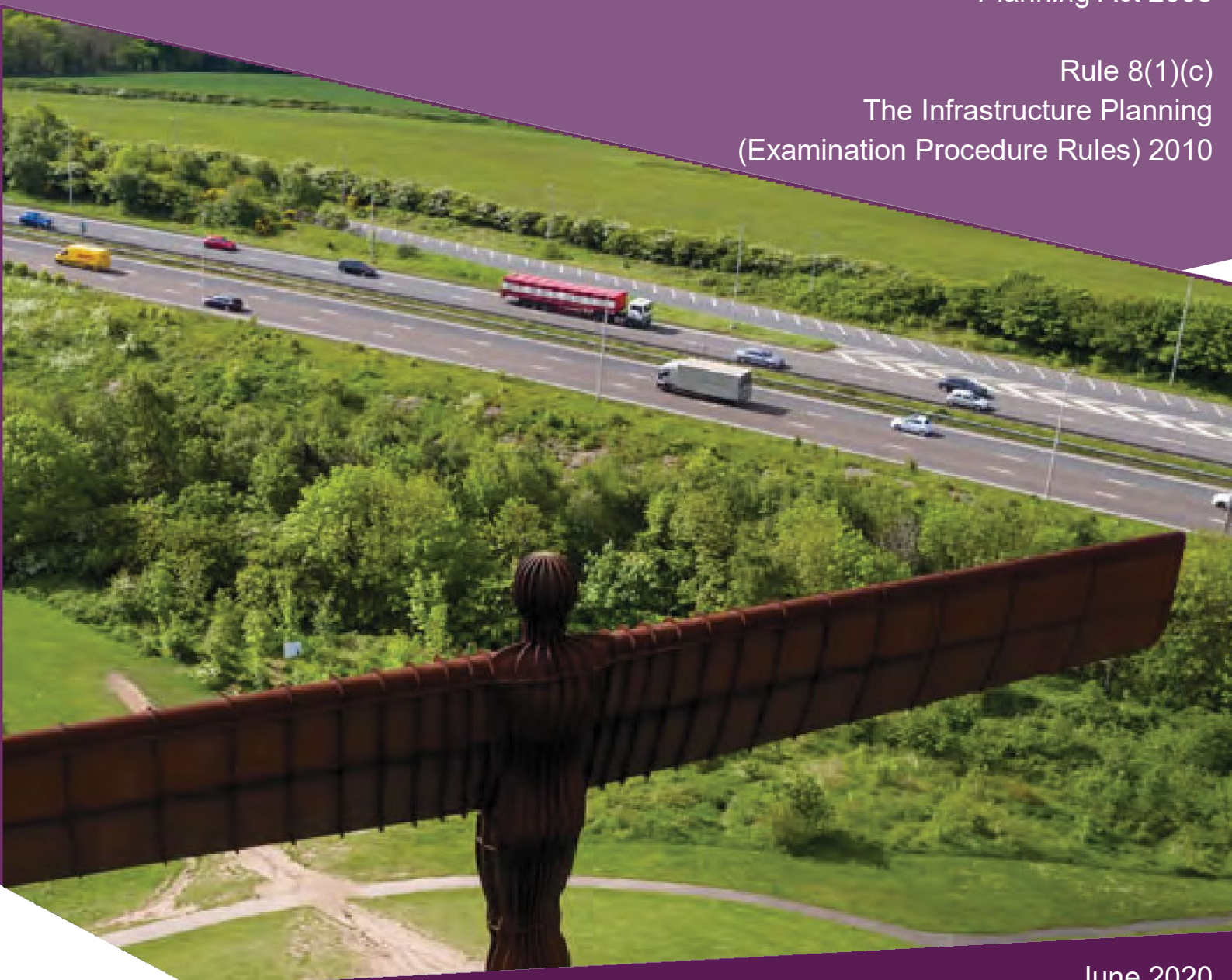


A1 Birtley to Coal House
Scheme Number: TR010031
Applicant's Response to Deadline 6

Planning Act 2008

Rule 8(1)(c)
The Infrastructure Planning
(Examination Procedure Rules) 2010



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure Rules) 2010**

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

Applicant's Response to Deadline 6 Submissions

Rule Number:	Rule 8(1)(c)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	Applicant's Response to Deadline 6 Submissions
Author:	A1 Birtley to Coal House Project Team, Highways England

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1 Applicant's Response to Deadline 6 Submissions

Table 1 – Ella Bucklow on behalf of Antony Gormley Studio and Sir Antony Gormley

Ref:	Comment:	Applicant's Response:
HEARINGS		
	<p>Sir Antony Gormley would be delighted to take part in the hearing process if possible – a video conference form would be our preferred medium. We have submitted the Examiner's questionnaire as requested and would like to confirm our interest in taking part in Issue Specific Hearings relating to Cultural Heritage and Landscape and Visual aspects of the scheme.</p>	<p>N/A</p>
2.0.5 and 2.0.6 – North Dene Footbridge Replacement		
	<p>We accept that the proposed design for the footbridge has been considered to allow for some through views to the Angel of the North.</p>	<p>The Applicant would like to draw the ExA's attention to the points raised previously within the response to ExA WQ 2.0.5 B in the Applicant's Response to Deadline 5 Submissions [REP6-11]. Both options for the North Dene Footbridge (Tied Bow Arch and Bow Warren Truss) have their individual merits considering views of Angel of the North – the Tied Bow Arch allowing greater through-views, reduced structural weight but marginally higher structural height, whereas the Bow Warren Truss would allow marginally reduced structural height, wider over the top views but greater structural weight. The Applicant considers the aesthetics of the bridge itself are also of value and maintaining a Bow shape profile of the replacement structure will enhance driver views from the road below, as well as complement the surrounding environment.</p> <p>The Applicant is of the understanding that Anthony Gormley Studio is content with the options for the North Dene Footbridge set out in the Applicant's Responses to ExA's Second Written Questions, Appendix 2.0I - Structure Options Report 7 - North Dene Footbridge (Rev 0) [REP4-036].</p>
2.0.8 – Gantry Design		
	<p>Highways England have confirmed that the design of the gantries will potentially change during the detailed design phase. We accept this and would like to reiterate that the open truss design is our preferred option, with as little signage as possible</p>	<p>The Applicant has previously stated in response to ExA WQ 2.0.8 in the Applicant's Response to Deadline 4 Submissions [REP5-010], that, with regard to typical sign gantry details, gantry span and foundation sizes may be adjusted as required during detailed design subject to the final sign sizes. However, the use of the word "typical" does not refer to an ability to use non-standard gantry types, but rather to the generic designs which are adapted to particular locations. Further details regarding the gantry design may be found in the Gantry Details report [REP4-029]. This includes the proposed use of a truss design, which is more transparent as opposed to a closed/solid structure. The truss member sizes may be refined further during detailed design.</p> <p>The Applicant has identified that the proposed superspan gantries could be replaced with single span portal gantries, but has, in the response to ExA WQ 2.0.8 in the Applicant's Response to Deadline 4 Submissions [REP5-010], made it clear that such a design would have implications for the safe operation of the Scheme. The adoption of a single span portal gantry design at these locations will result in supports and foundations being located in the central reserve which will require lane closures/traffic management to gain future access to enable maintenance activities to be carried out in a safe manner. The adoption of a single span portal gantry design would place highway operatives in a position of greater risk with regard to their safety as they would be working in traffic management associated with the central reserve. The adoption of the single span portal gantry design will also inevitably lead to disruption for the road users due to traffic management being required for maintenance activities. As superspan gantries have supports located in the verges the risk to the safety of operatives would be reduced compared to the single span portal gantries which have supports in the central reserve. In addition, the introduction of gantry supports in the central reserve is likely to impact the alignment design resulting in adjustment and widening of the central reserve and adjacent lane widths</p>

Ref:	Comment:	Applicant's Response:
		<p>and associated repositioning of the adjacent carriageways. This is due to the provision of potentially larger foundations and column supports as the supports within the central reserve will need to be designed for the effects of vehicular collision/impact loading.</p> <p>The Applicant notes the respondent's preferred option for open truss design for the proposed gantries. As previously explained in the Applicant's Response to ExA's Second Written Questions [REP4-052], Table 2, 2.0.7a, and subsequently in the Applicant's Response to Deadline 4 Submissions [REP5-010], Table 1, 2.0.8, the detailed design phase is driven by national standards set out in Design Manual for Roads and Bridges Interim Advice Note (IAN) 144/16 'Directional Signs on Motorway and All-Purpose Trunk Roads: Grade Separated Junctions; BD 51/14: Portal and Cantilever Sign/Signal Gantries; TD27/05: Cross-Sections and Headroom; and TD19/06: Requirement for Road Restraint Systems.</p>
Superspan Gantries		
	<p>Highways England have suggested that the super span gantries could be replaced with gantries that span one carriageway only (where signage is required in one direction). Whilst this solution would involve supports /foundations being rooted in the central reserve, we would be highly supportive of this alternative. We feel that this is a far better solution – and the temporary inconvenience at the time of installation or maintenance is far less significant than the permanent disruption of clear views of the Angel of the North.</p>	<p>The Applicant notes the respondent's preference for a single span gantry design over the super span gantry. However, and as outlined previously in the Applicant's Response to Deadline 4 Submissions [REP5-010], Table 1, 2.0.8, this will result in supports and foundations being located in the central reserve which will require lane closures/traffic management to gain future access to enable routine maintenance activities to be carried out in a safe manner, resulting in disruption for road users. Even for the relatively infrequent maintenance events, the risk to the safety of operatives is a key point of difference, not merely inconvenience – a central reserve gantry support is inherently less safe for those who work on Highways England's roads.</p> <p>In addition, the introduction of gantry supports in the central reserve is likely to impact the alignment design resulting in adjustment and widening of the central reserve and adjacent lane widths and associated repositioning of the adjacent carriageways. This is due to the provision of potentially larger foundations and column supports as the supports within the central reserve will need to be designed for the effects of vehicular collision/impact loading. In addition to the disruption to road users and issues of safety outlined above, it remains the professional opinion of the Applicant's landscape architect that none of the proposed super span gantries would give rise to a significant adverse visual effect, as outlined in Section 10.7 of Chapter 7: Landscape and Visual [APP-028] of the ES and as supported by the preparation of an assessment for the proposed gantries, including super span gantries, presented in the Applicant's Responses to ExA's First Written Questions, Appendix 1.5 B - Gantry Assessment Schedule [REP2-020] and in the Applicant's Responses to ExA's First Written Questions, Appendix 1.5 A - Angel of the North Narrative [REP2-019]. This is because the proposed super span gantries would generally be screened by existing roadside vegetation and where views of the Angel of the North do occur, they would be typically visible within the context of what is an existing road corridor.</p> <p>The degree to which the Angel of the North and the mound upon which it stands is visible is reduced by a combination of existing vegetation and landform. Therefore, the magnitude of impact to which the existing views would be subject, would be limited.</p> <p>In light of the above, the Applicant considers that it is not appropriate to propose an alternative gantry design at this stage. However, the Applicant can confirm that further consideration will be given at the detailed design stage in selecting gantry form prior to installation, provided they satisfy the following key design parameters:</p> <ul style="list-style-type: none"> • Design working life to be 30 years in accordance with Section 3 of 'BD 51/14: Portal and Cantilever Sign/Signal Gantries'.

Ref:	Comment:	Applicant's Response:
		<ul style="list-style-type: none"> • Minimum headroom (to underside of structure) must be in accordance with Table 6-1 of 'TD27/05: Cross-Sections and Headroom'. • Protection of gantry supports from vehicular collisions must be in accordance with Figure 3-9 of 'TD19/06: Requirement for Road Restraint Systems'. • Design of all structural elements/members shall be in accordance with the Eurocodes (BS EN 1990 – 1997). • The gantry must adequately support the proposed ADS signage with a 'reasonable' extra allowance for an increased sign size installation in the future. • The gantry structures follow the appropriate technical approvals process as stipulated in 'BD 2/12: Technical Approval of Highway Structures'. <p>[PH3] in Table 3-1 Register of Environmental Actions and Commitments (REAC) of the Outline Construction Environmental Management Plan (CEMP) [REP6-08 and 19], an updated version of which will be submitted at Deadline 8, states "ways to minimise the visual impact of gantries which could impact on views of the Angel of the North will be investigated during detailed design. This will include designing gantries as far as possible to have a reduced visual impact and sympathetic placement of gantries within the design envelopes."</p>
2.5.1.a – Landscape mitigation		
	Highways England have created, and shared, the PDF TR010031-000988-Appendix 1A -in response to our latest submission.	The Applicant presumes TR010031- 000988-Appendix 1A is referring to Applicant's Responses to ExA's Second Written Questions, Appendix 2.5A - Angel of the North Sketch Proposal [REP4-044].
	The design seems to show the planting of low scrubs and clearing of vegetation to open up various sight lines to the Angel of the North and depicts these sight lines (marked in yellow) in relation to the gantries (marked in blue) in closest proximity to the Angel of the North.	<p>The design referred to by the respondent is the draft design proposed by the Applicant, which is currently being discussed with Anthony Gormley Studio via Gateshead Council. The Applicant considers that this design is the final draft and is seeking to secure agreement on this with Gateshead Council and indirectly with Anthony Gormley Studio in due course.</p> <p>The extent of the works outlined in the design are those within the Order limits, and as such are under the Applicant's ownership. Gateshead Council has provided feedback on previous drafts of the design, which, where appropriate, the Applicant has incorporated into the current draft design, with a view that, if agreed and implemented, it would contribute significantly to the vision for 'Option 3 – Revealing the Angel' outlined in the Southern Green Report, 'Options Appraisal for Managing and Enhancing the Angel'.</p> <p>This draft design, as set out in the Applicant's Responses to ExA's Second Written Questions, Appendix 2.5A - Angel of the North Sketch Proposal (Rev 0) [REP4-044], does provide that that some of existing planting would be removed and areas replanted with the inclusion of scrub type species.</p> <p>The Applicant will share the design with the ExA when agreement is reached with Gateshead Council, and indirectly with Anthony Gormley Studio.</p>
	Again, all assessments have been made based on current vegetation cover as the baseline and the Applicant has stated that they will not consider undertaking any further analysis. We would like further reassurance that the vegetation on the embankments in the nearby vicinity to the Angel of the North consists of low-lying shrubbery. To	<p>As stated in the Applicant's response to WQ 2.0.7 in the Applicant's Responses to ExA's Second Written Questions [REP4-052], the position of the Applicant remains that the Scheme has been assessed against the existing baseline, which includes the presence of the existing tree coverage, and includes measures to mitigate the effects of the Scheme in its existing landscape.</p> <p>The Guidelines for Landscape and Visual Impact Assessment (3rd Edition) requires the assessment "to</p>

Ref:	Comment:	Applicant's Response:
	<p>mitigate against the negative impacts of the scheme, and to return the views of the Angel of the North to their former state, we would ask that the surrounding vegetation remains below the skyline so that the Angel of the North and the mound are clearly visible</p>	<p>describe the landscape as it is at the time”, which is the approach that the Applicant has adopted. Therefore, to assess a development against a different baseline i.e. in relation to the resumption of previous levels of vegetation or the implementation of a remodeled setting that is yet to be committed, would not be in accordance with the aforementioned guidance. In addition, the Applicant was only made aware of the decision to pursue ‘Option 3 - Revealing the Angel’, outlined in the Southern Green Report, ‘Options Appraisal for Managing and Enhancing the Angel’ in February 2020. However, so far as possible (and without compromising other mitigation required for the Scheme as a result of effects upon biodiversity, etc.), the Applicant is continuing to seek a design on the land within its control that can accommodate the aspirations of Gateshead Council, in consultation with Anthony Gormley Studio, in respect of the setting of the Angel of the North.</p> <p>The Applicant would draw the ExA’s attention to the Applicant's Responses to ExA's Second Written Questions, Appendix 2.5A - Angel of the North Sketch Proposal (Rev 0) [REP4-044] that demonstrates the development of the mitigation design in respect of the proposals associated with the Angel of the North, which are subject to ongoing discussions with Gateshead Council and indirectly with Anthony Gormley Studio.</p> <p>This sketch and the final draft design have sought to identify planting, including small trees that would fulfil the mitigation requirement to screen views of the gantries in views from the Angel of the North. In addition, the draft design includes areas of scrub and open grassed areas which support opening up views from the A1 of the sculpture and the mound. Agreement on the design with Gateshead Council and indirectly with Anthony Gormley Studio would enable the proposals to be incorporated into the landscape mitigation design, as set out in Figure 7.6 Landscape Mitigation Design [APP-061] and secured through the Outline CEMP [REP6-08 and 19] an updated version of which will be submitted at Deadline 8.</p>
	<p>Crucially the site lines depicted are from the Angel of the North rather than site lines from vehicles on the A1 towards the Angel of the North. We are most concerned by the negative impact of the scheme on views for A1 users, and again would argue that TR010031- 000988-Appendix 1A does not go far enough to illustrate the disruption of views for road users</p>	<p>The sightlines from the Angel of the North towards the gantries at Chainages 12450 and 12870 reflect Viewpoint 26 (refer to Figure 7.5 Viewpoint Photos – C [APP-060] of the ES and the assessment outlined in Chapter 7: Landscape and Visual [APP-028] of the ES). These were identified, in discussion with Gateshead Council, to demonstrate the potential impacts of the Scheme on views from the Angel of the North. The removal of the majority of the planting that currently screens the Angel of the North, and within the Order limits, will also open up views from the A1. Where trees are retained or proposed, they are to ensure that the proposed gantries do not adversely and significantly impact the views from the Angel of the North and change the findings of Chapter 7: Landscape and Visual [APP-028] of the ES.</p> <p>The Applicant understands the mention of TR010031- 000988-Appendix 1A is referring to the Applicant’s Responses to ExA’s First Written Questions, Appendix 1.5 A - Angel of the North Narrative. As has previously been explained in the Applicant’s Response to Deadline 4 [REP5-010], Table 1, 2.0.7 a, b and c, the assessment of effects on landscape character and its visual effects (see Chapter 7: Landscape and Visual [APP-028] of the ES), including those that would potentially affect views of the Angel of the North, has been undertaken by a Chartered Landscape Architect with over 20 years’ experience in the assessment of highway schemes. In particular, the assessment has followed the approach as set out in Appendix 5.3 - ‘Approach to Photography and Photomontages’ [REP3-005] provided in the Applicant's Comments on Local Impact Report. This aligns with the guidance within Design Manual for Roads and Bridges Volume 11 Section 3 Part 5, Interim Advice Note 135/10 Landscape and Visual Effects Assessment, Guidelines for Landscape and Visual Impact Assessment (3rd Edition) and TGN 06/19 Visual Representation of development proposals. This extends to the selection of visual receptors and preparation of supporting visual information, including the preparation of photomontages in order to assess the effect against the existing landscape and visual baseline.</p>

Ref:	Comment:	Applicant's Response:
		<p>The Applicant has, with the exception of the request for a verified drive through, provided the information, in line with the guidance outlined above, requested by Gateshead Council as the local planning authority. The Applicant therefore considers that the information provided sufficiently illustrates the disruption of views for road users to inform the examination of the Scheme, on the basis that the sequence of views has been provided via the following documents: Applicant's Responses to ExA's First Written Questions, Appendix 1.5 A - Angel of the North Narrative [REP2-019]; Appendix 1.2A, Cross Sections in the 'Applicant's Comments on Responses to EXA's Written Question' [REP3-004]; and the appearance and detail of the view is contained within the photomontage Appendix 5.2, North Dene Photomontage of the 'Applicant's Comments on Local Impact Report' [REP3-005].</p>
	<p>The proximity of the Eighton Lodge gantry to the Angel of the North is most worrying. We would ask that the Applicant considers moving the Eighton Lodge gantry to the South by 150m to minimise negative impacts on views in the immediate approach to the Angel of the North.</p>	<p>The Angel of the North would be visible to the north when approaching Junction 66 Eighton Lodge, as demonstrated in Plate 10 of the Applicant's Responses to ExA's First Written Questions, Appendix 1.5 A - Angel of the North Narrative [REP2-019]. A specific reference was made to the gantry location at Chainage 12870 in the Applicant's Response to Deadline 4 [REP5-010], Table 1, 2.0.8, which described the effect of the gantry at this location, and the effect on northbound travelers.</p> <p>On passing the gantry at its current location, the Angel of the North would continue to be visible above intervening vegetation. A relocation, 150m to the south at Chainage 12870, would have the effect of a marginally longer (approximately 4 to 6 seconds), unencumbered view, once past the gantry, for the travelling public to the sculpture. It is the professional opinion of the Applicant's landscape architect that such relocation would marginally improve the experience of the travelling public on the A1. However, such relocation would also result in the gantry being located closer to the junction. This would be 40m outside (south) of the allowable tolerances (in accordance with Highways England's guidance at the time as set out in Design Manual for Roads and Bridges Interim Advice Note 144/16 'Directional Signs on Motorway and All-Purpose Trunk Roads: Grade Separated Junctions'), which are described in more detail within the Gantry Details report [REP4-029]. This would provide drivers with less time to assimilate the information and safely navigate the junction, which would increase the likelihood of accidents. The Applicant considers that a marginal improvement in views to the Angel of the North would be insufficient justification to accept a reduction in safety of road users.</p>
	<p>Understandably, conversations with Gateshead Council seem to have slowed due to the current situation. However, we need further guarantees that Highways England will develop the Landscape and Vegetation Management Scheme in close dialogue with Gateshead Council and where possible, any negative impacts of the scheme on views to the Angel of the North are counteracted.</p>	<p>The Applicant is continuing to seek a design that can accommodate the aspirations of Gateshead Council, in consultation with Anthony Gormley Studio, in respect of the setting of the Angel of the North. The Applicant would draw the ExA's attention to the Applicant's Responses to ExA's Second Written Questions, Appendix 2.5A - Angel of the North Sketch Proposal (Rev 0) [REP4-044], that demonstrates the development of the mitigation design in respect of the proposals associated with the Angel of the North, which are subject to ongoing discussions with Gateshead Council.</p>
2.7.6.b – Acoustic Barrier		
	<p>Highways England have stated that the design of the acoustic barrier is not yet confirmed but may comprise close boarded timber fencing. We would support the decision to create a consistent design in keeping with the acoustic barriers that are currently installed along the neighbouring stretches of the A1. The appearance will be confirmed during the Detailed Design Phase and in the Construction Environmental Management Proposal, and we would appreciate being informed of the final design.</p>	<p>As set out in [N2] and [N3] in Table 3-1 REAC of the Outline CEMP [REP6-08 and 19], an updated version of which will be submitted at Deadline 8, "The final details, including appearance, of the acoustic barrier will be included in the CEMP." Furthermore, paragraph 1.2.4 of the Outline CEMP [REP6-08 and 19] states "This Outline CEMP enables the Examining Authority and Secretary of State (SoS) to identify those mitigation measures that are secured through the DCO". This enables the SoS to ensure that the detailed design, including the appearance of the acoustic barrier, will be included and available to view within the Construction Environmental Management Plan, to be agreed with the SoS through this process.</p>

Table 2 – Historic England

Ref:	Historic England's Response:	Applicant's Comments:
1.1	Historic England is more formally known as the "Historic Buildings and Monuments Commission for England". We are the government's statutory adviser on all matters relating to the historic environment, including world heritage. It is our duty under the provisions of the National Heritage Act 1983 (as amended) to secure the preservation and enhancement of the historic environment.	N/A
1.2	We set out below our comments on matters that have arisen from documents submitted for Deadline 5 to this DCO examination. We have sought to focus our attention on those documents which we consider it would be of assistance to the Examining Authority to have our commentary.	N/A
1.3	Historic England are providing comments on the following documents: <ul style="list-style-type: none"> • Revised Draft DCO (Rev 4A / 4) (REP5 – 003 / 004) • Applicant's Comments on Submissions to Deadline 4 (REP5 – 010) 	N/A
2.0 REVISED DRAFT DCO (Rev 4A/4) (REP5 – 003 / 004)		
Schedule 2, Part 1, Requirement 9		
2.1	We confirm that the wording for Requirement 9 matches the agreed wording we appended at the end of our Deadline 4 submission (REP4 – 013). We are therefore in agreement with the Applicant with regards to Requirement 9 as set out in version 4/4a of the dDCO.	Noted and the Applicant welcomes Historic England's acceptance of the change in wording.
Schedule 10		
2.2	The wording of Schedule 10 accurately reflects the works to the Scheduled Monument as we understand them to be at this point.	Noted
2.3	However, there are outstanding issues related to Schedule 10 which need to be addressed in the Outline CEMP (REP4 – 022 / 023). Specifically, these are in relation to the need for a new action point in the REAC table regarding the impact of the reinstated PROW and Bridleway access onto the Monument after construction. In addition, there is a lack of clarification in the Outline CEMP (REP4 – 022 / 023) of the drainage issue in so far as how the works might have an impact on the scheduled monument. We raised these points with the Applicant's Agents via email w/c 11th May 2020 and we discussed these with them during a video conference on 18th May 2020.	<p>An additional action point [CH10] was included in the Table 3-1 Register of Environmental Actions and Commitments (REAC) of the Outline Construction Environmental Management Plan (CEMP) [REP6-08 and 19] submitted at Deadline 6 that specifically deals with the impact of the reinstated Public Right of Way (PRoW). In addition, a mechanism for dealing with any potential impacts to the Scheduled Monument from the reinstated access has been drafted in the Outline Written Scheme of Investigation (WSI) (Paragraph 1.3.3, Point f), which forms Appendix C to the Outline CEMP [REP6-08 and 19] submitted at Deadline 6.</p> <p>Discussions are ongoing between the Applicant and Historic England with regard to the clarification around impacts from drainage to understand any potential effect to the Scheduled Monument. A sketch of the drainage arrangement was provided to Historic England via email on 15 May 2020 (refer to [REP6-10]).</p> <p>Historic England appreciate that, in the absence of a drainage solution behind the repaired wall associated with Bowes Railway Scheduled Monument, the repaired wall would be likely to fail at some point in the future. Historic England has raised a query as to whether weep holes through the repaired wall will cause damage from water running down the face of the wall.</p>

Ref:	Historic England's Response:	Applicant's Comments:
		<p>The intention of the drainage solution is to slow and convey the natural flow of the water through the wall and to retain the silt within the drainage media which will also decrease erosion / damage to the wall. This will minimise the risk of further damage to the wall similar to that caused during severe weather events such as occurred in 2012.</p> <p>The Applicant is considering measures that could be implemented during detailed design to ensure that the detailed design of the drainage associated with the wall is sympathetic to the historic nature and significance of the structure. These measures will be included in action [CH9] of Table 3-1 REAC of the Outline CEMP [REP6-08 and 019], an updated version of which will be submitted at Deadline 8.</p>
2.4	<p>It is our understanding that an updated Outline CEMP will be submitted at Deadline 6 (19th May 2020) which will include a new action point CH10 regarding the access issues. We also understand that additional information may be coming forward for discussion about the drainage grip following the sharing of a sketch design. We await sight of the submission at Deadline 6 and we will update the Examining Authority accordingly.</p>	<p>As noted above, Table 3-1 REAC table of the Outline CEMP [REP6-08 and 19] submitted at Deadline 6 includes an action point [CH10] that deals specifically with reinstating access to the PRow. [CH10] details that, should intrusive works be required within the boundary of the Scheduled Monument, this will be subject to consultation with Historic England, with mitigation measures provided within the final WSI and a method statement will be produced to detail how and when the works would take place and to detail monitoring arrangements for the work.</p> <p>Discussions are ongoing between the Applicant and Historic England with regard to the clarification of potential impacts from drainage to understand any potential effect to the Scheduled Monument. A sketch of the drainage arrangement was provided to Historic England via email on 15 May 2020 (refer to [REP6-10]).</p> <p>Historic England has raised a query as to whether weep holes through the repaired wall will cause damage from water running down the face of the wall. Discussions on this matter are ongoing. However, as noted above, the Applicant is considering measures that could be implemented during detailed design to ensure that the detailed design of the drainage associated with the wall is sympathetic to the historic nature and significance of the structure. These measures will be included in action [CH9] of Table 3-1 REAC of the Outline CEMP [REP6-08 and 019], an updated version of which will be submitted at Deadline 8.</p>
APPLICANT'S COMMENTS ON SUBMISSIONS TO DEADLINE 4 (REP5 – 010)		
3.1	<p>We note that the Applicant has provided comments on our Deadline 4 submission (REP4 – 013) in Table 4 of this document and we provide the following comments.</p>	N/A
Table 4 ref: 2.0.13		
3.2	<p>We welcome the revisions to Requirement 4(1) and 4(3) in the updated draft DCO (REP5 – 003) which ensures that Historic England will be consulted by the Secretary of State.</p>	<p>Noted and the Applicant welcomes Historic England's acceptance of the change in wording in the updated draft DCO [REP6-03 and REP6-04].</p>
Table 4 ref: Q. 2.4.12 (b)		
3.3	<p>We confirm that Figure 1 of the Outline WSI as submitted as an appendix of the Outline CEMP at Deadline 4 (REP4 – 022/023) shows the location of the access from the site compound down onto the Monument. We have agreed that the method statement will form part of the</p>	<p>Table 3-1 REAC of the Outline CEMP [REP6-08 and 19] submitted at Deadline 6 includes an action point [CH7] requiring a method statement for the access on to Longbank bridleway from the site compound to be produced in consultation with Historic</p>

Ref:	Historic England's Response:	Applicant's Comments:
	<p>FINAL WSI; however, it is not clear from the Applicant's response to this question that the Method Statement for the compound access will be in the FINAL WSI. We would consider it appropriate for this to be included.</p>	<p>England. [CH7] states that "A method statement will be produced for these works and will form part of the WSI." Reference to "the WSI" will be updated to "the Final WSI" within subsequent versions of the Outline CEMP submitted during Examination.</p> <p>This process has also been incorporated into the Outline WSI submitted at Deadline 6, which forms Appendix C to the Outline CEMP [REP6-08 and 19]. The Outline WSI notes that it will form the basis for the final WSI for several elements of work including the methodology for the construction and monitoring of the access from the compound to the bridleway – see Section 1.3.3, point <i>d</i>.</p>
3.4	<p>The Applicant's response to this question refers back to "Structures Engineering Drawings and Sections (Revision 2) TR010031/APP/2.7(J)" (REP4- 010) as clearly showing the proposed access. However, we do not find this to be the case nor is it fully indicative, for example the location of the access back onto the Monument is not shown on the drawing as the Applicant does not yet have detailed drawings. However, it is our understanding a new CH10 action in the Outline CEMP (see 3.4 above) to be submitted at Deadline 6 will provide some more certainty about the works and we would consider it appropriate that a clearer drawing is included here which also shows the boundary of the scheduled monument. We await the revised Outline CEMP submission at Deadline 6 to see whether this issue has been addressed and will update the Examining Authority accordingly.</p>	<p>A design for the reinstatement of access back on to the monument is not currently available as this would be developed at detailed design. However, the connections are intended to be a like for like replacement. The connection to the bridleway will be maintained and the stairs will be replaced at the extents of the bridleway extension, within the embankment as opposed to the trackbed. However, intrusive works such as those required to cut steps in to the embankment may be required and additional action point [CH10] has been included in Table 3-1 REAC of the Outline CEMP [REP6-08 and 19] submitted at Deadline 6. [CH10] details that, should intrusive works be required within the boundary of the Scheduled Monument, this will be subject to consultation with Historic England with mitigation measures provided within the final WSI. It also requires that a method statement is to be produced to detail how and when the works would take place and to detail monitoring arrangements for the work. To date there is no evidence that a retaining wall is present on the southern side of the monument and it is therefore anticipated that physical impacts to the monument should only involve cutting steps into the embankment.</p> <p>A plan of the Scheduled Area of the monument has been included within the Outline WSI (refer to Figure 3), which forms Appendix C to the Outline CEMP [REP6-08 and 19] submitted at Deadline 6.</p>

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