Decisions) Regulations 2010 sets out the obligations on the Secretary of State when deciding applications for development consent under the Planning Act 2008 affecting listed buildings (or their settings), conservation areas or scheduled monuments (or their settings). The obligations are:
- When deciding an application which affects a listed building or its setting, the Secretary of State must have regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.
 - When deciding an application relating to a conservation area, the Secretary of State must have regard to the desirability of preserving or enhancing the character or appearance of that area.
 - When deciding an application for development consent which affects or is likely to affect a Scheduled Monument or its setting, the Secretary of State must have regard to the desirability of preserving the Scheduled Monument or its setting.

NATIONAL PLANNING POLICY FRAMEWORK, SECTION 16 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT⁶

- 2.1.7. National planning policies on the conservation of the historic environment are set out in the NPPF (DCLG, July 2018). Sites of archaeological or cultural heritage significance that are valued components of the historic environment and merit consideration in planning decisions are grouped as 'heritage assets'. The NPPF states that "heritage assets are an irreplaceable resource" the conservation of which can bring "wider social, cultural, economic and environmental benefits⁷". It also states that the "significance of any heritage assets affected including any contribution made by their setting... should be understood in order to assess the potential impact⁸". In addition to standing remains, heritage assets of archaeological interest can comprise sub-surface remains and, therefore, assessments should be undertaken for a site with potential below-ground archaeological deposits.
- 2.1.8. NPPF draws a distinction between designated heritage assets and other remains considered to be of lesser significance; "great weight should be given to the asset's conservation. Substantial harm to or loss of a Grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest

⁶ NPPF 2018 Section 16, paragraphs 184-202.

⁷ NPPF 2018 Section 16, paragraphs 184-185.

⁸ *Op cit.*, 189.

significance, including scheduled monuments, protected wreck sites, battlefields, Grade I and II* listed buildings and Grade I and II* registered parks and gardens and World Heritage Sites, should be wholly exceptional⁹." Therefore, preservation in situ is the preferred course in relation to such sites unless exceptional circumstances exist.

- 2.1.9. It is normally accepted that non-designated heritage assets will be preserved by record, in accordance with their significance and the magnitude of the harm to or loss of the asset as a result of the proposals to "avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposals¹⁰." Non-designated heritage assets of archaeological interest will also be subject to the policies reserved for designated heritage assets if they are of equivalent significance to Scheduled Monuments¹¹.

LOCAL PLANNING POLICY

Gateshead Local Plan (adopted March 2015)

- 2.1.10. The following saved policies relevant to the Scheme are from the Gateshead Local Plan (adopted March 2015)¹²
- 2.1.11. Policy ENV9 states that development that protects or enhances the setting of a Conservation Area, including important views into and out of the Conservation Area will be permitted
- 2.1.12. Policy ENV10 states that Permission will not be granted for development (especially that which would involve sub-division) in gardens and grounds which make a contribution to the character of the following Conservation Areas: Crow Hall, Sheriff Hill, Chowdene, Low Fell, Saltwell, Coatsworth, Birtley, Whickham, Rowlands Gill, Ryton.
- 2.1.13. Policy ENV18 states that the retention and use of locally listed buildings is encouraged. Consent for alterations to buildings on the local list should ensure that they preserve their special local architectural or historic interest by:
- a) Respecting the building's design, appearance and any features of architectural or historic merit in the design of any extensions or alterations; and
 - b) Ensuring that wherever practicable and appropriate, materials appropriate to the building's special local interest are used.
- 2.1.14. New development of, or alterations to, buildings within the curtilage or setting of a locally listed building must be designed to be sympathetic to it.

⁹ NPPF 2018, section 16, paragraphs 184-185; 193-194.

¹⁰ *Op cit.*, 190.

¹¹ *Op cit.*, 194.

¹² Gateshead Local Plan <http://www.gateshead.gov.uk/DocumentLibrary/Building/PlanningPolicy/Core-Strategy-Documents/Gateshead-Local-Plan-Policies-27-Mar-15.pdf>

- 2.1.15. Where the Council has control over the demolition or alteration amounting to substantial demolition of a locally listed building, it will not grant consent for such demolition unless the proposal meets the criteria of ENV8.
- 2.1.16. The Council will continue to consider reviewing the lists and updating them from time to time to ensure that they reflect the diversity and history of the borough's built environment.
- 2.1.17. Policy ENV21 states that where archaeological remains survive, whether designated as a scheduled ancient monument or not, there will be a presumption in favour of their preservation in situ. However, where the significance of archaeological remains is such that their preservation in situ is not essential, or is not feasible, a programme of archaeological works aimed at achieving preservation by record will be required, the findings of which should be published.
- 2.1.18. Policy ENV22 states that where there is the likelihood that archaeological remains will be encountered as a result of development the Council will require a programme of investigative research and/or fieldwork to determine whether the remains, that might exist, merit preservation in situ or by record. Research and fieldwork findings should be published.

The Gateshead Core Strategy and Urban Core Plan (2015)

- 2.1.19. The policy in the strategic local plan relevant to the Scheme is Policy UC14 Heritage which states that to respect the historical legacy, varied character and appearance of the historic environment development will:
- Maximise opportunities to sustain and enhance the significance of heritage assets and their setting;
 - Deliver high quality in the design of new buildings and conversions reflecting the rich historic fabric; and
 - Include opportunities for the contemporary interpretation of heritage assets including Hadrian's Wall and associated features.¹³

2.2. APPROACH

CONSULTATION

- 2.2.1. Consultation has been undertaken with Lee McFarlane, Inspector of Ancient Monuments at Historic England regards investigation and mitigation strategies associated with Bowes Railway. Claire MacRae, the Archaeological Officer at Newcastle City Council was consulted with regard to below-ground archaeology and earthworks, and Claire Richardson, the Senior Conservation Officer at Gateshead Council for matters relating to the setting of heritage assets.

¹³ <http://www.gateshead.gov.uk/DocumentLibrary/Building/PlanningPolicy/Core-Strategy-Documents/Core-Strategy-and-Urban-Core-Plan-for-Gateshead-and-Newcastle.pdf>

STUDY AREAS

- 2.2.2. Although the focus of the DBA is the Scheme, an essential archaeological and historic and contextual background is presented for the general area. An inner Study Area of 500m extending out from the limits of the Scheme Footprint was applied for the identification of all types of heritage assets (designated, non-designated and potential archaeological remains) to establish the known historic environment context and the potential for hitherto unknown below-ground archaeological remains (**Figure 6.1**). A second, wider Study Area was applied for the assessment of settings of designated heritage assets and conservation areas, and this extends up to 1km from the outer limits of Scheme Footprint (**Figure 6.2**).

TERMINOLOGY, STANDARDS AND GUIDANCE

- 2.2.3. The technical terminology applied to the assessment process is based on that contained within the NPPF Planning Practice Guide¹⁴. In addition to compliance with the NPSNN, NPPF and DMRB, this desk-based assessment has been compiled in accordance with professional standards and guidance. The standards and guidance which relate to this assessment are:
- Chartered Institute for Archaeologists (CIfA) 2014, Standard and Guidance for Historic Environment Desk-based Assessment
 - CIfA, 2014a, Code of Conduct
 - CIfA, 2014b Standards and Guidance for Consultancy Advice
 - Historic England, 2017, The Setting of Heritage Assets, Historic Environment Good Practice in Planning: 3 (Second Edition)
- 2.2.4. Cultural heritage relevant to this DBA comprises Scheduled Monuments, Listed Buildings (Grades I, II* and II), historic landscapes, above and below-ground archaeological remains, other non-designated heritage assets and locally listed buildings. For the ease of presentation in this document, cultural heritage features are referred to as heritage assets, and additionally for the purposes of clarity a minor distinction is made between built heritage and below-ground archaeology.

LIMITATIONS

- 2.2.5. The assessment is based on the details of the Scheme as presented at the time of compiling this report.

¹⁴ DCLG 2014

3. ASSESSMENT PROCESS

3.1. DESK-BASED ASSESSMENT

- 3.1.1. This assessment consists of an analysis of existing written, graphic, photographic and electronic information in order to identify heritage assets and their cultural heritage significance. To do this, the character of the Study Areas, including a consideration of the settings of the appropriate heritage assets, the heritage significance and sensitivity or importance has been considered.
- 3.1.2. The assessment concludes with a consideration of the potential harm to the cultural heritage significance of the identified heritage assets and their settings as appropriate. This is based upon the predicted impact of the Scheme and outlines an investigation/mitigation strategy as necessary (based on design data available to date).
- 3.1.3. *Aims and Objectives:* The desk-based assessment aims to gain an understanding of the cultural heritage resource to achieve the objectives stated below:
- Assess the potential for heritage assets to survive within the Scheme
 - Assess the sensitivity/importance and cultural heritage significance of the known or potential heritage assets
 - Identify the potential harm to the cultural heritage significance of the assets and their settings as a predicted impact of the Scheme, and similarly for positive effects of the Scheme
 - Provide strategies for further investigation where the nature, extent or cultural heritage significance of the resource is not sufficiently well defined
 - Suggest strategies to conserve the cultural heritage significance of the assets and their settings
 - Present proposals for archaeological investigation and/or mitigation where appropriate

3.2. OUTLINE METHOD STATEMENT

- 3.2.1. This section presents an overview and order of presentation of the assessment. Detailed method statements are included as appropriate within each section highlighted below.
- 3.2.2. *Baseline Condition (Section 4):* This section presents a summary of the archaeological and historical background of the general area. It is presented by period, and has been compiled in order to place the Scheme into a wider archaeological context.
- 3.2.3. *Gazetteer of Heritage Assets (Section 5):* This presents a tabulated list of assets identified by designation and within the respective Study Areas.
- 3.2.4. *Sensitivity or Importance of the Asset (Section 6):* The sensitivity or importance of the heritage assets identified is judged in a neighbourhood, local, regional, national and/or international context. This informs the mitigation strategy required in the event of predicted harm to the cultural heritage significance of the asset.

- 3.2.5. *Setting Assessment (Section 7)*: The contribution of setting to the cultural heritage significance of statutory designated assets within the Study Areas is assessed. The effect of the Scheme on the settings is determined by consideration of the potential attributes of the development affecting setting.
- 3.2.6. *Cultural Heritage Significance (Section 8)*: A statement of cultural heritage significance is presented for those assets that will be subject to a harmful impact from the Scheme (Section 9). The NPPF specified heritage values: historical, aesthetic, architectural, and archaeological interests are applied.
- 3.2.7. *Potential Harm (Section 9)*: The level of potential harm to the cultural heritage the significance of the heritage assets as a result of the Scheme on built heritage or buried archaeological remains will be determined. Similarly, any positive impacts are presented.
- 3.2.8. *Investigation or Mitigation Strategy (Section 10)*: Possible methods for further investigation of cultural heritage significance are proposed as appropriate. Suitable mitigation measures, where possible, to avoid, reduce, or remedy adverse impacts are presented.

4. BASELINE CONDITION

4.1. DATA COLLECTION

4.1.1. The following sources were consulted during the data-gathering process:

- Tyne and Wear Historic Environment Record
- National Heritage List for England (NHLE) as maintained by Historic England
- Historic maps including Ordnance Survey
- Online sources

SITE VISIT

4.1.2. The wider Study Area (1km) was visited in February 2018 to define the contribution of the settings of nationally importance heritage assets to the sensitivity of the assets. An assessment of the potential for direct impacts (primary rather than secondary) on these settings was undertaken. The general topography was noted, as was the presence of any large areas of open land, and building complexes such as housing estates, industrial estates, and so forth. A photographic archive was compiled and a selection of photographs is presented as images 4 to 7 throughout this report.

4.1.3. In October 2018, a walkover survey was undertaken at the site of Lamesley Wagonway (4124) to investigate the presence of any above-ground features or structures associated with this asset. The walkover survey revealed the presence of nineteenth-century pottery within ploughed soil of the arable field and an historic boundary to the east, as depicted in the 1862 OS map, which presently borders a disused section of what was originally a road, marked as 'Long Bank'. This boundary comprises a north/south aligned drystone wall which survives to a height between c.0.5m and c.0.75m. There are slight traces of ridge and furrow cultivation in the southern corner of the field which are visible as faint hollows in the emerging field crop.

4.1.4. All of the heritage assets identified through the data collection are described in detail in the Gazetteer (Section 6). Their locations are shown on **Figures 6.1** and **6.2**.

4.2. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.2.1. The following section presents a summary of the archaeological and historical background of the general area of the Scheme. This is presented by period as shown in **Table 4-1**, below, and has been compiled in order to place the Scheme in an archaeological and historical context.

Table 4-1 - Summary of British archaeological and historical periods and date ranges

Period	Date Range
Prehistoric Period:	500,000 – 10,000 BC
Palaeolithic	10,000 – 3,500 BC
Mesolithic	3,500 – 2,200 BC
Neolithic	2,200 – 700 BC
Bronze Age	700 BC – AD 43
Iron Age	
Romano-British	AD 43 – AD 410
Early Medieval (Anglo-Saxon and Viking periods)	AD 410 – AD 1066
Late Medieval	AD 1066 – AD 1540
Post-medieval	AD 1540 – c1750
Industrial Period	cAD1750 – 1914
Modern	Post-1914

PREHISTORIC PERIOD (500,000 – AD43)

Palaeolithic Period

- 4.2.2. There is no Palaeolithic evidence within the Scheme Study Areas therefore there is low potential for remains from this period to be encountered within the Scheme Footprint.

Mesolithic Period (10,000 – 3,500 BC)

- 4.2.3. There is a wealth of evidence for settlement in the north-east during this period, the most notable example being 80km from the Scheme at Howick, one of the best-preserved Mesolithic sites in the British Isles. Multiple flint scatters have been recorded at Newcastle, Sunderland and closer to the Scheme in Birtley at Sheddon's Hill and Blackham's Hill and demonstrate occupation of the area during this time¹⁵. There are no known remains from this period within the Scheme Footprint.

Neolithic Period (3,500 – 2,200 BC)

- 4.2.4. The archaeological record in the North East for this period is largely concentrated in Northumberland and comprises cairn fields, remnants of field systems and megaliths

¹⁵ *Op cit*

including henge monuments and barrows. A good example of the latter is the Seven Sisters cairn, a round barrow 10km from the Scheme at Houghton-le-Spring, Sunderland. Several find spots including Neolithic flints, arrowheads, scrapers and axe heads have been recovered 16km from the Scheme at Ryton and Whickham¹⁶. There are no known remains from this period within the Scheme Footprint.

Bronze Age (2,200 – 700 BC)

- 4.2.5. Like the Neolithic period, evidence for occupation in the Bronze Age in the North East is concentrated in Northumberland in the form of cairns, field boundaries, barrows and stone circles. A number of barrows containing burials were recorded 22km outside of the Scheme Study Areas at Chopwell and also at Bradley Hall near the village of Crawcrook¹⁷. A significant amount of material culture has been recovered from immediately outside of the Study Areas in Birtley, and also at other locations around Gateshead such as Ryton, Whickham and Bewes Hill. There are no known remains from this period within the Scheme Footprint.

Iron Age (700 BC – AD 43)

- 4.2.6. Hillforts typify this period and two notable examples in the North-East include Maiden Castle and Shackleton Beacon Hillfort lying approximately 19km miles and 48km from the Scheme. Significant Iron Age activity has been recorded close to the Study Areas at Town Moor in Newcastle, where evidence for settlement activity in the form of encloses and ditches was exposed. Enclosures and cropmarks that are likely to date to this period were identified just outside the Study Areas at Kibblesworth and Marshall Lands in Whickham¹⁸. Other types of archaeological evidence in the region includes log boats recorded close to the Study Areas on the banks of the River Tyne, at Ryton and Blaydon-on-Tyne. There are no known remains from this period within the Scheme Footprint.

Romano-British Period (AD 43 – AD 410)

- 4.2.7. Hadrian's Wall was the north-west frontier of the Roman Empire for nearly 300 years and was built on the orders of the Emperor Hadrian following his visit to Britain in AD 122. At 73 miles (80 Roman miles) long, it crossed northern Britain from Wallsend on the River Tyne in the east to Bowness-on-Solway in the west. The section at Wallsend is located approximately 16km from the Scheme Footprint.
- 4.2.8. The Romano-British road network in the region consisted of major north/south routes with occasional west/east routes leading off to cross the upland spine of the country and link with

¹⁶ *Op cit*

¹⁷ *Op cit*

¹⁸ *Op cit*

the North-West¹⁹. The site of Gateshead to Chester-le-Street Roman road (276), one of the north/south routes, follows a projected course through the Scheme and Roman bridge abutments (12964) were recorded in the inner Study Area.²⁰

- 4.2.9. It is likely that coal mining in the North-East originated in the Romano-British period as suggested by the use of coal in iron smithing and working copper alloy²¹ at Housesteads Fort in Northumberland, approximately 56km from the Scheme Footprint.
- 4.2.10. There are several recorded archaeological find spots that lie immediately outside of the Scheme Study Areas, with Romano-British coins found near Team Valley Trading Estate and the site of a possible fort identified in the same area at Washing Wells. More coins and, a sculpture/stone head and a stone altar possibly taken from Vindobala Fort in Rudchester were recovered in Gateshead²².

Early Medieval (AD 410 – AD 1066)

- 4.2.11. There is no record of activity in Early Medieval period in the Scheme Study Areas, however, there is a large amount of evidence in the surrounding landscape.
- 4.2.12. It is suggested that Gateshead is the location of an early medieval settlement and there is evidence to suggest that the Romano-British fort and bridge at Newcastle was taken over as a royal estate, and several sites in the city have been suggested as sites of an Anglian settlement. Newcastle also features the site of a scheduled Anglo-Saxon cemetery, which was built on the site of the *Pons Aelius* Fort. The cemetery dates from the beginning of the eighth until the later twelfth century, although associated settlement evidence is presently lacking and artefacts from the period are rare in the city. Some possible features associated with settlement have also been excavated at Jarrow to the south of the Scheme Footprint²³.

Late Medieval (AD 1066 – AD 1540)

- 4.2.13. During this period the landscape is characterised by Manors, which were the economic and social units of life and consisted of a manor house, one or more villages, and up to several thousand acres of land divided into meadow, pasture, forest, and cultivated fields. A number of village sites have been identified in the inner Study Area but outside the Scheme Footprint and include those at Lamesley (4929), Eighton (661) and Birtley (670). Excavations at Lamesley produced evidence for field systems, ridge and furrow farming

¹⁹ *Op cit* 46

²⁰ TWHER

²¹ *Op cit* 54

²² TWHER

²³ <http://www.twsitelines.info/the-anglo-saxons>

practices, flood defences and hollow ways, making this site once of the best surviving examples of a medieval landscape in Tyne and Wear.

- 4.2.14. As the economy was based largely on agriculture, evidence for industrial production in the region is very limited. Kiln sites have been discovered in County Durham, Northumberland and Tyne and Wear as has evidence for textile production, quarrying and metalworking, however none of this evidence comes from the immediate landscape surrounding the Scheme²⁴.
- 4.2.15. Although documentary evidence for medieval coal mines does exist, there is little to be seen on the ground with most early workings presumably being destroyed by later mining. Possible sites have been identified at Moorhouses Woods and West Rainton in County Durham which lie approximately 32km south of the Scheme. The importance of the region as a medieval coastal trade centre is highlighted at Hartlepool, where the development of the quayside illustrates the growing role of the North Sea and coastal trade for the success of the region.
- 4.2.16. The proximity of the Scottish border led to the construction of many fortified structures in the region including the castle at Newcastle, which was established during this period and built on the site of the earlier Anglo-Saxon cemetery. It was also during this period, in the thirteenth and fourteenth centuries that the Newcastle city walls were constructed which protected the town from attack and occupation during episodes of conflict²⁵.

Post-Medieval (AS 1540 – c.1750)

- 4.2.17. The Post-medieval period in the North-East was one of radical and deep-rooted change as it saw the transition from an agricultural economy to an industrial one. The salt industry was significant in the seventeenth and early eighteenth century and a kiln relating to iron/steel from 1700 survives at Allensford approximately 15 metres west of the wider Study Area²⁶.
- 4.2.18. The North East is celebrated as one of the birthplaces of the railway, which grew out of demand for the coal trade to move bulk goods quickly and cheaply. Horse drawn wagonways were developed from the early seventeenth century until the early nineteenth century and there are examples of these early wagonways in Gateshead at Gibside Estate and near Prince Consort Road²⁷. Little evidence of early coal mines exists, however Street Pit, also known as Ravensworth Ann Colliery (3874), is located within the inner Study Area, and possibly dates the early eighteenth century.
- 4.2.19. Large numbers of buildings survive from this period in the North East and there are many examples in Gateshead. Examples of building types include, brickworks, windmills and

²⁴ TWHER

²⁵ Petts, D. and Gerrard, C. 2006, 78

²⁶ Petts, D. and Gerrard, C. 2006, 96/97

²⁷ Petts, D. and Gerrard, C. 2006, 100

other various mills such as Whickham Windmill and Swalwell Mill. Although this period shows a general change of economic focus from agriculture to industry, a reliance on a rural economy was retained in areas like Lamesley in the inner Study Area, where cottages and farms predominated. A surviving example in the inner Study Area includes, Northside Farm (15783) that a rare example of the multi-phase development of a traditional pre-industrial linear farmstead.

- 4.2.20. By the end of the period, the coal industry was already important both to the region and nationally. From its initial centres around the lower Tyne and middle Wear, it had spread by the early nineteenth century to dominate most of lowland County Durham and South Northumberland.

Industrial Period (c.1750 – AD1914)

- 4.2.21. The industrialisation of the region continued with increased fervour into the nineteenth century, when towns such as Gateshead, Hartlepool and Newcastle were among the major settlements that dramatically expanded in response to the growth of industrial production and the demand for labour²⁸. This period of rapid growth particularly after 1850, was fuelled, critically, by a dramatic increase in North East coal production, from 4.5 million tons in 1800, to 10.5 million tons in 1850 and 45 million tons by 1900²⁹. The development of technology within the coal industry and its associated infrastructure was fundamental to the industrial and social development of the North East and there are several examples of coal pits in the inner Study Area, including Dean Pit (3772), Way Pit (3902) and George Pit (3862). A directory compiled in 1894 describes the township of Lamesley as '*rich in coal, and stone of a superior quality, well adapted for the purpose of mill and grind stones. There are several large quarries at work in this township, and coal is extensively wrought at the Ravensworth collieries. Its rateable value is £28,676.*'³⁰
- 4.2.22. Going hand-in-hand with urban expansion, there is evidence for rural settlement shrinkage and desertion in the region. Despite the decline in size of some agricultural villages, there was a rapid expansion in specialist industrial villages, and the inner and wider Study Area features places such as Kibblesworth, Birtley and Lamesley. By the Industrial period, Birtley was riddled with coal shafts and pits, including Birtley Pit (3909) and Whin Pit (3907), and associated wagonways such as the two Birtley wagonways (3910 and 3908), all of which are situated in the inner Study Area. Similarly, Kibblesworth was also established as a typical pit village during this period, with the Robert Pit and Glamis Pit opening in the mid-nineteenth century. The development of technology both within the coal industry itself and in its associated infrastructure (most notably wagonways and railways) was fundamental to the

²⁸ Petts, D. and Gerrard, C. 2006, 89

²⁹ <http://www.twsitelines.info/industrial-period>

³⁰ History, Topography and Directory of Durham, Whellan, London, 1894

industrial and social development of the North-East. The Bowes Railway (1003723) was particularly important in Kibblesworth, as it was extended here from Springwell in 1842, resulting in an increased industrial activity for the village³¹. The Bowes Railway is discussed in more detail in further below.

- 4.2.23. Similar to the railway, the expansion of the coal mining industry in the inner and wider Study Areas, led to the need to further develop the ports/harbours to the east, for example the North and South Dock in Sunderland were primarily for coal export³².

THE BOWES RAILWAY

- 4.2.24. As discussed above, the coal industry was particularly important to the region and led to the development of the railway in this area in order to improve transport between pits. The Bowes Railway was first proposed by the Grand Allies (a group of local coal owning families) to connect their new Springwell colliery and the older Mount Moor colliery with their Jarrow staiths. Originally an eleven and a half mile railway was proposed by John Buddle including six rope worked inclines. However, they later handed the project to colliery engine wright George Stephenson who designed the present railway from Mount Moor pit (Black Fell) to Jarrow via Springwell using three incline planes (Image 1 and 2) and a locomotive worked section³³
- 4.2.25. The line opened on 17th January 1826 using the inclines and horses until the new steam locomotives were delivered in April 1826. The railway was extended to Kibblesworth in 1842, Marley Hill in 1853 and Dipton in 1855, and this was as far as the line stretched (15 miles long). The section of line within the Scheme Footprint was part of the Kibblesworth extension. The line continued to operate in the same methods using six inclines (two gravity worked and four powered inclines) and two locomotive worked sections at either end of the railway³⁴.
- 4.2.26. In 1932, the Springwell colliery closed and the Pontop and Jarrow Company was taken over and renamed the Bowes Railway (image 3), in honour of the Bowes-Lyon family (ancestors of the Queen mother) who were major shareholders. The Bowes Railway became part of the National Coal Board in 1947, which established a number of improvements to the line, such as linking it with the neighbouring Pelaw Main railway in 1955. As collieries in the area began to close in the mid-twentieth century, the line closed beyond Kibblesworth, with Kibblesworth being the only colliery in the area still using it. The closure of the pit in October 1974 brought an end to Bowes Railway which closed a month later.

³¹ The Durham Mining Museum, online <http://www.dmm.org.uk/colliery/k005.htm>

³² Ops cit

³³ <http://bowesrailway.uk/about/#history>

³⁴ <http://bowesrailway.uk/about/#history>

4.2.27. The Springwell workshops, four wagons, three locomotives and a mile and half section of railway line (the earliest section between Black Fell and Springwell) was saved by Tyne and Wear County Council in the late twentieth century, and the line was later designated as a Scheduled Monument³⁵.



Image 1 – An example of one of the rope-hauled trucks on the Bowes Railway. The image also shows a masonry retaining wall flanking the track

³⁵ ibid

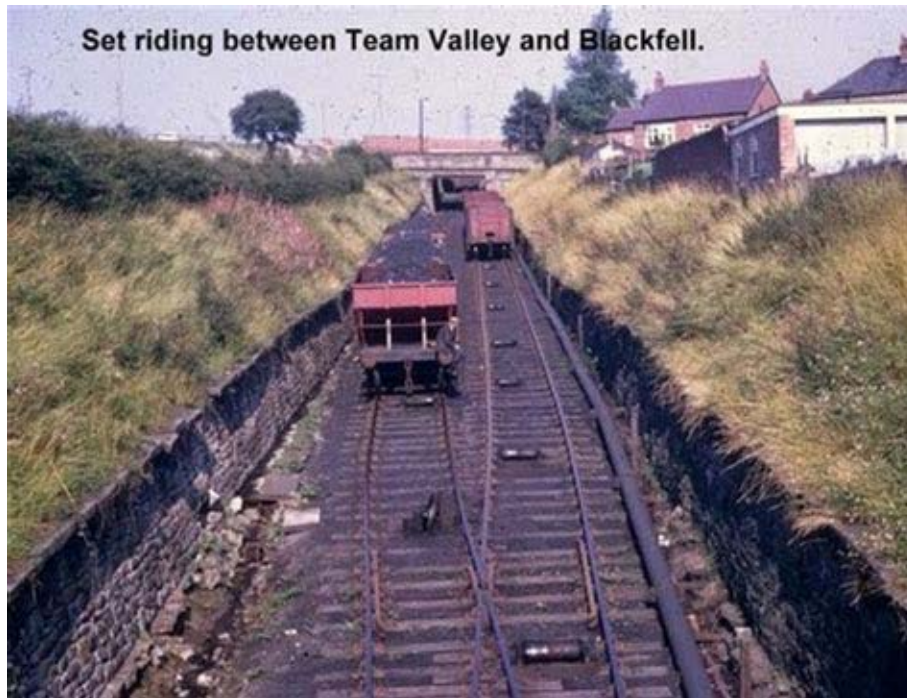


Image 2 – Trucks loaded with coal on the rope-hauled section of the Bowes Railway set within a cutting ³⁶

³⁶ <http://bowesrailway.uk/photo-galleries>



Image 3 – The Bowes Railway and coal trucks set on an embankment ³⁷

MODERN PERIOD (POST-1914)

- 4.2.28. In contrast to the industrialisation of the eighteenth and nineteenth centuries, the twentieth century has more often been characterised as a time of decline for industry, the effects of which are symbolised strongly in the North-East by the Jarrow Crusade (1936 protest march against the unemployment and poverty suffered in Jarrow, around 12km from the wider Study Area).³⁸
- 4.2.29. The impact of the First World War in the region is represented in the wider Study Area at Birtley, with the establishment of Elisabethville (8628), a settlement built for Belgian refugees who were put to work in the two munitions factories located in the town. The model settlement housed around 4,000 workers and was named after the Queen of the Belgians³⁹.
- 4.2.30. The post-war period saw a long-term decline in the major industries of the region with many important industries, such as coal mining almost completely disappearing⁴⁰. The effect of which can be seen in the inner Study Area, where by 1974 the only coal mine left open in the area was that at Kibblesworth.

³⁷ www.bowesrailway.com.

³⁸ Ops cit, 112

³⁹ Tyne and Wear Archaeology, 2010, 9

⁴⁰ Ops cit

- 4.2.31. As a response to the decline in industry in the North-East, in the late 1930's, the government invested into the area surrounding the Scheme by establishing the Team Valley Trading Estate (7636). The estate successfully created jobs and attracted business to the area and still flourishes today. The Team Valley Trading Estate lies directly adjacent to the Scheme⁴¹.

4.3. ARCHAEOLOGICAL INTERVENTIONS

- 4.3.1. Previous archaeological interventions within or near to the Scheme are largely concentrated in Birtley and comprise archaeological evaluations and a geophysical survey.
- 4.3.2. The remains of a wagonway, almost certainly dating to the nineteenth century, and several modern ditches were revealed through trial trenching at North Side, Birtley.
- 4.3.3. A number of archaeological trenches were excavated across sections of the Bowes Railway at Wardley and Kibblesworth in advance of the reclamation of coal waste. The Wardley section revealed trackside ditches and sinkings for sleeper blocks, however at Kibblesworth the original trackbed had been removed by modern reclamation.
- 4.3.4. An archaeological evaluation at Portobello Industrial Estate, Birtley, to the south-east of the Scheme exposed a pair of parallel ditches separated by the remnants of a bank. There are the remains of Humble's Wagonway, a post-medieval wagonway established in 1741 to transport coal from pits on Birtley Common to a staith at Fatfie.
- 4.3.5. A number of geophysical surveys have been undertaken immediately outside the wider Study Area and produced results indicating coal mining activity in the area. The geophysical survey undertaken at the site of proposed compound and areas of new land take by SUMO in October 2018 (*Gateshead A1*) in support of this DBA revealed no anomalies of archaeological interest or archaeological features other than evidence of past ploughing. Land at Bowes Incline Hotel was not accessible at the time of survey.

4.4. MAP ANALYSIS OF THE STUDY AREAS

- 4.4.1. This section outlines the historic development of the wider 1km and the inner 500m Study Areas of the Scheme:
- 4.4.2. Saxon's Map of 1577 (Image 1, **Appendix A**) presents the location of Gateshead and the surrounding settlements of Kibblesworth, Birtley and Lamesley, the latter of which, is distinguished by the church (originally medieval in date). Although no roads or thoroughfares are recorded here, the map depicts the undulating Tyne and Wear landscape and the settlements which follow the alignment of the Rivers Tyne and Team.
- 4.4.3. Kitchin's map of 1745-1755 (Image 2, **Appendix A**) shows more detail of the landscape surrounding the Scheme, including a network of roads, radiating from Newcastle and a main

⁴¹ The Journal, online <http://www.thejournal.co.uk/business/business-news/team-valley-celebrates-75th-anniversary-4432839>

thoroughfare extending roughly east/west and connecting the settlements of Kimblesworth, Lambfley and Birtley. This map demonstrates that the coal industry was beginning to characterise the area during the post-medieval period and depicts several unnamed 'Coal Pitts' that lie in close proximity to places such as Ravensworth, Gateshead and Urpeth. It is possible that the pit east of Ravensworth, in the centre of the image, could be Street Pit (3874), a pit within the Scheme Footprint and which opened in 1726.

- 4.4.4. Jeffery's 1768 Map of Durham (Image 3, **Appendix A**) shows a pattern of linear settlements along the main communication routes, which perhaps signifies a population growth in places like 'Lamefley', Birtley and 'Wafhington'. The importance of the coal industry in the region is evident by the scattering of pits, represented on the map by circular clusters. These clusters possibly represent the larger colliery complexes such as Team Colliery (356) rather than individual pits such as Street Pit (3874). An indication of the topography of the landscape presents Gateshead on the higher ground and other smaller settlements such as Lamesley, Birtley and Kibblesworth on the lower ground, near the River Team.
- 4.4.5. The 1857 Ordnance Survey (OS) 1:10,560 map (Image 4, **Appendix A**) illustrates how the growth of the coal industry in the Industrial period dominated the appearance of the inner Study Area. Lamb Pit (3904), Street Pit (3874), Flat Pit (3873) and Nelly Pit (3871) are shown. More collieries are present in the wider landscape such as Allerdean Colliery (3771), Team Colliery (356) and the Kibblesworth and Springwell Collieries which are connected by the Pontop and Jarrow Railway. A number of wagonways relating to the collieries cross the landscape including the Team Colliery Wagonway (3741), Pelaw Main Wagonway (also known as Urpeth/Ouston Colliery Wagonway) (4122) and two 'Old Wagonways' in Birtley (3908 and 3910). The development of large-scale communications infrastructure in this period is illustrated by a number of railways that traverse through the landscape and include the Tanfield Railway which follows a north to south-west course, and the Pontop and Jarrow Railway (later to become the Bowes Railway) that extends north-east to south-west across the Scheme Footprint, connecting the Kibblesworth and Springfield Collieries.
- 4.4.6. The 1859-1884 Map of Durham (Image 9, **Appendix A**) focuses on the area of the Scheme around a section of the Pontop and Jarrow Railway (later to become the Bowes Railway (1003723) and Street Pit (3847), where two major roads cross the line. The coal industry visible in this area, with Flat Pit (3873) and Street Pit (3874) being connected by a possible north-west to south-east aligned wagonway. There are two structures within the curtilage of Street Pit in addition to Longbank House. A large complex of buildings surrounds Eighton Lodge, slightly north-west of Flat Pit. Mostly, the landscape comprises fields with tree-lined boundaries. An area of ancient woodland named Longacre Dene (11220) is another prominent feature in this area.
- 4.4.7. The most significant changes in the late 19th century as depicted on the 1895 OS Six-Inch Map (Image 10, **Appendix A**) include additional railways such as the North Eastern Railway, which extends north/south across the landscape, intersecting with the Pontop and Jarrow Railway around the Long Acre area. Several stations associated with the North

Eastern Railway are visible such as Low Fell Station near Gateshead and Lamesley Station. These connect some of the smaller villages to the larger industrial areas.

- 4.4.8. Some of the coal pits such as Street Pit (3874), Flat Pit (3873) and Lamb Pit (3904) are by this time marked as 'disused', however the larger collieries such as Team Colliery (356) and Allerdean Colliery (3771) are still working. Some of the smaller wagonways associated with the pits in Birtley no longer appear on the map, but the larger wagonways such as Team Colliery (3741) and Pelaw Wagonway (4122) are present.
- 4.4.9. This map also shows the significant expansion of settlement to the north around Gateshead, Wrekenton and Eighton Banks, which is a reflection of population and economic growth. There is a notable lack of expansion around the smaller villages such as Kibblesworth and Birtley, which is a possible result of the closure of the smaller coals pits in the area.
- 4.4.10. The extract of the 1896 OS 1:2,500 map (Image 11, **Appendix A**) focuses on Flat Pit (3873) and Street Pit (3847) which by the late nineteenth century are marked as 'disused'. One of the buildings associated with the latter has been demolished.
- 4.4.11. The line of the Lamesley Wagonway (4124) appears unchanged but is now used as a public footpath which meanders across the site of Street Pit, and the line of the Pontop and Jarrow Railway. Longbank House and the surrounding fields patterns and road networks remain unchanged, although tree lines have now disappeared. The mapping also shows some minor alterations to Eighton Lodge; however its extent remains unchanged.
- 4.4.12. The 1914 OS 1:10,560 map (Image 12, **Appendix A**) illustrates the expansion of Gateshead and the settlements of Wrekenton, Eighton Banks and Springwell. The North Eastern Railway extends to Low Fell Station and there is an extension to the line around its northern junction. Many of the collieries such as Allerdean (3771), Kibblesworth, Springwell and Team (356) remain open, although the smaller pits associated with these collieries are labelled as 'disused'. Major wagonways such as Team Colliery Wagonway (3741) and Pelaw Main Wagonway (4122) are still in use.
- 4.4.13. By the publication of the 1919 OS 1:2,500 map (Image 13, **Appendix A**) all buildings within the curtilage of Street Pit have been demolished including Longbank House, leaving the site completely disused. There are minor changes to the Eighton Lodge and Lamesley Wagonway continues its use as a footpath. The field patterns and road networks remain unchanged.
- 4.4.14. Settlement in Birtley has expanded by 1938 (OS 1:10,560, Image 14, **Appendix A**) and includes the Elisabethville model village (8628) which was established after the First World War. Other settlements also continue to expand around Gateshead and include Wrekenton, Springwell and Eighton, a factor largely due to the flourish of industry in this decade largely associated with the establishment of the Team Valley Trading Estate (7636) to the west of Gateshead. The larger collieries of Team Colliery (356) and Allerdean Colliery (3771) are still visible in the landscape, as are the major wagonways -Team Colliery Wagonway (3741)

and Pelaw Main Wagonway (4122). The majority of field and road systems, areas of woodland and the smaller villages remain unchanged.

- 4.4.15. By the time of the 1939-1940 OS 1:2,500 map (Image 15, **Appendix A**), the Pontop and Jarrow Railway has been renamed Bowes Railway (1003723) and although no changes have occurred to the line itself, some associated buildings and a residential housing estate has been constructed south of the line. This mapping also clearly shows ground preparation for a new major road that would cut a course through fields immediately south of Street Pit.
- 4.4.16. The 1951 OS 1:10,000 map (Image 16, **Appendix A**) suggests settlement in Birtley has continued to expand, and possibly as a result of the increased industrial activity in the area, such as the expansion of the Team Valley Trading Estate (7636) and the extension of the North Eastern Railway to the south of the estate. The road network has notable additions such as the construction of new road on the outskirts of Birtley. Team Colliery (356) and Allerdean Colliery (3771) and their associated wagonways continue in use however the majority of the smaller pits have disappeared.
- 4.4.17. The 1960 OS 1:2,500 map shows a significant change to the area surrounding Street Pit with the A1 highway bisecting farmland and creating new connections with Long Bank and Newcastle Bank. The A1 features a large roundabout that has truncated the north end of Longacre Dene (11220) and a new bridge that carries the road over Bowes Railway which remains in use today. The line of Lamesley Wagonway (4124) continues as a footpath leading to the site of Street Pit (3847), but the A1 now severs the connection between Street Pit and the Bowes Railway (1003723).
- 4.4.18. Longacre Dene (11220) has been slightly truncated by the addition of a roundabout and the original north/west section of road has been widened. Eighton Lodge, the Bowes Railway (1003723), the site of Street Pit (3874), Flat Pit (3873) and their associated wagonway remain unaffected by the new road system. Power lines have been introduced to the landscape and can be seen along an east to west course across Longacre Dene, Street Pit and the road systems.
- 4.4.19. The most significant change shown on the OS 1:10,000 map 1967 map (Image 18, **Appendix A**) is the construction of the Tyne freight yard along the line of the North Eastern Railway between Lamesley and Birtley. This development dominates the area, and has required the acquisition of a significant portion of land previously used for agriculture. Bowes Railway (1003723) Allerdean Colliery (3771) and Team Colliery (356) can still be identified on the mapping, however the latter is now labelled as 'Old Mine' and therefore disused. Settlement in the form of housing estates continues to expand around Gateshead, however the smaller settlements such as Birtley remain static.
- 4.4.20. The 1974 OS 1:2,500 map (Image 19, **Appendix A**) shows that the A1 has undergone major improvements in the late twentieth century with widening of its lanes and the expansion of its roundabout. The addition of several new junctions along its route has truncated the north end of Newcastle Bank road, which now terminates abruptly at the roundabout. The line of Lamesley Wagonway (4124) is still clearly defined, as is the

curtilage of the Street Pit site, however the footpath that had been present since the late nineteenth century is now no longer marked, indicating its disuse. The improvements to the A1 have resulted in the loss of a significant part of Longacre Dean (11220) and the acquisition of more areas of agricultural land. Despite these significant changes, the fields immediately surrounding the sites of Street Pit (3874) and Flat Pit (3873) remain free of development. The section of Bowes Railway that passes under the A1 remains in use and its tracks and embankments are illustrated on the mapping.

- 4.4.21. There is some change to the wider landscape on the 1978 OS 1:10,000 map (Image 20, **Appendix A**). There is continued expansion of Gateshead, Birtley and within the Team Valley Trading Estate (7636) and more static development of land around Lamesley where agricultural land remains the dominating character of the landscape. The section of the Bowes Railway between Kibblesworth and Long Acre Farm is now disused.
- 4.4.22. By 1993 (OS 1:2,500 map Image 21, **Appendix A**) the A1 has undergone some minor improvements, particularly at the roundabout junctions. The sites of the Lamesley Wagonway (4124) and Street Pit (3874) are still well defined and the land surrounding them unchanged in use. The line of Bowes Railway within the Scheme had by this time been dismantled but its embankments and track bed remain strongly defined.

5. GAZETTEER OF HERITAGE ASSETS

- 5.1.1. A total of 125 heritage assets are present within the inner and wider Study Areas. Of these 19 are designated heritage assets including three Scheduled Monuments, two locally listed assets, 12 Grade II listed buildings and four Conservation Areas. Of the 105 non-designated heritage assets present, 23 lie in the Scheme Footprint.
- 5.1.2. A gazetteer is presented in **Tables 5-1** and **Table 5-2** below, and the locations of the non-designated heritage assets are presented on **Figure 6.1** and the designated heritage assets including conservation areas are presented on **Figure 6.2**. Although the sensitivity or importance of some of the designated assets is shown as Medium it is acknowledged that they are of national importance.

Table 5-1 - Scheduled monuments, listed buildings, locally listed buildings and conservation areas within the 1km wider study area

Heritage Asset Type	Asset Name	Sensitivity/Importance
Scheduled Monument (SM)	Ravensworth Coal Mill (1015922), Bowes Railway (1003723), Ravensworth Quadrangular Castle (1016975)	High
Conservation Areas	Lamesley Village (11883), Ravensworth Park (646), Birtley (11878) and Chowdene (11885).	Medium
Grade II Listed Buildings	Arch and walls adjoining South Lodge (1025189); South Lodge (1025188); Kenmore, the Old Vicarage (1355108); Temple Meads (1025153); Church of St. Andrew (1025154); Tomb of Robert Moscrop (1355109) Ravensworth Park Farmhouse (1185135); Statue of Em Perkins (1025203); Birtley Cenotaph, memorial shelters, and garden wall including gate piers and railings (1433563); Church of St Joseph (1431020); Church of St John the Evangelist (1355096) and School House (1025204).	Medium
Locally Listed Buildings	The Angel of the North (11053) Team Valley Trading Estate (7636)	High Low

Table 5-2 - Non-designated heritage assets within the 500m inner study area

HER Number	Description	Period	Sensitivity	Inside/Outside the Scheme Footprint
3907	Whin Pit	Industrial	Medium	Outside
3909	Birtley, Shaft	Industrial	Medium	Outside
3002	Boundary Pit	Industrial	Medium	Outside
3865	Corn Pit	Industrial	Medium	Outside
3768	Lamesley Bridge	Industrial	Medium	Outside
669	Lamesley Bridge	Industrial	Medium	Outside
3870	Rush Pit	Industrial	Medium	Outside
3871	Nelly Pit	Industrial	Medium	Outside
3861	Chance Pit	Industrial	Medium	Outside
3766	Nanny Pit	Industrial	Medium	Inside (Disturbed)
3767	Betty Pit	Industrial	Medium	Outside
3867	Lamesley, Engine House	Industrial	Medium	Outside
3773	Lamesley, Workshop	Industrial	Medium	Outside
3776	Corner Pit	Industrial	Medium	Outside
3860	Green Pit	Industrial	Medium	Outside
3859	Lamesley, Coal Shaft	Industrial	Medium	Outside
3772	Dean Pit	Industrial	Medium	Outside
3862	George Pit	Industrial	Medium	Outside
3872	Dam	Industrial	Medium	Outside
3873	Flat Pit	Industrial	Medium	Outside
658	Eighton, hermitage	Industrial	Low	Outside
3901	Coal Shaft	Industrial	Medium	Outside

HER Number	Description	Period	Sensitivity	Inside/Outside the Scheme Footprint
3902	Way Pit	Industrial	Medium	Outside
1237	Black Fell	Industrial	Medium	Outside
659	Chapel	Industrial	Low	Outside
671	Lamesley Manor	Late Medieval	Low	Outside
667	Lamesley Mills	Industrial	Medium	Outside
5384	Site of Washington Mill	Industrial	Medium	Inside (Disturbed)
5394	Pillbox	Modern	Medium	Outside
5563	Searchlight	Modern	Medium	Outside
5831	WW2 road block	Modern	Medium	Outside
11052	Viewing Platform	Modern	Medium	Outside
11194	War memorial	Modern	Medium	Outside
11195	War memorial	Modern	Medium	Outside
12200	medieval grave slabs	Late Medieval	Low	Outside
12964	Roman bridge abutments	Romano-British	Medium	Outside
11220	Longacre Dene, an area of ancient woodland	Prehistoric	Medium	Outside
15237	A194(M)	Modern	Medium	Inside
15241	A1(M) Birtley By-pass	Modern	Medium	Inside
3741	Team (Colliery) wagonway	Industrial	Medium	Inside (Disturbed)
3749	Team wagonway	Industrial	Medium	Inside (Disturbed)

HER Number	Description	Period	Sensitivity	Inside/Outside the Scheme Footprint
4125	Newcastle to Durham Road	Industrial	Medium	Inside
276	Gateshead to Chester-le-Street Roman road	Romano-British	Medium	Inside
3910	Birtley wagonway	Industrial	Medium	Outside
3908	Birtley wagonway	Industrial	Medium	Inside (Disturbed)
2616	Washington wagonway	Industrial	Medium	Inside (Disturbed)
3010	Harton wagonway	Industrial	Medium	Outside
3774	Lamesley wagonway	Industrial	Medium	Inside (Disturbed)
4124	Lamesley wagonway	Industrial	Medium	Inside
4123	Lamesley wagonway	Industrial	Medium	Outside
1908	Possible hollow way	Industrial	Medium	Outside
12965	Team Valley Railway	Industrial	Medium	Inside (Unaffected)
3010	Wagonway	Industrial	Medium	Outside
3764	Allerdean Brick and Tile Works	Industrial	Medium	Outside
3771	Allerdean Colliery	Industrial	Medium	Outside
3869	Reservoirs	Industrial	Medium	Outside
356	Team Colliery	Industrial	Medium	Outside
3866	Meadow Pit	Industrial	Medium	Outside
3874	Street Pit	Industrial	Medium	Outside
3876	Longbank Quarry	Industrial	Medium	Outside
3875	Lamesley Quarry	Industrial	Medium	Inside
3903	Borehole Pit	Industrial	Medium	Outside

HER Number	Description	Period	Sensitivity	Inside/Outside the Scheme Footprint
2615	Mill Pit	Industrial	Medium	Outside
3915	Blackfell Engine	Industrial	Medium	Outside
4929	Ridge and furrow at Lamesley, (disturbed)	Late Medieval	Medium	Inside (Disturbed)
1672	Long Acre Farm	Industrial	Low	Outside
3904	Lamb Pit	Industrial	Medium	Inside (Disturbed)
3900	Hill Pit	Industrial	Medium	Outside
5081	North Farm	Industrial	Low	Outside
7516	Birtley East Primary School	Industrial	Low	Outside
7864	Site of Lady Ravensworth Almshouses	Industrial	Low	Inside (Disturbed)
7491	Ravensworth Arms Hotel	Industrial	Low	Outside
7536	Church Hall at Lamesley,	Industrial	Low	Outside
7425	Lady Park Lodge	Industrial	Low	Outside
7424	Lady Park Lodge, gate piers	Industrial	Low	Outside
9730	Crowther Industrial Estate	Modern	Low	Outside
9725	Oxclose	Modern	Low	Outside
9716	Blackfell	Modern	Low	Outside
9658	Harlow Green, Church of St. Ninian	Modern	Low	Outside
11905	Redholme	Industrial	Low	Outside

HER Number	Description	Period	Sensitivity	Inside/Outside the Scheme Footprint
11906	The Cottages	Industrial	Low	Outside
11908	Meadowgate	Modern	Low	Outside
11909	Orpington House and Blacksmith's Cottage	Industrial	Low	Outside
5141	Smithy	Industrial	Low	Outside
11910	Woodhurst	Industrial	Low	Outside
8628	Elisabethville	Modern	Low	Outside
15783	Northside Farm House	Post-medieval	Low	Outside
15783	Northside Farm, stables and barns	Post-medieval	Low	Outside
17222	Methodist Chapel	Industrial	Low	Outside
3741	Team wagonway branch through Allerdene	Industrial	Medium	Inside (Disturbed)
3749	Team wagonway	Industrial	Medium	Inside (Disturbed)
5942	Donnison's or Great Grindstone Way	Industrial	Medium	Inside (Disturbed)
5935	Rudston's Way (wagonway)	Industrial	Medium	Inside (Disturbed)
4122	Urpeth/Ouston Colliery (wagonway)	Industrial	Medium	Inside (Disturbed)
2616	Old Washington (Broomy) Way	Industrial	Low	Inside (Disturbed)
3010	Humble's wagonway	Industrial	Medium	Outside
3910	Birtley Old wagonway	Industrial	Medium	Outside
17090	Urpeth to Poulter's Close wagonway	Industrial	Medium	Inside (Disturbed)

HER Number	Description	Period	Sensitivity	Inside/Outside the Scheme Footprint
2624	New Washington (Usworth) Way to Cox Green	Industrial	Low	Outside
17097	Humble's wagonway	Industrial	Medium	Outside
664	Site of Lamesley village	Late Medieval	Medium	Outside
661	Site of Eighton village	Late Medieval	Medium	Outside
670	Site of Birtley Village	Late Medieval	Medium	Outside
12021	Site of Ravensworth	Industrial	Medium	Inside (Unaffected)
	Ridge and Furrow	Medieval	Medium	Inside

6. IMPORTANCE OR SENSITIVITY

6.1.1. **Table 6-1**, below, presents the DMRB criteria used to determine the importance or sensitivity of heritage assets.

Table 6-1 - Criteria used to determine importance/sensitivity of heritage assets

Cultural Heritage Importance/Sensitivity	Criteria
Very High	<p>Archaeological Remains: World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives.</p> <p>Historic Buildings: Structures inscribed as of universal importance as World Heritage Sites. Other buildings of recognised international importance.</p> <p>Historic Landscapes: World Heritage Sites inscribed for their historic landscape qualities. Historic landscapes of international value, whether designated or not. Extremely well-preserved historic landscapes with exceptional coherence, time-depth, or other critical factor(s).</p>
High	<p>Archaeological Remains: Scheduled Monuments (including proposed sites). Undesignated assets of schedulable quality and importance. Assets that can contribute significantly to acknowledged national research objectives.</p> <p>Historic Buildings: Scheduled Monuments with standing remains Grade I and Grade II* Listed Buildings. Other listed buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade.</p>

Cultural Heritage Importance/Sensitivity	Criteria
	<p>Conservation Areas containing very important buildings. Undesignated structures of clear national importance</p> <p>Historic Landscapes: Designated historic landscapes of outstanding interest. Undesignated landscapes of outstanding interest. Undesignated landscapes of high quality and importance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factor(s).</p>
Medium	<p>Archaeological Remains: Designated or undesignated assets that contribute to regional research objectives.</p> <p>Historic Buildings: Grade II Listed Buildings (It is acknowledged that Grade II listed buildings are of national importance). Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations. Conservation Areas containing buildings that contribute significantly to its historic character. Historic Townscape or built-up areas with important historic integrity in their buildings or built settings (e.g. including street furniture and other structures).</p> <p>Historic Landscapes: Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value. Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factor(s).</p>
Low	<p>Archaeological Remains: Designated and undesignated assets of local importance.</p>

Cultural Heritage Importance/Sensitivity	Criteria
	<p>Assets compromised by poor preservation and/or poor survival of contextual associations.</p> <p>Assets of limited value, but with potential to contribute to local research objectives.</p> <p>Historic Buildings: ‘Locally Listed’ buildings Historic (unlisted) buildings of modest quality in their fabric or historical association. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).</p> <p>Historic Landscapes: Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.</p>
Negligible	<p>Archaeological Remains: Assets with very little or no surviving archaeological interest.</p> <p>Historic Buildings: Buildings of no architectural or historical note; buildings of an intrusive character.</p> <p>Historic Landscapes: Landscapes with little or no significant historical interest.</p>
Unknown	<p>Archaeological Remains: The importance of the resource has not been ascertained.</p> <p>Historic Buildings Buildings with some hidden (i.e. inaccessible) potential for historic significance.</p> <p>Historic Landscapes: N/A</p>

Source: as taken from DMRB Volume II Section 3

- 6.1.2. The consideration of the sensitivity of statutory designated assets such as Scheduled Monuments, Listed Buildings, and Registered Parks and Gardens is reflected in their Grade. For example, Grade I Listed Buildings are those which are considered to be of exceptional national architectural or historic importance. Grade II* Listed Buildings are of particular national importance and special interest. Both Grade I and II* Listed Buildings are of great importance to the nation's built heritage and their importance will generally be beyond dispute. Grade II Listed Buildings are usually designated for their architectural and historic interest. They make up around 95 per cent of all Listed Buildings.
- 6.1.3. **Table 6-1** is a general guide to the attributes of cultural heritage assets and it should be noted that not all the qualities listed need to be present in every case and professional judgment is used in balancing the different criteria. The list is not exhaustive.
- 6.1.4. Of the assets (or their settings) to be affected by the Scheme, the following importance or sensitivity is applied, as shown in **Table 6-2** below.

Table 6-2 - Importance/sensitivity of the heritage assets affected by the Scheme

Cultural Importance/Sensitivity	Criteria
Statutory Designated Assets	
Very High	None
High	Bowes Railway (1003723)
Non-designated Assets	
Medium	Lamesley Wagonway (4124) Lamesley Quarry (3875) Gateshead to Chester-le-Street Roman road (276), Ridge and Furrow Earthworks (No HER ref) Lamesley Village CA (11883); Ravensworth Park (646)
Low	The Angel of the North (1105)
Negligible	None
Unknown	None

- 6.1.5. Neither the importance nor the cultural heritage significance of hitherto unknown below-ground heritage assets can be determined prior to intrusive investigation such as trial trenching.

7. SETTING ASSESSMENT

7.1. METHODOLOGY

- 7.1.1. The definition of setting used here is taken from the NPPF ⁴² setting is '*the surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surrounding 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*'. Historic England in their Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning 3⁴³ considers that the importance of setting lies in what it contributes to the significance of the heritage asset. This depends on a wide range of physical elements within, as well as perceptual and associational attributes pertaining to, the heritage asset's surroundings. In accordance with the requirements of statutory consultees the Historic England approach is followed here.
- 7.1.2. Historic England discusses several other general considerations including: cumulative change; change over time; appreciating setting; buried assets and setting; designated settings; setting and urban design; and setting and economic and social viability and has provided a stepped approach to the assessment and importance of setting to heritage assets. Following Step 1, which is the initial identification of the heritage assets as presented in Section 6, the subsequent steps comprise:
- Step 2: Assessing whether, how and to what degree the settings make a contribution to the cultural heritage significance of the heritage assets.
 - Step 3: Assessing the effect of a proposed development on the setting, and the resulting implications for the cultural heritage significance of the heritage asset(s).
 - Step 4: Maximising enhancement and minimising harm (mitigation).
- 7.1.3. Step 2: In assessing whether, how and to what degree the settings make a contribution to the cultural heritage significance of the heritage assets, a number of potential attributes of a setting are considered. These attributes are in **Table 1** in **Appendix B**.
- 7.1.4. The attributes of settings contribute to its sensitivity and its contribution to the significance of the asset. **Table 7-1** presents examples of definitions for the sensitivity of settings but these should not be seen as exhaustive.

⁴² DCLG 2018

⁴³ Historic England 2017

Table 7-1 - Step 2 – Definitions of sensitivity for the settings of heritage assets

Examples of sensitivity of settings	Contribution to significance of the asset
A defined setting that is contemporary with and historically and functionally linked with the heritage asset, may contain other heritage assets of international or national importance, has a very high degree of intervisibility with the asset and makes a very substantial contribution to both the significance of the heritage asset and to the understanding and appreciation of the significance of the asset.	Very Substantial (Very high)
Contemporary with and historically and functionally linked with the heritage asset, with minor alterations (in extent and/or character), has a high degree of intervisibility with the asset and which makes a substantial contribution to both the significance of the heritage asset and to the understanding and appreciation of the significance of the asset.	Substantial (high)
Contemporary with and/or historically and/or functionally linked with the heritage asset but with alterations which may detract from the understanding of the heritage asset, and/or with a moderate degree of intervisibility with the asset and/or which makes a moderate contribution to the significance of the heritage asset and/or a moderate contribution to the understanding and appreciation of the significance of the asset.	Moderate (medium)
Largely altered so that there is very little evidence of contemporaneous and/or historic and/or functional links with the heritage asset, and/or with a low degree of intervisibility with the asset and/or which makes a minor contribution to both the significance of the heritage asset and to the understanding and appreciation of the significance of the asset.	Minor (low)

- 7.1.5. Step 3: Having assessed the contribution of the setting to the cultural heritage significance of the asset, the effect of a proposed development on the setting can be determined by consideration of the potential attributes of a proposed development affecting setting. These attributes are presented in **Table 2** in **Appendix B**.
- 7.1.6. Once the sensitivity and contribution of the setting has been determined and the potential attributes of a proposed development identified, the level of harm or beneficial impact of a proposed development needs to be evaluated. The criteria for assessing the level of harm are presented below (**Table 7-2**). This presents definitions of varying scales of harm or benefit to the contribution of the setting.

Table 7-2 - Step 3 – Criteria for assessment of the level of harm/benefit on the setting of a heritage asset

Level of Harm or Benefit	Guideline Criteria
Major beneficial	The contribution of setting to the cultural heritage asset's significance is considerably enhanced as a result of the development; a lost relationship between the asset and its setting is restored, or the legibility of the relationship is greatly enhanced. Elements of the surroundings that detract from the asset's cultural heritage significance or the appreciation of that significance are removed.
Moderate beneficial	The contribution of setting to the cultural heritage asset's significance is enhanced to a clearly appreciable extent as a result of the development; as a result the relationship between the asset and its setting is rendered more readily apparent. The negative effect of elements of the surroundings that detract from the asset's cultural heritage significance or the appreciation of that significance is appreciably reduced.
Minor beneficial	The setting of the cultural heritage asset is slightly improved as a result of the development, slightly improving the degree to which the setting's relationship with the asset can be appreciated.
Negligible	The setting of the cultural heritage asset is changed by the development in ways that do not alter the contribution of setting to the asset's significance.
Less than substantial harm:	
Minor harm (Minor Adverse)	The contribution of the setting of the cultural heritage asset to its significance is slightly degraded as a result of the development, but without adversely affecting the interpretability of the asset and its setting; characteristics of historic value can still be appreciated, the changes do not strongly conflict with the character of the site, and could be easily reversed to approximate the pre-development conditions.
Harm (Moderate Adverse)	The contribution of the setting of the cultural heritage asset to its significance is reduced appreciably as a result of the development. Relevant setting characteristics can still be appreciated but less readily.
Substantial harm (Major Adverse)	The contribution of the setting of the cultural heritage asset to its significance is effectively lost or substantially reduced as a

Level of Harm or Benefit	Guideline Criteria
	result of the development, the relationship between the asset and its setting is no longer readily appreciable.

- 7.1.7. Changes may occur to the settings of an asset that neither affect their contribution to the cultural heritage significance of the asset, nor the extent to which its cultural heritage significance can be experienced. In such instances it will be considered that there is no impact upon setting.

7.2. APPROACH TO THE ASSESSMENT

- 7.2.1. An assessment of the importance of the settings to the significance of the heritage assets was undertaken for designated heritage assets within the wider Study Area. Site visits were made during the winter and therefore are largely indicative of the worst case scenario, where minimal screening is provided by existing vegetation. The impacts of the Scheme were based on the indicative site plan and high-level design and construction information. Assessments may be subject to change should more detailed designs be forthcoming. Each designated and locally listed asset was also visited to assess the potential for harm to the cultural heritage significance of its setting.

7.3. HISTORIC LANDSCAPE CHARACTER

- 7.3.1. The Scheme and its surrounding landscape is located within Gateshead, in particular the area regarded as the Tyne and Wear Lowlands. The lowlands are characterised by the rivers Tyne and Wear, which create an undulating landscape. Tyne and Wear is predominantly built up and dominated by widespread urban and industrial development and a dense network of major road and rail links. The ECML forms a strong linear route through the area severing the existing infrastructure network and forms a strong visual and audible element of the landscape⁴⁴.
- 7.3.2. The landscape was previously dominated by the coal mining industry, which is now only visible as open-cast extraction areas, spoil heaps and recently restored sites. The landscape is now open in appearance with views that can extend north towards the centre of Gateshead and Newcastle, especially from the elevated area of the remediated Kibblesworth landfill site, which lies slightly south west outside of the inner Study Area⁴⁵.
- 7.3.3. Much of the landscape remains in agricultural use, with the retention and maintenance of many hedgerows. Within this national character area fields are normally defined from a

⁴⁴WYG, 2007 Landscape Character Assessment for Gateshead Council

⁴⁵ *Op Cit*

mixture of hedgerow field boundaries and post wire fences. Previous smaller field systems have merged to form a larger field pattern, however, long narrow field patterns dating back to circa 1860 are still evident to the east of Kibblesworth, running in an east west direction⁴⁶.

- 7.3.4. The historic riverside city of Newcastle is strategically located at the bridging point of the rivers Tyne and Wear.

7.4. THE ATTRIBUTES OF THE SCHEME

- 7.4.1. The A1 Birtley to Coal House Scheme is located between junction 67 (Coal House) and junction 65 (Birtley) of the A1 in Gateshead and aims to increase capacity along this section. Most of the work would take place within the existing highway boundary, however, some additional land would be required alongside the A1 at certain points to enable the additional lanes to be constructed, including temporary compound areas at near to Lamesley Village CA and the scheduled Bowes Railway (1003723).
- 7.4.2. The Scheme includes a replacement bridge structure over the ECML to the immediate south of the existing 'Allerdene Bridge' structure, which would tie in to the existing junction 67 Coal House roundabout. The Scheme would also seek to install electronic signage to provide driver information along the road. There are two proposed options for the Allerdene Bridge:
- Allerdene embankment option – a single span bridge supported by embankments which utilises ground improvements in the form of rigid inclusions.
 - Allerdene viaduct option – a multi span viaduct structure supported on piled foundations 40-45m deep which ties into embankment structures at either end.
- 7.4.3. A number of public footpaths would be re-routed including an access to Longbank Bridleway Underpass (Bowes Railway). Due to the localised nature of the proposed works to the A1, there would be no change to the setting of the majority of designated or locally listed assets that have been identified in the wider Study Area. The settings of those assets that are likely to be harmed or improved have been assessed below.

7.5. SCHEDULED MONUMENTS

BOWES RAILWAY (1003723)

- 7.5.1. The Bowes Railway was originally a colliery railway built to carry coal mainly from pits in North West Durham to the Tyne at Jarrow. The section of the railway that extends into the Scheme is currently used as a public bridleway that extends from Dunkirk Farm in the east to the Tyne Freight Yard in the west, passing through a mixture of rural, residential and industrial scenery. A number of bridges cross the asset including those contemporary with its original use such as Long Bank and Newcastle Bank and those that postdate its use as a railway such as Longbank Bridleway Underpass that carries the A1. The underpass is located within the Scheme and is constructed from a sleeve of corrugated steel that creates

⁴⁶ *Op Cit*

a tunnel through which horses, riders and pedestrians can pass. The assessment is focused only the section of the SM that extends into and in close proximity to the Scheme and is not an assessment of the overall line of the railway.

- 7.5.2. Within this section the line is set in a cutting with limited views out of the surrounding land and townscapes. Remnants of the masonry retaining walls that housed the railway survive in sections along the cutting and play an important role in enhancing an understanding of the asset, of which a significant part lies unseen below ground. Key views are unobstructed along the line of the railway in both directions and are associated with the course of the locomotives that once worked the line. There is good public access via steps and railings cut into the embankment that link the Bridleway to a number of public footpaths connected to Lower Eighton, Birtley, and the surrounding countryside.
- 7.5.3. The industrial character of the asset coupled with the focused key views along its line does not allow the noise and activity from the busy A1 to create a distraction from the asset when experienced from the Bridleway. The experience however is degraded on the approach to and inside the Longbank Bridleway Underpass, the corrugated tunnel of which is defaced with graffiti and unlit. The use of modern materials in its construction creates an unattractive environment that distracts from the appreciation and understanding of the asset as an historic transportation link in this section (**Image 4**).
- 7.5.4. The Scheme would include the widening of the A1 where it crosses Bowes Railway and the replacement of the underpass sleeve with a similar structure that that will be an additional 15m in length. The construction of the new underpass would require the demolition of a section of historic retaining wall as well as the enclosure of an additional 15m of track bed within the extended tunnel. The new tunnel would be lit, and the bridleway and access to it would be retained after construction is completed. Keys views along the line of the asset would remain unchanged.

ASSESSMENT

- 7.5.5. It is considered that the setting of this section of Bowes Railway makes a moderate contribution to the understanding and appreciation of the significance of the asset. It is anticipated there will be major harm to the setting during construction as the works will block keys views and prohibit access to this section of the Bridleway. The effects however would be temporary and would last for the duration of the construction period. During the operation of the Scheme, the elongated tunnel would result in minor harm to the setting due to the loss of retaining wall, albeit a short section.



Image 4 – The scheduled Bowes Railway (1003723) and the Long Bank Underpass that carries the A1 over the bridleway. Access to the monument is via a set of steps built into the railway embankment.

7.6. GRADE II LISTED BUILDINGS AND CONSERVATION AREAS

LAMESLEY VILLAGE CONSERVATION AREA (11883) AND THE GRADE II LISTED Church of St Andrews (1025154) and Temple Meads (1025153).

- 7.6.1. The conservation area (CA) comprises Lamesley Village and surrounding landscape which is located immediately north of the A1 motorway in the borough of Gateshead. Located within a vale on low-lying land, Lamesley is overlooked by the high-rise apartment blocks and residential housing in Gateshead and Newcastle.
- 7.6.2. Despite its proximity to the heavily industrialised area of Team Valley and the urban sprawl of Allerdene and Chowdene, Lamesley has retained a predominantly agricultural character that is characterised by large expanses of pasture and flood meadows carved out by the meandering course of the River Team and enclosed by treelines and hedgerows. The CA features the site of a medieval village which through archaeological excavation has

revealed traces of ridge and furrow, field boundaries and hollow ways. The landscape to the south and west of the conservation area continues this theme with enclosed fieldscapes and set within them, small to medium sized settlements such as Kibblesworth and Ravensworth Park.

- 7.6.3. The village itself lies at a crossroads, is sparsely populated, and contains a number of Post-medieval and Industrial period buildings including the grade II listed Church of St Andrews (1025154), Kenmore, the Old Vicarage (1355108) and Temple Meads (1025153), an early 18th century house. These buildings are dispersed around the crossroads and contribute to the historic character of the village.
- 7.6.4. Lamesley Road, a main thoroughfare that passes through the village, connects directly to the A1, and as a consequence carries a steady flow of commuter traffic. This road also connects the village to Tyne Yard, the region's major freight yard that borders the conservation area to the east and can be clearly seen from the rear of the graveyard of St Andrews (1025154).
- 7.6.5. The Scheme would be located to the north of the CA and would necessitate the construction of a permanent embankment or elevated viaduct and new carriageway within a remediated field between the motorway and the edge of the conservation area. This field currently serves as a green buffer between the industrialised north and more rural south (Image 5). This field would also house a proposed temporary compound area for construction equipment and materials. The road and compound would be visible from the northern extent of the CA, the graveyard of St Andrews and from the front of the Temple Meads property (Image 6). Though the widening of the motorway would only be seen from the assets at a distance, the development on farmland so close to the village would reduce the gap of open green space between the industrialised north and the less developed south. It is likely that the elevated viaduct option would be seen to the north of the CA, and from the Church of St Andrews (1025154) and Temple Meads (1025153). The elevated viaduct would create less of an interruption in views across the fields than an embankment as views would continue through the viaduct. The solid appearance of the embankment would not allow for views to continue. The encroachment of lightspill and noise associated with both the motorway and the compound has the potential to distract from the appreciation of these assets in their diminishing rural context. The construction phase of the NGN Above Ground Installation building (AGI) situated north-east of Lamesley Village CA, is likely to impact the rural setting of the asset due to increased noise levels, light spill, movement and activity derived from construction-related traffic.

ASSESSMENT

- 7.6.6. It is considered that the setting makes a moderate contribution to the understanding and appreciation of the significance of the conservation area and those assets within it. This contribution would be slightly degraded as a result of the Scheme without adversely affecting the interpretability of the assets and their settings and characteristics of historic value can still be appreciated. It is likely that the viaduct option for the Allerdene Bridge

would create slightly less of an impact than the embankment option. Furthermore, the compound would be temporary and therefore the land take it requires can be easily restored, and it will be reinstated on completion. It is considered there will be minor harm to the settings during both operation and construction. Temporary construction works associated with AGI would also result in minor harm to the setting of Lamesley Village CA (11883) during the construction phase and negligible harm during operation.



Image 5 – Rural land seen looking north from the front of the Grade II listed Temple Meads (1025153). This plot of land is the location of a proposed temporary compound and a new carriageway. The A1 and Allerdene Bridge can be seen in the background



Image 6 – Rural land to the north of Lamesley Village Conservation Area and the location of a proposed temporary compound area. The A1, seen in the distance, will be widened, necessitating the construction of a new carriageway within this plot of land

7.7. LOCALLY LISTED BUILDINGS

The Angel of the North (11053)

The Angel of the North is a site-specific landmark public sculpture by the internationally renowned artist, Sir Antony Gormley. It was installed in 1998 in Low Eighton, Gateshead and comprises a giant figure of a standing man with outstretched wings. The sculpture is made from weathering steel, stands 20 metres high with a wing span of 54m. The Angel is arguably the best known and most easily recognisable public artwork in the UK. The site of the sculpture is an elevated and prominent position in the Team Valley and at the head of a strip of V-shaped strip of land between the A1 and the A167 (Image 7). There is an intentional visibility from the asset to these major communication routes and also from the ECML. These intended views imbue the sculpture with significance as a welcoming herald for travellers to Tyneside and is meant to be seen when on the move⁴⁷. The construction of

⁴⁷ North of England Civic Trust 2018, 33

the sculpture from materials that are in contrast to those used in the suburban townscape of its immediate setting makes the asset stand out in the landscape and attracts the eye.

- 7.7.1. The Angel is intended to be part of the community as a focal point rather than to dominate over it. The incidental visibility of the sculpture from the surrounding footpaths, private properties and gardens maintains this closer connection, generating more personal and intimate experiences of the asset than the more grand views from the highways. The ability to view The Angel from close up and far away also enhances the sense of community through the fluidity and freedom of public movement. Crucially due to the sheer scale and stature of The Angel, these intimate experiences are not marred by the distractions in the surrounding environment such as noise or dynamic activity⁴⁸.
- 7.7.2. When The Angel was first constructed a key attribute of its setting which contributes to its significance was its openness. It was important to the artist that there were clear views from its key receptors (along communication routes) of its full form in order to appreciate the sculpture and to emphasise the prominence of its setting. Since this time, the openness has been reduced, altering the relationship it has had with its setting. One of the most notable and dramatic changes where this has occurred is along the A1 and at Eighton Lodge roundabout, within the Scheme Footprint. The growth of trees at these locations has partially masked full views of The Angel and created a sense of enclosure when standing at the asset, which was not the artist's intention⁴⁹.

ASSESSMENT

- 7.7.3. It is considered that the setting makes a high contribution to the understanding and appreciation of the significance of the asset. One of the objectives of the Scheme is to improve the A1 in support of an anticipated growth in housing and employment developments in the area. It would be beneficial to the asset that the improvements to the motorway would facilitate the movement of more people along one of its key receptors and will enable the growth of the general population. The asset would be experienced by the increasing numbers of visitors to area and also by people who would set up permanent residence. In this way the Scheme would make a moderate beneficial contribution to the setting of The Angel. The construction of gantries would restrict some views from the road toward the asset during the operational phase of the scheme, however this would only be to a slightly reduced extent resulting in a minor adverse impact.

⁴⁸ North of England Civic Trust 2018

⁴⁹ *Op cit* 47



Image 7 – Looking south from the base of the Angel of the North (11053) towards the A1. The trees on the embankment between the A1 and the Angel currently partially screen indivisibility between the asset and the carriageway.

8. CULTURAL HERITAGE SIGNIFICANCE

8.1. INTRODUCTION

- 8.1.1. Cultural heritage significance is defined in Annex 2 of the NPPF as ‘The value of a heritage asset to this and future generations because of its heritage interest’. Both the NPSNN and the NPPF are clear that ‘heritage interest’ may be archaeological, architectural, artistic or historic. The NPPF definitions for the values are provided in **Table 8-1**, below.

Table 8-1 - Definition of NPPF cultural heritage significance

Heritage Value	NPPF Definition
Archaeological Interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Architectural Interest	To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms.
Artistic Interest	Interest in the design and general aesthetics of a place. It can arise from conscious design or fortuitously from the way the place has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture
Historic Interest	To be of special historic interest a building or place must illustrate important aspects of the nation’s social, economic, cultural, or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.

Source: taken from NPPF Guidance – Annex 2: Glossary

- 8.1.2. Through the application of the values it is possible to define what it is that gives cultural heritage significance to a heritage asset and therefore warrants protection. The Scheme and its immediate environs encompass layers of archaeological and historical development, which may be valued for different reasons by different people, all of which should be taken into account in determining the overall significance of the effect of the Scheme.

- 8.1.3. The statement of significance is applied where it is considered that the Scheme will cause harm to the cultural heritage significance of an asset, and therefore not all of the assets presented in the gazetteer are included in the statement. It is considered that the assets presented below are likely to be subject to either a physical impact from the Scheme or an impact resulting from harm to their settings. These assets are presented in **Table 8-2**, below.

Table 8-2 - Assets likely to be subject to significant harm as a result of the Scheme

Designation	Heritage Asset	Nature of Impact
Designated Assets	Bowes Railway (1003723)	Physical harm to track bed and associated retaining walls
Non-designated Assets	Lamesley Wagonway (4124)	Physical harm to track bed and associated features
	Lamesley Quarry (3875)	Physical harm to earthworks and associated features
	Gateshead to Chester-le-Street Roman road (276)	Physical harm to below-ground remains
	Ridge and Furrow	Physical harm to earthworks
	Potential below-ground archaeology	Physical harm hitherto unknown assets

LAMESLEY VILLAGE CONSERVATION AREA (11883)

- 8.1.4. Lamesley Village Conservation Area (CA) is of archaeological and historical interest due to the presence of the site of a medieval village and agricultural features of ridge and furrow, field boundaries and hollow ways, illustrating previous occupation and the agricultural character of the area. The CA is also of architectural interest comprising several built heritage assets ranging from the Post-medieval to Industrial periods, representing continuous occupation of Lamesley to the present day.

LAMESLEY WAGONWAY (4124)

- 8.1.5. Lamesley Wagonway first appears on the 1857 OS Six-Inch England and Wales Map and connects Street Pit (3874), Flat Pit (3873) and Team Colliery (356). Although there have been a number of wagonways of the same period in this area, Lamesley Wagonway is of particular archaeological and historic interest as it is the only wagonway in this area that remains relatively undisturbed. The wagonway is a reflection of the development of

industrial transportation in the area, and in particular providing evidence for the development of infrastructure associated with the coal industry.

LAMESLEY QUARRY (3875)

- 8.1.6. The quarry is possibly an extension of Longbank Quarry (3876), and appears directly south of it on the 1857 OS Six-Inch England and Wales Map. Lamesley Quarry is of archaeological and historical interest as quarrying was an important multi-phased industry in the region which dated back to the medieval period. In particular, the quarrying of stones for grindstones was an important large export trade, linking with the coal industry and railway infrastructure. The quarry is situated in an area of land which has remained relatively undeveloped and has the potential to provide some archaeological evidence which could enhance current understanding of quarrying activities in this area.

RIDGE AND FURROW EARTHWORKS

- 8.1.7. The area of ridge and furrow that lies within the Scheme Footprint is a well-preserved example of past agricultural activity which holds both archaeological and historical interest. This type of earthwork is rare to the region and provides evidence relating to past farming and agricultural practices which contributed to the economic value of the region.

BOWES RAILWAY (1003723)

- 8.1.8. As the coal industry began to expand in the region, the related infrastructure also developed, and the Bowes Railway (originally named The Pontop and Jarrow Railway) was one of the first modern railways built in order to improve transport between coal pits.
- 8.1.9. The Bowes Railway was designed by engineering pioneer George Stephenson who used three incline planes in the steep middle section and locomotive worked section, for the earliest phase of the line. This is one of the earliest known examples of a rope haulage system, and it is this section of the line which is a scheduled monument. The railway was established in 1826 and remained an important feature as industry continued to develop in the region.
- 8.1.10. Both standing and buried remains associated with the Scheduled Monument are archaeologically significant and hold evidential value. Although the Railway is in poor condition and is listed on the Heritage at Risk Register, there are surviving remains of the track, inclined track bed and stone walls associated with the line, all of which can contribute to a further understanding of infrastructure relating to the coal industry.

GATESHEAD TO CHESTER-LE-STREET ROMAN ROAD (276)

- 8.1.11. This asset potentially holds particular archaeological interest as below ground remains may help to understand the relationship between prehistoric communication routes and Roman roads, which is presently poorly understood.

9. HARM TO SIGNIFICANCE AND POTENTIAL IMPACT

9.1. HARM TO SIGNIFICANCE

- 9.1.1. The ClfA 'Standard and Guidance for Historic Environment Desk-based Assessment' (2014) (ClfA 2014), considers that an assessment of the significance of heritage assets should identify the potential impact of proposed or predicted changes on the significance of the asset and the opportunities for reducing that impact. Policy 189 of the NPPF states that this evidence should be taken into account when considering the impact of a proposal.
- 9.1.2. The level of harm to cultural heritage significance of the asset, or the magnitude of the impact as prescribed by DMRB, is the basis of assessing impact. In order to assess the level of harm or potential impact of any future development on built heritage or buried archaeological remains, consideration has been afforded to:
 - Assessing any impact and the significance of the effects arising from any future development of the Study Area;
 - Reviewing the evidence for past impacts that may have affected the archaeological sites of interest identified during the desk-based assessment; and
 - Outlining suitable mitigation measures, where possible at this stage, to avoid, reduce, or remedy adverse impacts.
- 9.1.3. Key impacts have been identified as those that would potentially harm the significance of the heritage asset. Each potential impact has been determined as the predicted deviation from the baseline conditions, in accordance with current knowledge of the site and design options.
- 9.1.4. The magnitude, or scale of an impact is often difficult to define, but will be termed as major, moderate, minor, negligible or no change, as defined in **Table 9-1**, below.

Table 9-1 - Criteria Used to Determine Magnitude of Impact

Magnitude of Impact	Description
Major	<u>Archaeological Remains:</u> Change to most or all key archaeological materials, such that the resource is totally altered. Comprehensive changes to setting.
	<u>Historic Buildings:</u> Comprehensive changes to setting. Change to key historic building elements, such that the resource is totally altered

Magnitude of Impact	Description
	<p><u>Historic Landscapes:</u> Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit</p>
Moderate	<p><u>Archaeological Remains:</u> Changes to many key archaeological materials, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset.</p> <p><u>Historic Buildings:</u> Change to many key historic building elements, such that the resource is significantly modified. Considerable changes to setting that affect the character of the asset. Changes to the setting of an historic building, such that it is significantly modified.</p> <p><u>Historic Landscapes:</u> Changes to many key historic landscape elements, parcels or components, visual change to many key aspects of the historic landscape, noticeable differences in noise or sound quality, considerable changes to use or access; resulting in moderate changes to historic landscape character.</p>
Minor	<p><u>Archaeological Remains:</u> Changes to key archaeological materials, such that the asset is slightly altered Slight changes to setting.</p> <p><u>Historic Buildings:</u> Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.</p> <p><u>Historic Landscapes:</u> Changes to few key historic landscape elements, parcels or components, slight visual changes to few key aspects of historic landscape, limited changes to noise levels or sound quality; slight changes to use or access: resulting in limited changes to historic landscape character.</p>

Magnitude of Impact	Description
Negligible	<u>Archaeological Remains:</u> Very minor changes to archaeological materials or setting.
	<u>Historic Buildings:</u> Slight changes to historic buildings elements or setting that hardly affect it
	<u>Historic Landscapes:</u> Very minor changes to key historic landscape elements, parcels or components, virtually unchanged visual effects, very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.
No Change	<u>Archaeological Remains:</u> No change.
	<u>Historic Buildings:</u> No change to fabric or setting.
	<u>Historic Landscapes:</u> No change to elements, parcels or components; no visual or audible changes; no changes arising from in amenity or community factors.

Source from Tables 5.3, 6.3, 7.3 in Volume 11 Section 3 Part 2 DMRB

9.2. ASSESSMENT OF HARM

BELOW-GROUND ARCHAEOLOGICAL REMAINS

- 9.2.1. All direct impacts on below-ground heritage assets will be permanent and irreversible. Works that have the potential to impact upon any remains present include ground levelling, topsoil stripping, the removal of existing road surfaces, construction of temporary compounds and haulage roads, and the installation of infrastructure items such as lighting columns, manholes, culverts or chambers, utilities cables, drainage pipes, balancing ponds and so forth. Any form of landscaping, including the planting of trees for screening, also has the potential to disturb buried archaeological remains.
- 9.2.2. Due to previous ground disturbance, no impacts are anticipated for the construction related works proposed within the curtilage of the existing highways boundary. The proposed temporary compound area to the south of the A1 is the site of a gas storage facility, therefore any below ground archaeological remains within its footprint will have been removed or disturbed during its construction.

- 9.2.3. The Scheme will require the bridge that presently carries the A1 over the scheduled site of Bowes Railway (1003723) to be widened to accommodate the road improvements. This will require the replacement of Longbank Bridleway Underpass with an elongated structure of similar design. The construction of the underpass will necessitate the excavation of two foundation trenches, each 15-17m in length, and the insertion of piles at approximately every 1m within the trenches. Excavations associated with this are likely to disturb below-ground remains associated with the use of the railway from the Industrial period. Features to be expected include trackside ditches, sinkings for sleeper blocks, sections of track or material associated with the track bed.
- 9.2.4. All intrusive works within the curtilage of the Scheduled Monument will require Scheduled Monument Consent from Historic England.
- 9.2.5. The site of Lamesley Quarry (3875) extends into an area of permanent and temporary land-take associated with the Scheme, immediately east of Bowes Railway. Any below-ground archaeology associated with trackways or historic stone extraction, in addition to any associated finds such as winding gear or tools will be disturbed by construction related activities associated with widening of the A1 carriageway at this location.
- 9.2.6. The site of Lamesley Wagonway (412) extends into the footprint of a proposed temporary compound area north of the existing A1. Any ground moving activities associated with the construction of this compound are likely to disturb any below or above ground remains associated with this asset, which could include remains of track, track bed material or ditches.
- 9.2.7. The original course of Long Bank Road follows the projected alignment of the Gateshead to Chester-le-Street Roman road (276) and now comprises a tarmacked lane flanked by hedgerows and trees, beyond which are fields. To enable widening of Longbank Bridleway Underpass, it is proposed that construction vehicles will access their compound along this lane from the B1296. Although no widening of the lane is proposed, it must be highlighted that any ground disturbance required to enable this access has the potential to disturb material associated with the asset. Associated remains such as burials or alter stones may also survive below-ground in the fields immediately adjacent to the asset, within the footprint of the proposed compound area adjacent to the lane.

POTENTIAL BELOW-GROUND ARCHAEOLOGICAL REMAINS

- 9.2.8. The assets identified in the inner study area and the information provided in the archaeological and historic background suggest that there is potential for hitherto unknown archaeological remains to survive within areas of previously undisturbed ground from the Prehistoric period onwards.

ABOVE-GROUND ARCHAEOLOGICAL REMAINS

- 9.2.9. Earthworks associated with the medieval farming practice of ridge and furrow have been identified extending into areas of temporary and permanent land take immediately to the

west of the Bowes Incline Hotel. These earthworks are likely to be levelled during ground preparations to enable construction of the new carriageway.

BUILT HERITAGE

- 9.2.10. The widening of Longbank Bridleway Underpass which is described above in section 9.2.3 will necessitate the removal of a section of masonry retaining wall associated with the monument and will disturb any associated above-ground structures that may be hidden by vegetation on the railway embankment.
- 9.2.11. It is anticipated that the settings of Bowes Railway, Lamesley Village Conservation Area (11883) and Ravensworth Park Conservation Area (646) will be subject to minor harm during the construction and operation period.
- 9.2.12. The construction of NGN Above Ground Installation building (AGI), including construction-related traffic, will also impact the wider setting of Lamesley Village Conservation Area, resulting in minor harm to the asset within its agricultural setting.
- 9.2.13. The impact on the setting of the Angel of North has been assessed as moderate beneficial, pending confirmation of Ecological mitigation strategies. There will be minor harm to the setting from a reduction in views to the asset caused by the locating of gantries.

HISTORIC LANDSCAPE

- 9.2.14. The construction and operation phases of the Scheme will create slight visual changes to the agricultural character of the villages of Lamesley and Kibblesworth. The industrial nature of the landscape, characterised by the coalmining industry, will be subjected to limited changes due to existing noise and visual impacts of the ECML. Overall, the historic landscape will be subjected to minor harm as a result of the Scheme.

10. INVESTIGATION/MITIGATION STRATEGY

10.1. POLICY GUIDANCE

- 10.1.1. Current legislation draws a distinction between archaeological remains of national or international importance and other remains considered to be of lesser significance. Those perceived to be of international or national importance may require preservation in situ, whilst those of lesser significance may undergo archive recording, where they are of Regional/County or Local/Borough significance. No physical impacts are expected upon any known nationally important assets as a result of the Scheme.

10.2. INVESTIGATION RECOMMENDATIONS

- 10.2.1. Historic England recommended that a walkover survey be undertaken of the section of Bowes Railway subject to Article 39 Schedule 10 of the Development Consent Order (DCO). Historic England has also recommended that any structures, including the masonry retaining walls, observed in the survey would be subject to recording through verified photography. This was undertaken by Salford Archaeology *Historic Building Investigation: Bowes Railway Retaining Wall* (2018).
- 10.2.2. In consultation with the Tyne and Wear Archaeology Officer (AO) at Newcastle City Council, the investigation of the archaeological potential of land within the footprint of proposed compound areas and also within the footprint of temporary land takes between Bowes Railway and the Bowes Incline Hotel comprised a geophysical survey (See section 4.3.5 above), where viable, and this is to be followed by a programme of archaeological evaluation trenching.

10.3. MITIGATION RECOMMENDATIONS

POTENTIAL BELOW-GROUND ARCHAEOLOGICAL REMAINS

- 10.3.1. Current legislation draws a distinction between archaeological remains of national or international importance and other remains considered to be of lesser importance. Those perceived to be of international or national importance may require preservation in situ, whilst those of lesser importance may undergo archive recording, where they are of Regional/County or Local/Borough importance.
- 10.3.2. A suitable mitigation strategy for any hitherto unknown archaeological remains will be devised in consultation with the Tyne and Wear Archaeology Officer (AO) at Newcastle City Council following the results of the investigations detailed above.
- 10.3.3. In mitigation for the impact to the SM, Historic England has requested that a mitigation strategy is prepared to ensure adequate archaeological monitoring of all groundworks within the scheduled area. The archaeological monitoring, in the form of a watching brief, is in order to record any archaeological finds or features that survive below-ground.

- 10.3.4. A programme of archaeological monitoring would be undertaken during the excavation of the railway cutting associated with Bowes Railway. This mitigation strategy would be included in a Written Scheme of Investigation (WSI) agreed with Historic England.

ABOVE GROUND ARCHAEOLOGICAL REMAINS

- 10.3.5. Historic England has requested that the section of masonry retaining wall to be demolished is dismantled by a suitably qualified archaeologist to record any features such as mason's marks. To offset the harm to the scheduled retaining wall and to enhance the appearance of the SM, Historic England has also requested that a section of surviving wall of equal length to that being demolished would be repaired, if found to be in a state of disrepair during the walkover survey / photographic survey.
- 10.3.6. Prior to construction taking place within the field containing the ridge and furrow earthworks, an archaeological topographic survey of the entire field would be undertaken in accordance with Historic England metric survey standards.

SETTINGS

- 10.3.7. Historic England guidelines (2017) for mitigation of the impact of a development on the setting of a heritage asset suggest that in the first instance impacts are best mitigated for either by relocation of the development or changes to its design. Where relocation of the development is not possible, good design alone may be capable of reducing the harm.
- 10.3.8. For some developments affecting setting, the design of a development may not be capable of sufficient adjustment to avoid or significantly reduce the harm, for example where impacts are caused by fundamental issues such as the proximity, location, scale, prominence or noisiness of a development. In other cases, good design may reduce or remove the harm, or provide enhancement, and design quality may be the main consideration in determining the balance of harm and benefit.
- 10.3.9. A Major benefit would be achieved by the restoration of the open space between the Angel of the North and the A1 by the removal of the trees along its northern embankment.
- 10.3.10. Although no significant impacts are predicted on any settings of heritage assets as a result of the Scheme, Historic England has expressed an interest in some form of wider mitigation for the impacts on the Bowes Railway that would include an interpretation panel near to Long Bank Underpass on the PRoW. The nature and type of boards would be discussed with the Local Authority officers. The location would also need to be agreed in case it is within the SM area.

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Appendix A

MAPS

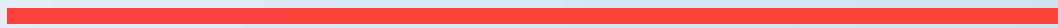




Image 1 – 1577 Map of County Durham by Christopher Saxon



Image 2 – 1745-55 Map of Durham by Thomas Kitchin

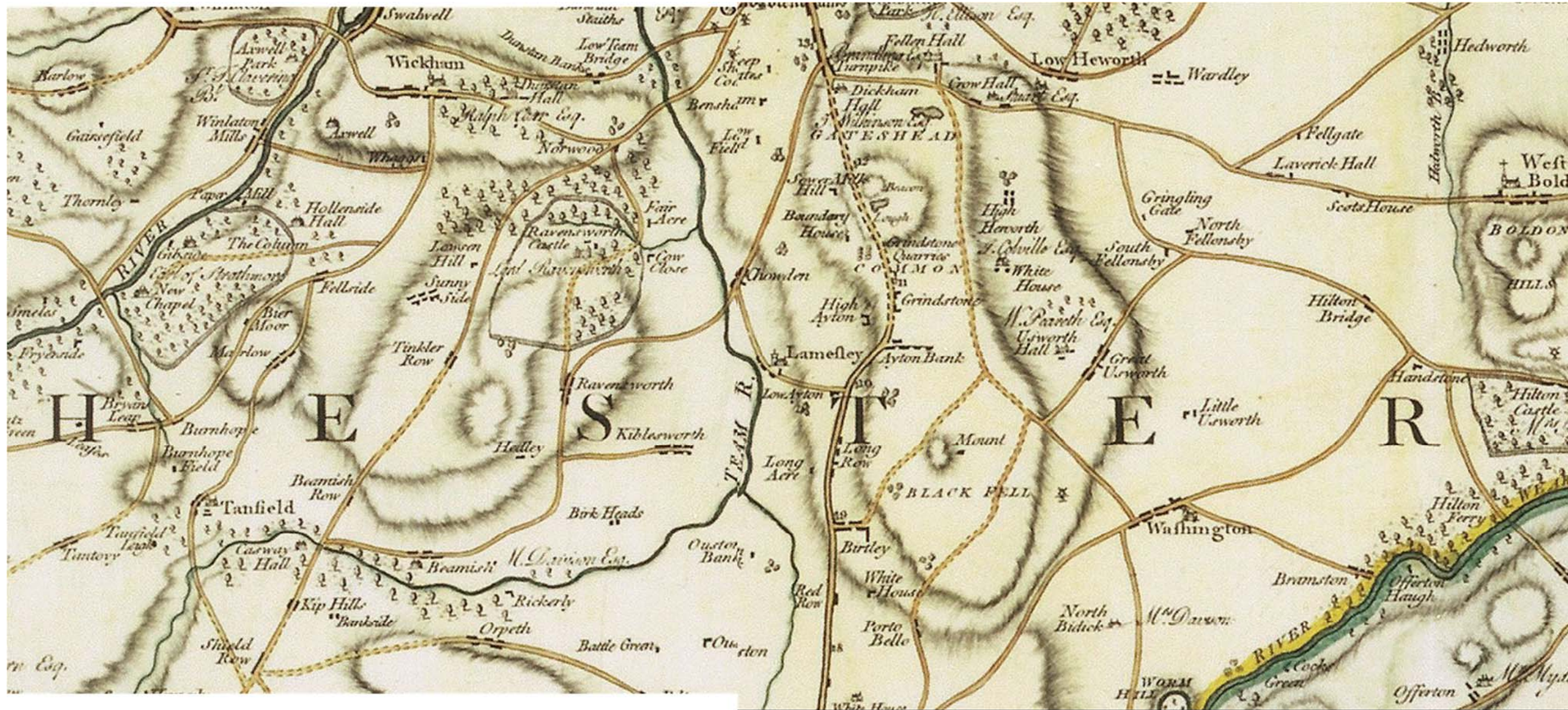


Image 3 – 1768 Map of Durham by Thomas Jefferys

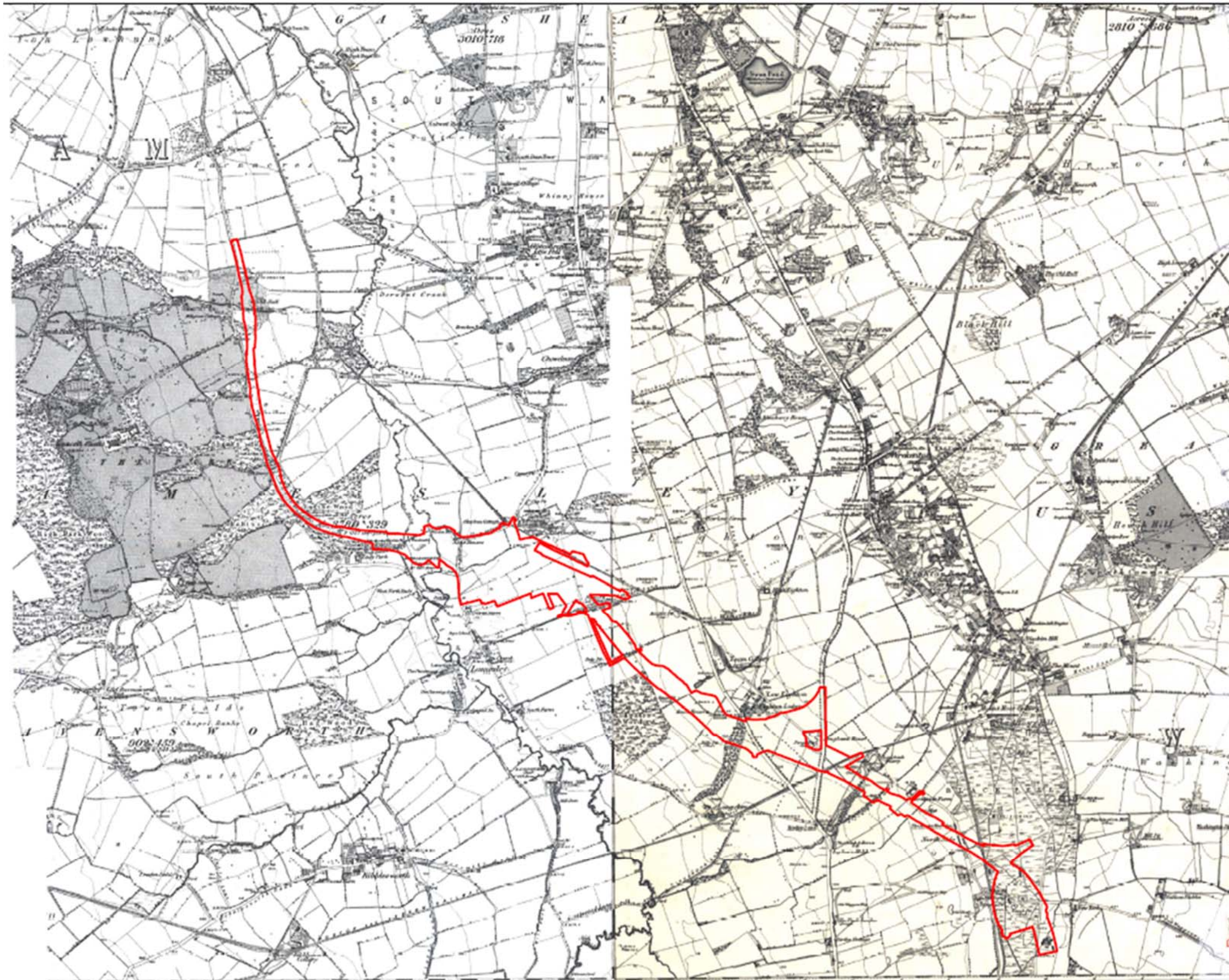


Image 4 – Extract of the 1857 OS 1:10,560 map

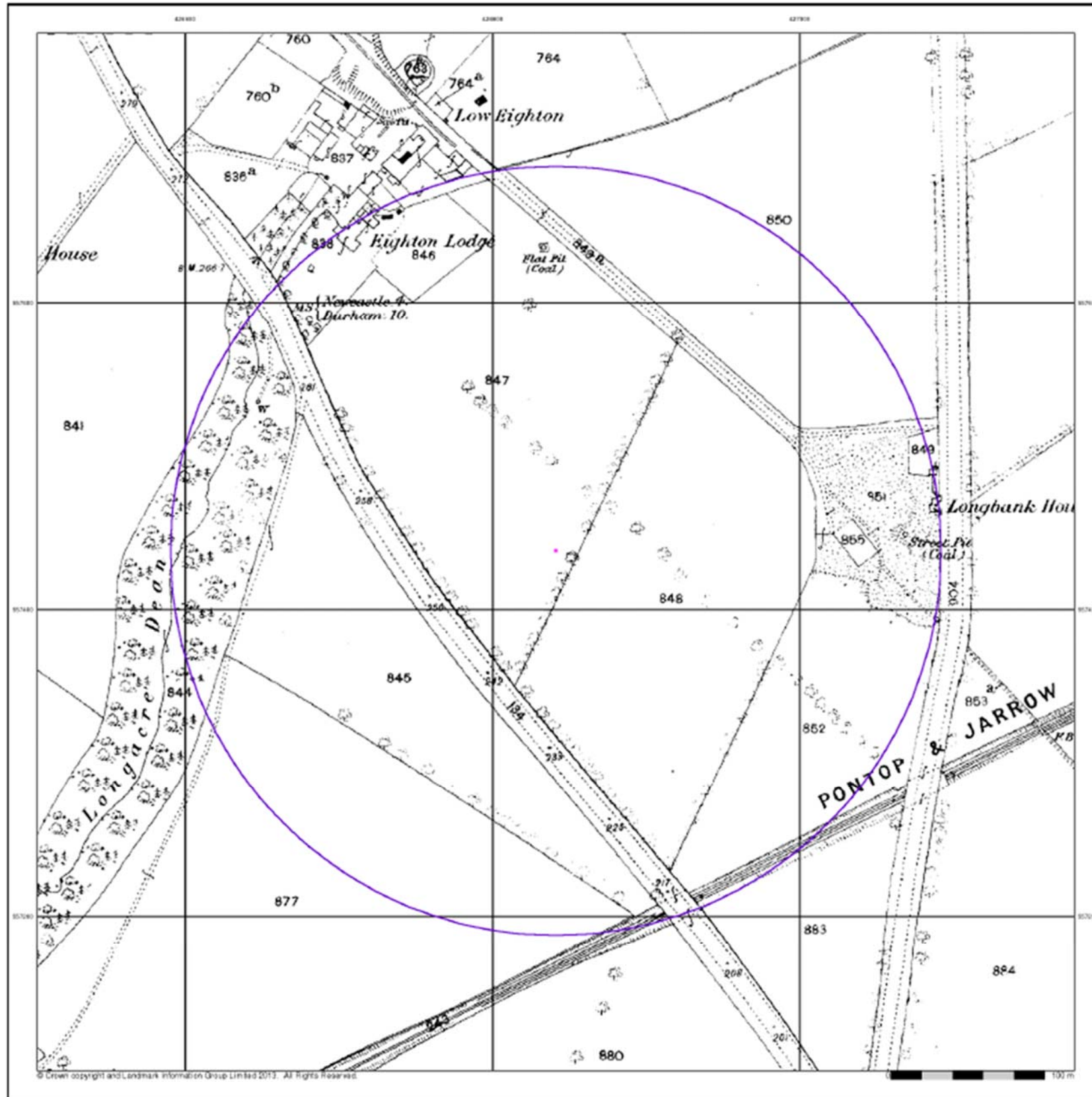


Image 5 – Extract of the 1859 OS 1:2,500 map

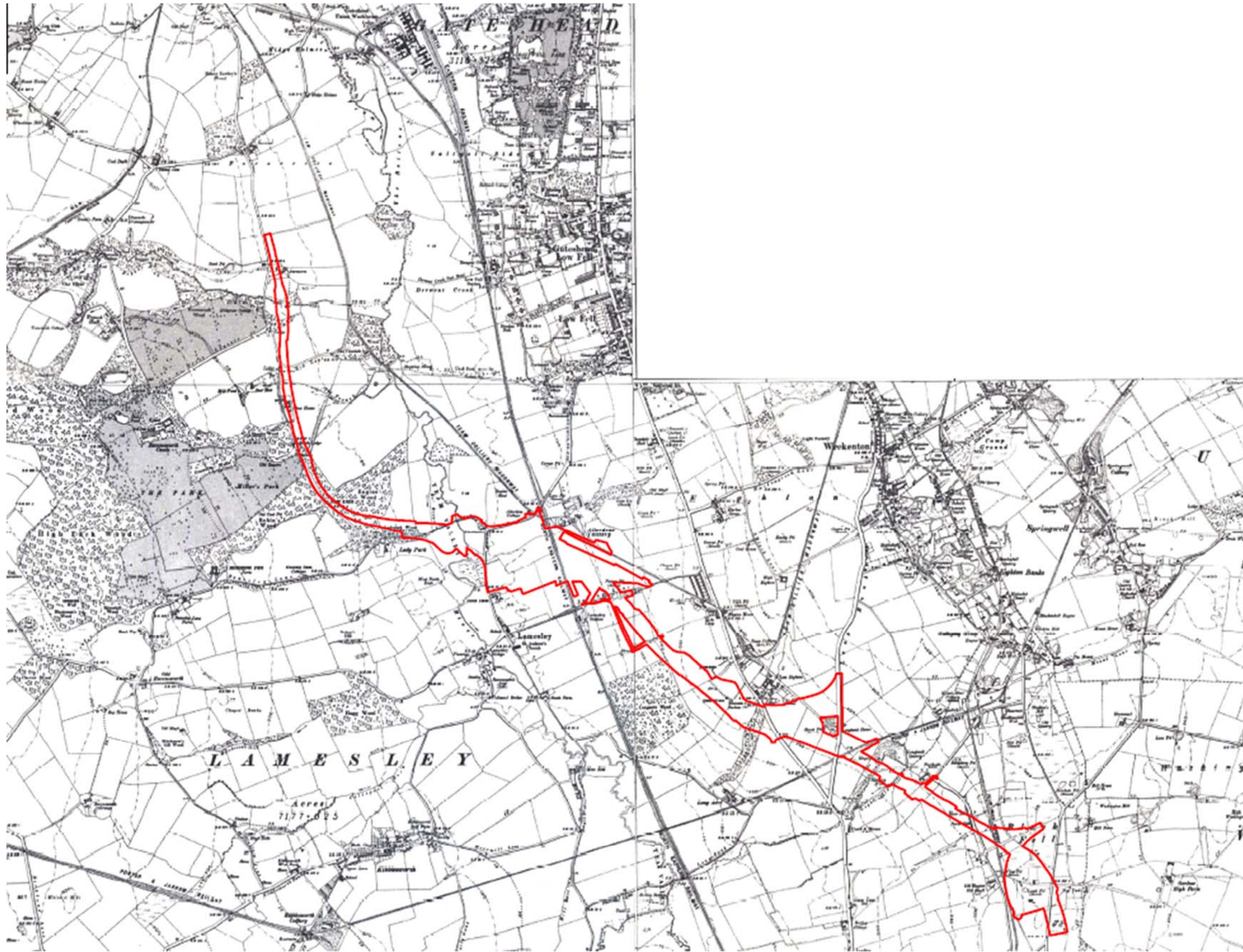


Image 6 – Extract of the 1895 OS 1:10,560 map

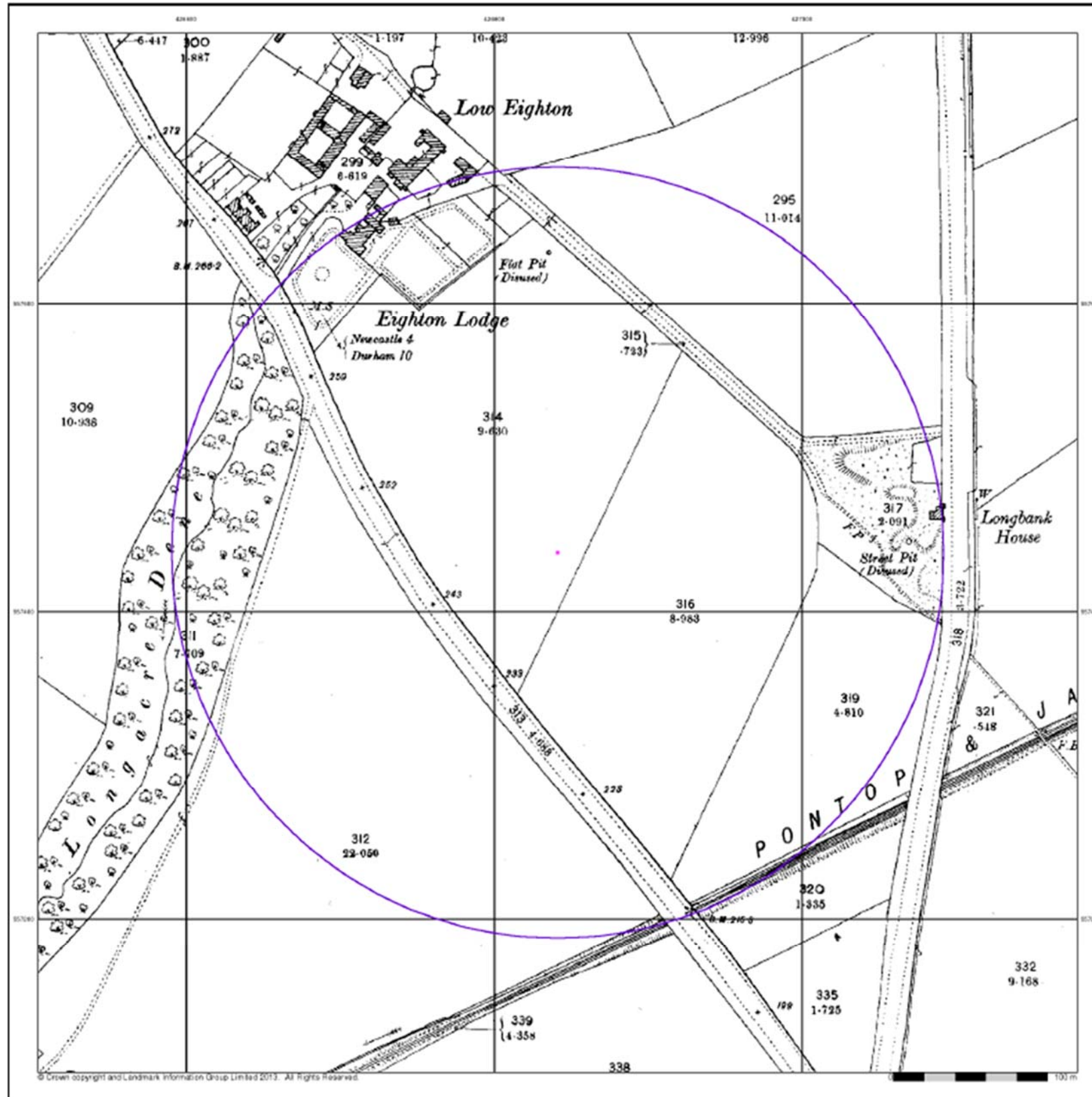


Image 7 – Extract of the 1896 OS 1:2,500 map

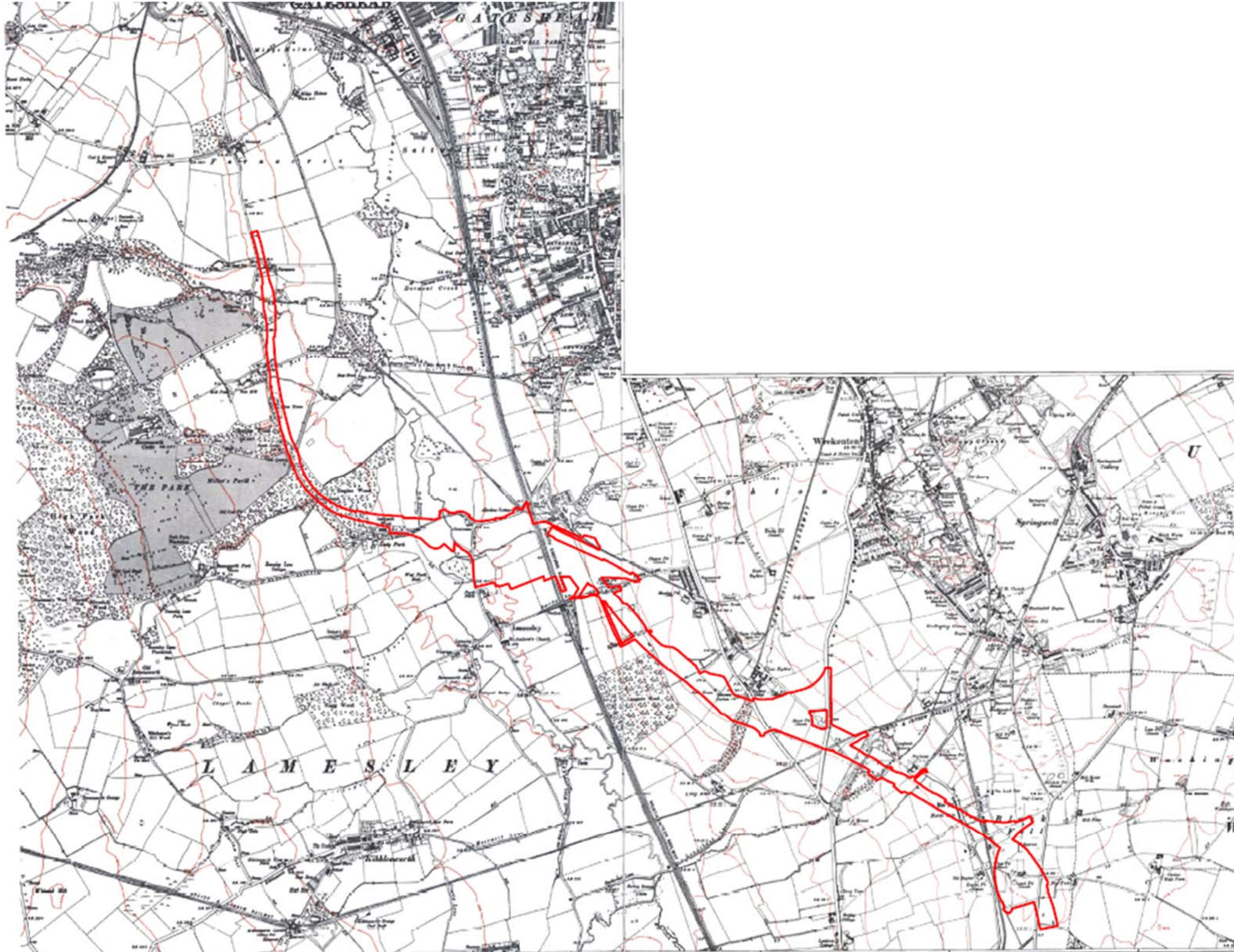


Image 8 – Extract of the 1914 OS 1:10,560 map

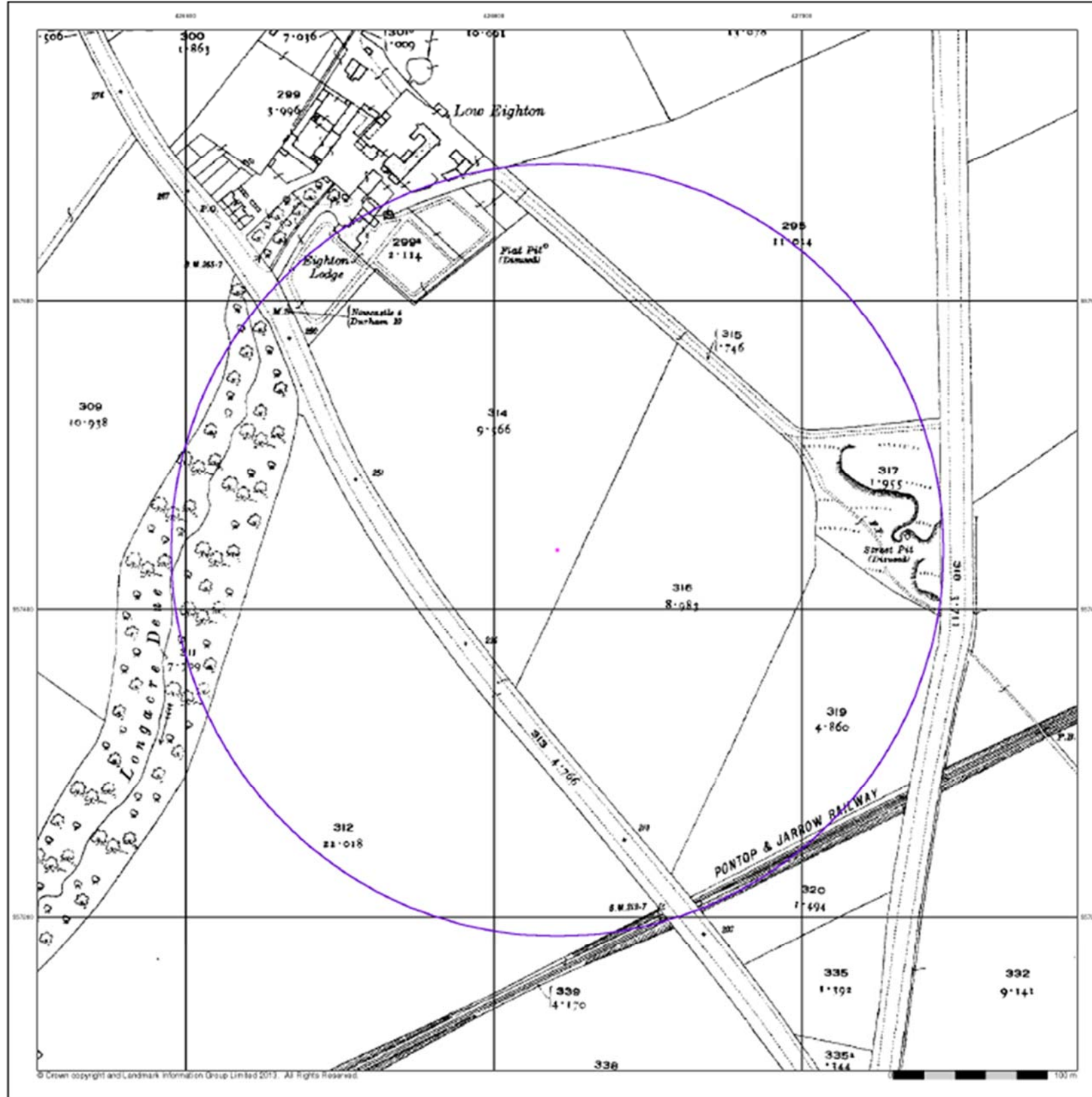


Image 9 – Extract of the 1919 OS 1:2,500 map

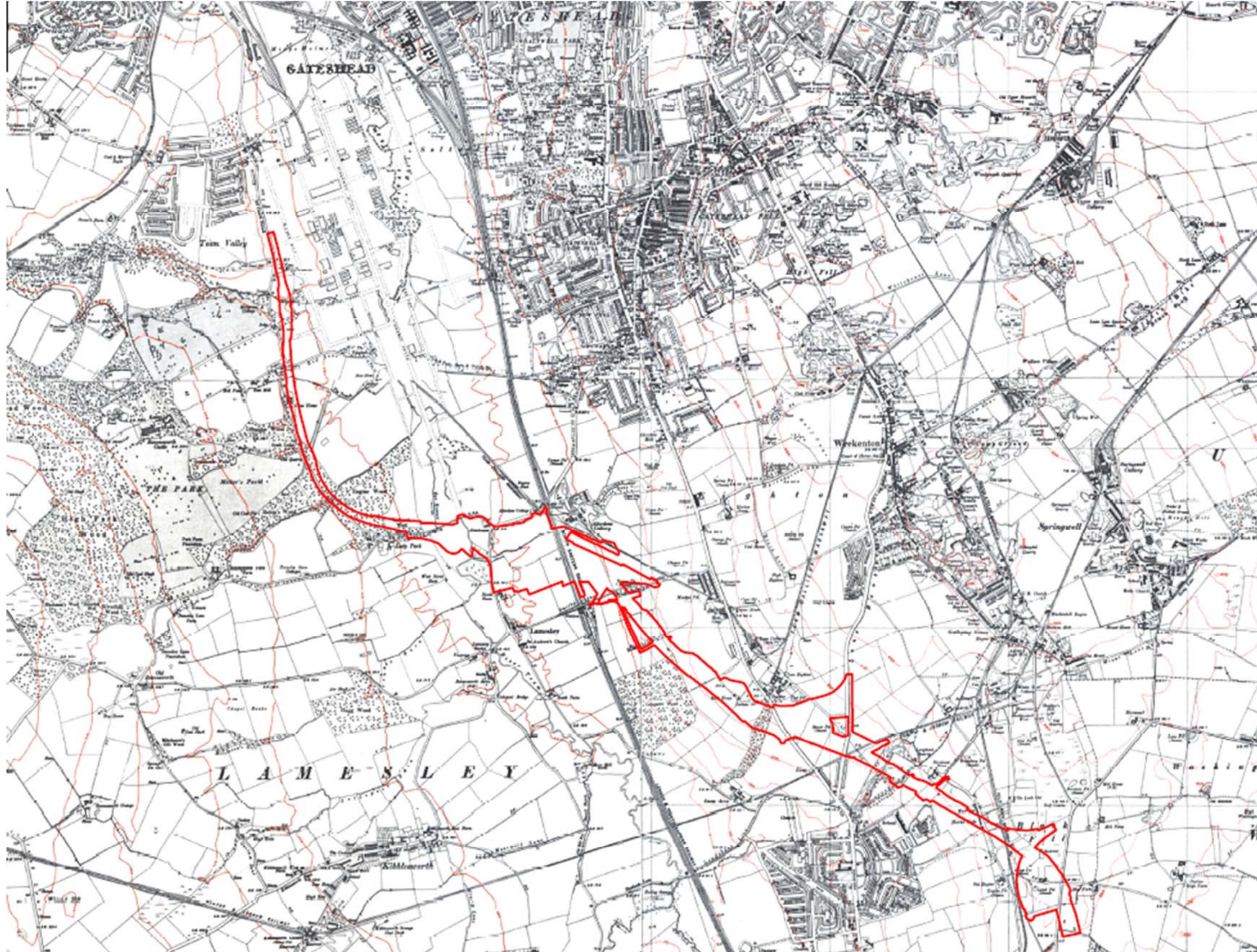


Image 10 – Extract of the 1938 OS 1:10,560 map

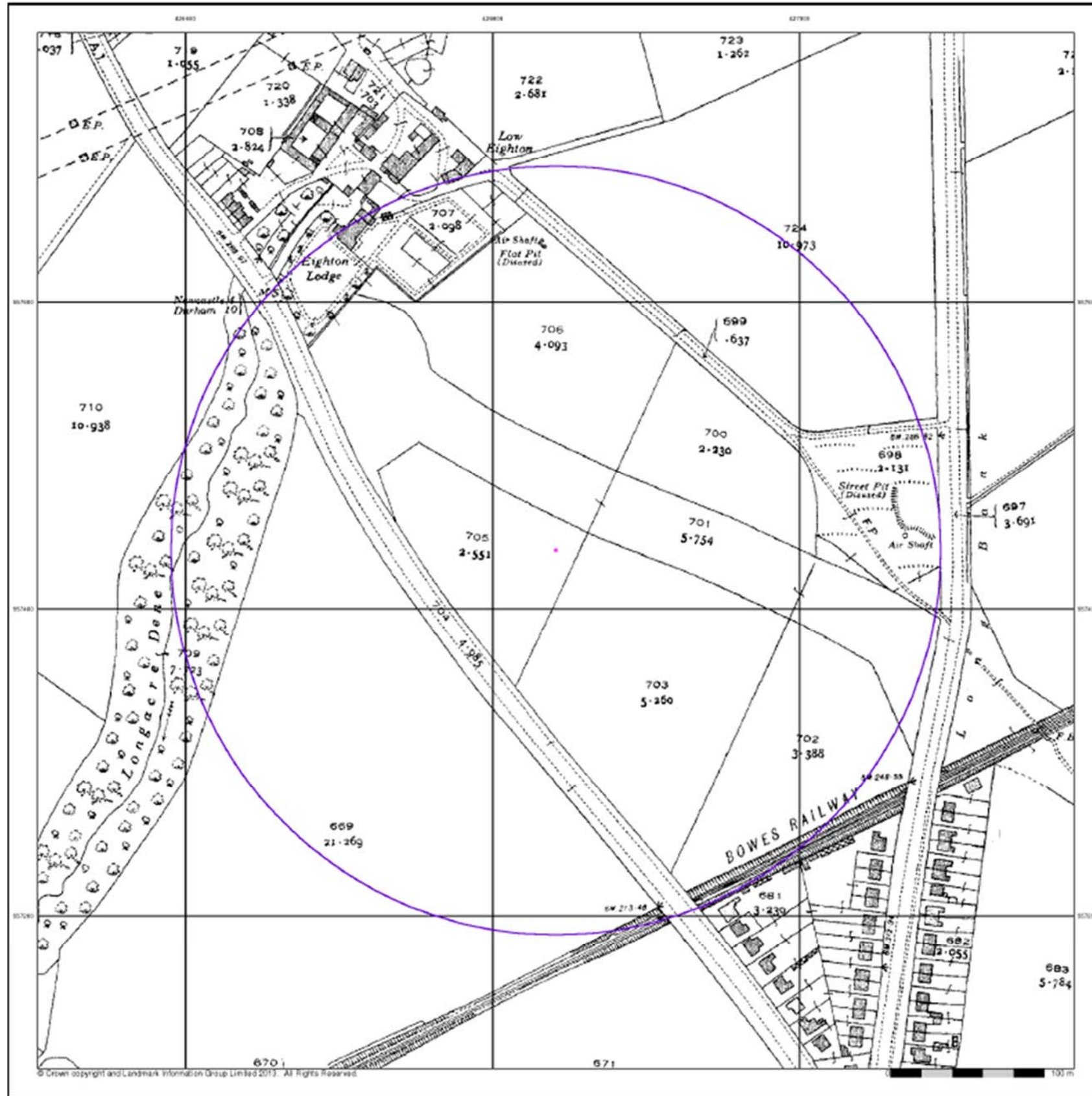


Image 11 – Extract of the 1939-1940 OS 1:2,500 map



Image 12 – Extract of the 1951 OS 1:10,000 map extract

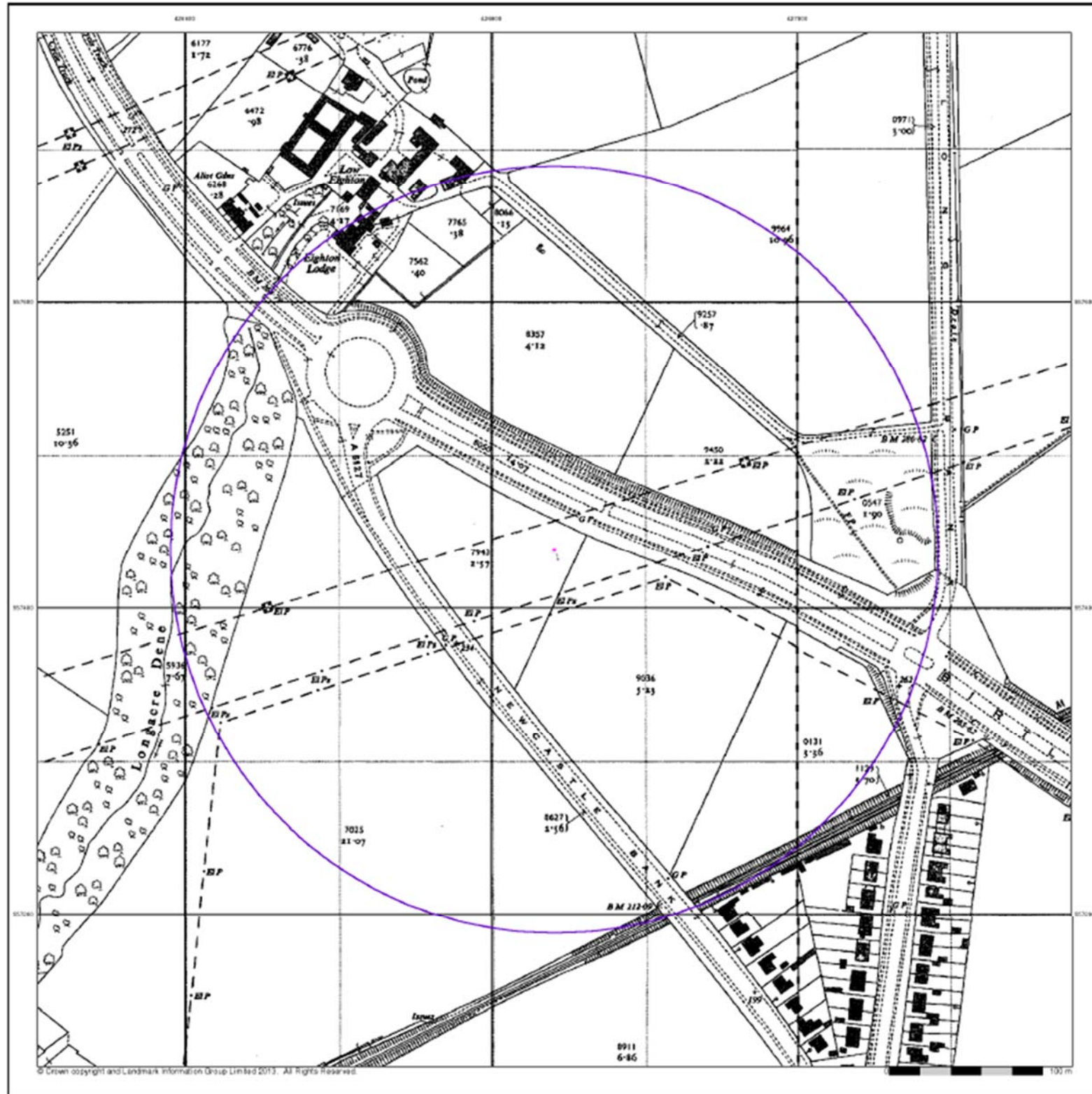


Image 13 – Extract of the 1960 OS 1:2,500 map extract

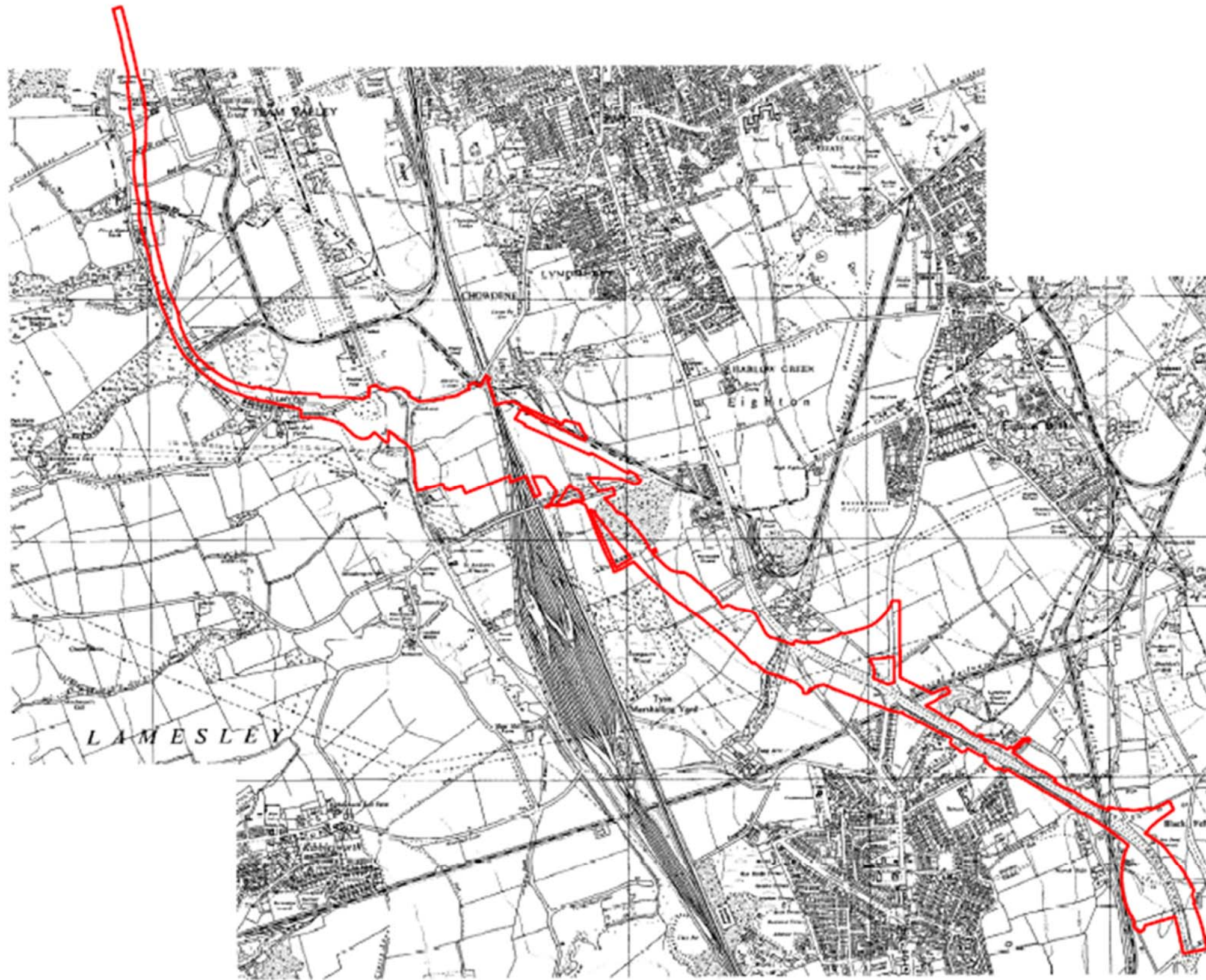


Image 14 – Extract of the 1967 OS 1:10,000 map

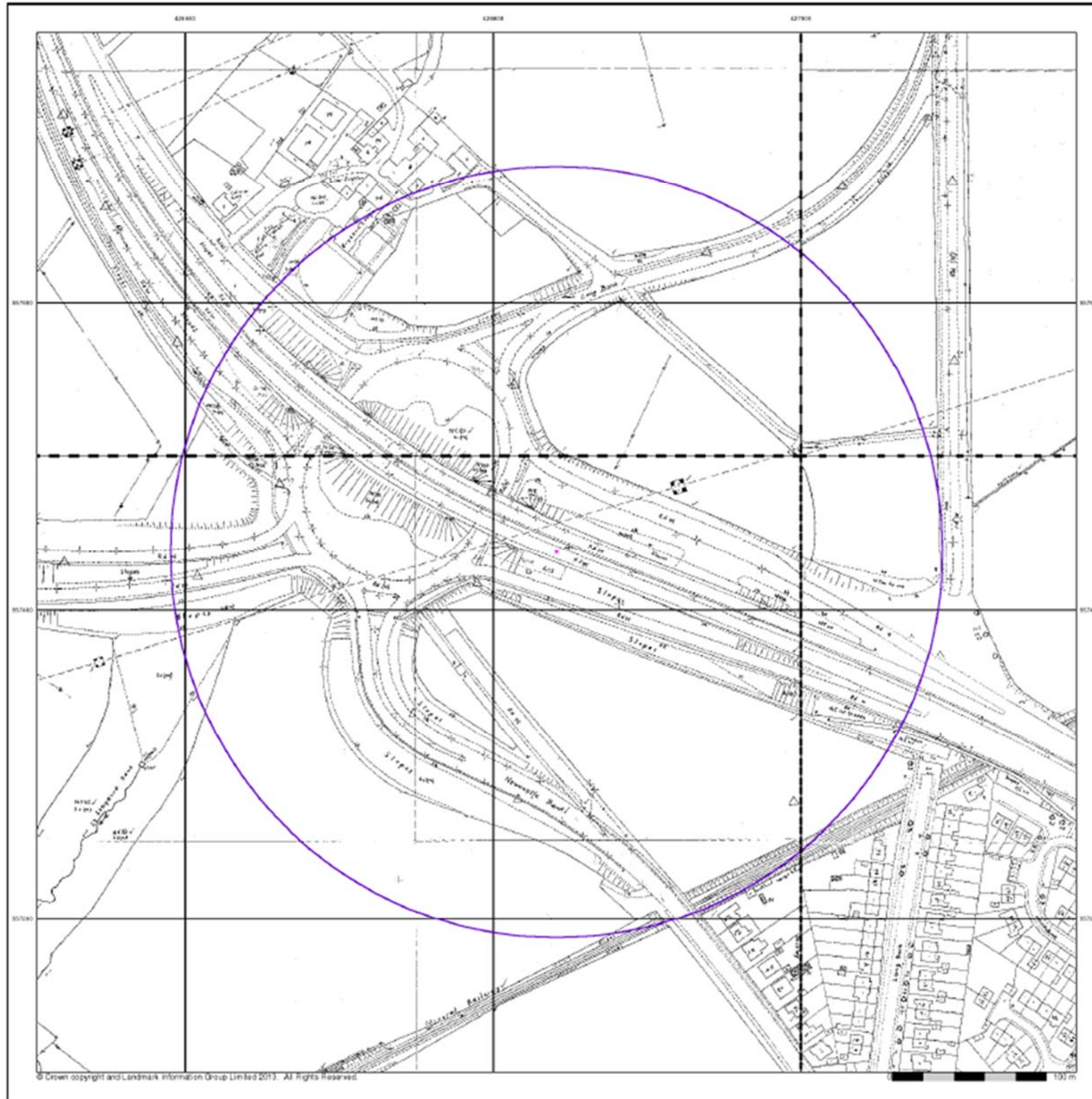


Image 15 – Extract of the 1974 OS 1:2,500 map extract



Image 16 – Extract of the 1978 OS 1:10,000 map extract

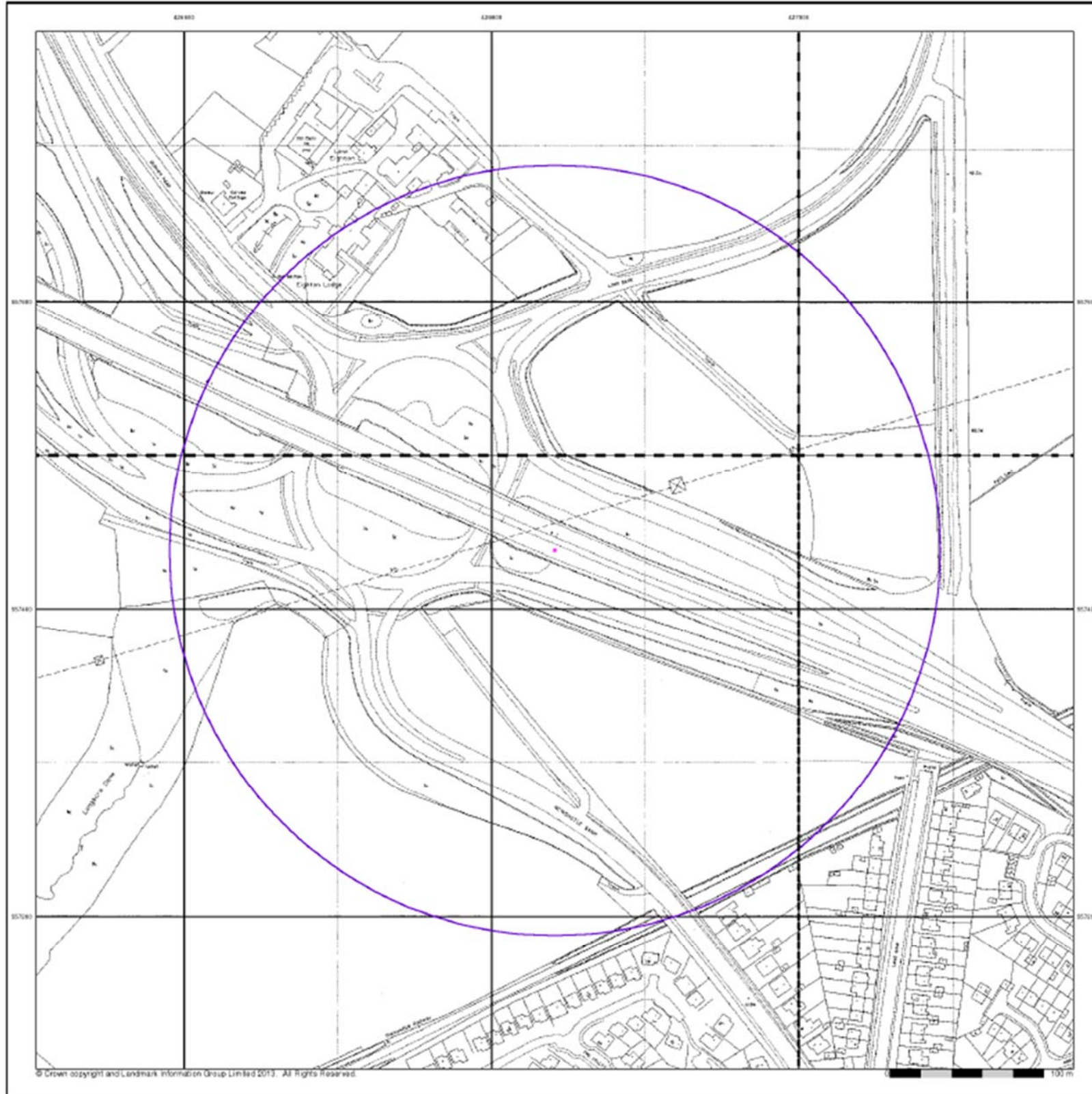
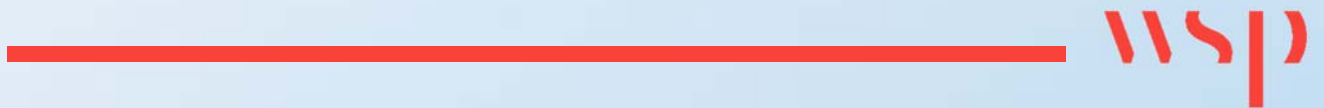


Image 17 – Extract of the 1993 OS1:2,500 map

Appendix B

SETTING ASSESSMENT ATTRIBUTE
TABLES



Step 2 – Determining the contribution of setting to the significance of the heritage asset(s)

Contribution of Setting: Potential attributes/factors to consider

The asset's physical surroundings:

- Topography
- Other heritage assets (archaeological remains, buildings, structures, landscapes, areas or archaeological remains)
- Definition, scale and 'grain' of surrounding streetscape, landscape and spaces
- Historic materials and surfaces
- Land use
- Openness, enclosure and boundaries; functional relationships and communications
- Green spaces, trees and vegetation
- History and degree of change over time
- Integrity
- Issues, such as soil chemistry and hydrology

Experience of the asset:

- Surrounding landscape and town character
- Views from, towards, through and across, including the asset
- Visual dominance, prominence or role as focal point
- Intentional intervisibility with other historic and natural features
- Noise, vibration and other pollutants and nuisances
- Tranquillity, remoteness, 'wildness'
- Sense of enclosure, seclusion, intimacy or privacy
- Dynamism and activity
- Accessibility, permeability and patterns of movement
- Degree of interpretation or promotion to the public
- The rarity of comparable survivals of setting

- The asset's associative attributes
 - Associative relationships between heritage assets
 - Cultural associations
 - Celebrated artistic representations
 - Traditions
-

Step 3 – Potential attributes of the Scheme

Attribute	Factors to consider
Location and siting of the Scheme	<ul style="list-style-type: none"> ▪ Proximity to asset ▪ Extent ▪ Position in relation to landform ▪ Degree to which location will physically or visually isolate asset ▪ Position in relation to key views
The form and appearance of the Scheme	<ul style="list-style-type: none"> ▪ Prominence, dominance, or conspicuousness ▪ Competition with or distraction from the asset ▪ Dimensions, scale and massing ▪ Proportions ▪ Visual permeability ▪ Materials (texture, colour, reflectiveness, etc.) ▪ Architectural style or design ▪ Introduction of movement or activity ▪ Diurnal or seasonal change
Other effects of the Scheme	<ul style="list-style-type: none"> ▪ Change to built surroundings and spaces ▪ Change to skyline ▪ Noise, odour, vibration, dust, etc ▪ Lighting effects and 'light spill' ▪ Change to general character (e.g. suburbanising or industrialising) ▪ Change to public access, use or amenity ▪ Change to land use, land cover, tree cover ▪ Changes to archaeological context, soil chemistry or hydrology ▪ Changes to communications/accessibility/permeability
Permanence of the Scheme	<ul style="list-style-type: none"> ▪ Anticipated lifetime/temporariness ▪ Recurrence ▪ Reversibility
Longer term or consequential effects of the Scheme	<ul style="list-style-type: none"> ▪ Changes to ownership arrangements ▪ Economic and social viability ▪ Communal and social viability

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