

A1 Birtley to Coal House

Scheme Number TR010031

7.5D Statement of Common Ground: Historic England

Rule 8 (1) (e)

Planning Act 2008

The Infrastructure Planning (Examination Procedure
Rules) 2010

June 2020

Infrastructure Planning

Planning Act 2008

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

A1 Birtley to Coal House Improvement Scheme
Development Consent Order 20 []

STATEMENT OF COMMON GROUND: HISTORIC ENGLAND

Regulation Number:	Rule 8 (1) (e)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	TR010031/7.5D
Author:	A1 Birtley to Coal House Project Team, Highways England

Version	Date	Status of Version
Rev 0	February 2020	Deadline 2 submission
Rev 1	April 2020	Deadline 4 submission
Rev 2	June	Deadline 8 submission

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Historic England.

Signed.....
[NAME]
Project Manager
on behalf of Highways England
Date: [DATE]

Signed.....
[NAME]
[POSITION]
on behalf of Historic England
Date: [DATE]

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1 INTRODUCTION

1.1 Purpose of this Document

- 1.1.1 This Statement of Common Ground (SoCG) relates to an application made by Highways England (the Applicant) to the Planning Inspectorate (the Inspectorate) under the Planning Act 2008 (the 2008 Act) for a Development Consent Order (DCO). If made, the DCO would grant consent for the Applicant to undertake the A1 Birtley to Coal House Scheme (the Scheme). A detailed description of the Scheme can be found in Chapter 2 of the Environmental Statement (ES) [APP- 023].
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Inspectorate website¹.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) **Historic England**.
- 1.2.2 The Applicant became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State (SoS). The legislation establishing the Applicant made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by the Applicant.
- 1.2.3 Historic England was established with effect from 1 April 1984 under Section 32 of the National Heritage Act 1983. The general duties of Historic England under Section 33 are as follows:
- “...so far as is practicable:*
- *to secure the preservation of ancient monuments and historic buildings situated in England;*
 - *to promote the preservation and enhancement of the character and appearance of conservation areas situated in England; and*
 - *to promote the public’s enjoyment of, and advance their knowledge of, ancient monuments and historic buildings situated in England and their preservation”.*
- 1.2.4 Historic England is a statutory consultee providing advice to local planning authorities on certain categories of applications for planning permission and

¹ <https://infrastructure.planninginspectorate.gov.uk/projects/North%20East/A1-Birtley-to-Coal-House-Improvement-Scheme/>

listed building consent, and is also a statutory consultee on all Nationally Significant Infrastructure Projects (NSIPs). Similarly Historic England advises the SoS on those applications, subsequent appeals and on other matters generally affecting the historic environment. It is the lead body for the heritage sector and is the Government's principal adviser on the historic environment.

1.3 Terminology

- 1.3.1 In **Table 3-1**, the Issues, Section 3 of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues, Section 3 of this SoCG are not of material interest or relevance to **Historic England**, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to **Historic England**.

2 RECORD OF ENGAGEMENT

2.1.1 A summary of the meetings and correspondence that has taken place between the Applicant and **Historic England** in relation to the Application is outlined in **Table 2-1**.

Table 2-1 - Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes
February to July 2018	Various (see Appendix A)	<p>Key topics Investigation and mitigation strategies for Bowes Railway Scheduled Monument.</p> <p>Key outcomes A section of wall would be recorded and an interpretation panel as mitigation. Archaeological monitoring would be undertaken during intrusive works across the railway line as mitigation. A recommendation for investigation is to be carried out if construction of the compound will necessitate any ground moving activities, including topsoil stripping or ground levelling that may disturb Bowes Railway Scheduled Monument. These additional works will be raised with Highways England. The compound area near Allerdene Bridge is of no archaeological interest and does not to be considered any further.</p>
05/03/18	Email (see Appendix A)	<p>Key topics Scope of the Bowes Railway Scheduled Monument; specifically, whether the retaining walls which flank the former railway are included in the scheduling.</p> <p>Key outcomes The retaining walls do form part of Bowes Railway Scheduled Monument however anything within Longbank Underpass is not (though this would be safeguarded by the NPPF).</p>

Date	Form of correspondence	Key topics discussed and key outcomes
11/04/18	Minutes (see Appendix B)	<p>Key topics Scope of the Bowes Railway Scheduled Monument.</p> <p>Key outcomes The scheduling includes the majority of the bridleway and the remains of the retaining walls which flank the former railway but excludes the earth embankments and the bridleway through Longbank Underpass.</p>
		<p>Key topics Closure and extension of Longbank Underpass without damage to pathway.</p> <p>Key outcomes A diversionary route will be set up allowing pedestrians, cyclists and equestrians to cross the A1 at Eighton Lodge (further details at detailed design stage). The pathway will be protected (e.g. with road plates) and any damage during the construction phase will be rectified.</p>
		<p>Key topics Drainage - there are existing issues with drainage at Longbank Underpass. Lighting - the Longbank Underpass Structure Option Report recommended installation of lighting system to improve safety and enhance user experience.</p> <p>Key outcomes Drainage - there is no existing record of a drainage system through the underpass. The Applicant would welcome a new drainage system, which could outfall and tie into the existing network beyond the underpass, minimising disturbance to the Bowes Railway Scheduled Monument. Lighting - the technical details are to be confirmed but the Applicant does not object to this Scheme.</p>

Date	Form of correspondence	Key topics discussed and key outcomes
		<p>Key topics Recommendations from Historic England.</p> <p>Key outcomes As part of Chapter 6: Cultural Heritage [APP-027] of the ES:</p> <ul style="list-style-type: none"> • Walkover survey to be carried out at Longbank Underpass to identify features hidden by vegetation and assess condition of retaining wall. • Plans to be produced showing section of retaining wall proposed for demolition based on rectified aerial photography. • If SMC is granted: • Any dismantling of retaining wall to be undertaken by an archaeologist prior to commencement of trial trenching. • Trial trenching to be undertaken pre-construction at proposed location of required foundation trench for extension of Longbank Underpass. • Restoration of section of retaining wall equal in length that which is being demolished if found during walkover survey to be in state of disrepair.
02/05/19	Email (see Appendix C)	<p>Key topics Updated documents sent to Lee McFarlane, (Historic England).</p> <p>Key outcomes The following documents were sent to Lee McFarlane, (Historic England): updated Chapter 6: Cultural Heritage [APP-027] of the ES, the Historic Environment Desk Based Assessment (HEDBA) [APP-118] and extract from the Outline Construction Environmental Management Plan (CEMP) [REP2-050 and 051].</p>

Date	Form of correspondence	Key topics discussed and key outcomes
02/05/19	Meeting (see Appendix C)	<p>Key topics Overview of the Scheme, key design updates, update on Chapter 6: Cultural Heritage [APP-027] of the ES and review of the SoCG.</p> <p>Key outcomes Historic England had concerns regarding the impact from gantries on views toward the Angel of the North, this will be looked at again during the detailed design stage. Changes to the reporting requirements for the impacts to Bowes Railway Scheduled Monument to be included in Chapter 6: Cultural Heritage [APP-027] of the ES, and the Outline CEMP [REP2-050 and 051]. A request for the Angel of the North to be included in the SoCG and letter of no impediment.</p>
16/07/19	Meeting	<p>Key topics Meeting between WSP (Nicola Ashworth) and Historic England (Lee McFarlane).</p> <p>Key outcomes Historic England discussed and agreed the updates to the Outline CEMP [REP2-050 and 051], Register of Environmental Actions and Commitments (REAC).</p>
17/07/19	Email (see Appendix D)	<p>Key topics WSP provided the extract from the Outline CEMP [REP2-050 and 051] which relates to archaeology updated in response to the meeting between WSP (Nicola Ashworth) and Historic England (Lee McFarlane) on 16/07/2019. The email also attached an extract from the draft DCO relating to archaeological remains and an updated letter of no impediment for Historic England.</p> <p>Key outcomes Historic England were asked for comments/amends to the documents attached.</p>

Date	Form of correspondence	Key topics discussed and key outcomes
23/07/19	Email (see Appendix D)	<p>Key topics Updates from Historic England to WSP wording of the Outline CEMP [REP2-050 and 051] and draft DCO where it relates the archaeology, updated Letter of No Impediment for Historic England.</p> <p>Key outcomes Updates to wording of the document was sent to WSP from Lee McFarlane (Historic England).</p>
13/08/19	Email (see Appendix D)	<p>Key topics WSP provided an updated Letter of No Impediment, Draft DCO extract in relation to Archaeological Remains, Schedule 10 from the Draft DCO and aspects of the Outline CEMP [REP2-050 and 051] relating to cultural heritage.</p> <p>Key outcomes Historic England were asked to review the documents with a view to moving towards a signed Letter of No Impediment from Historic England for the Scheme.</p>
01/10/19	Email (see Appendix D)	<p>Key topics A response from Historic England to WSP's email of 13/08/2019.</p> <p>Key outcomes Historic England advised that they will not sign a "letter of no impediment" as their legal department cannot bind the future actions of the SoS in this way./</p>

Date	Form of correspondence	Key topics discussed and key outcomes
30/01/2020	Meeting minutes (see Appendix E)	<p>Key topics Discuss updates on the Scheme, gantries visualisation for the Angel of the North, SoCG and questions relating to the first round of the written questions.</p> <p>Key outcome The Angel of the North is not designated but remains as high value, as such Historic England would defer to Gateshead Council on this matter.</p> <p>The requirement to produce an Outline Written Scheme of Investigation (WSI) was discussed in addition to agreeing format.</p> <p>The Draft DCO was discussed and changes were requested to the wording in relation to the historic environment.</p>
03/04/2020	E-mail	<p>Key topics The draft Outline WSI was issued for comment to both Historic England and the Tyne and Wear Archaeology Officer.</p> <p>Key Outcome Historic England have responded with a number of comments and the Outline WSI has been updated accordingly.</p> <p>The Tyne and Wear Archaeology Officer has responded with minor comments and the Outline WSI has been updated accordingly.</p>
07/04/2020	E-mail	<p>Key topics Notification of ES Addendums for three-span viaduct and Additional Land.</p> <p>Key outcome Historic England welcomed the consultation and noted the information provided. They confirm that given the location of the addendums and the assessed level of impact that they defer to the opinion of the Gateshead Council Conservation Officer.</p>

Date	Form of correspondence	Key topics discussed and key outcomes
09/04/2020	E-mail	<p>Key topics</p> <p>The Applicant's legal advisors contacted Historic England in regard to changes to Requirement 9 and Schedule 10 to be included in the draft DCO.</p> <p>Key outcome</p> <p>The wording in requirement 9 and Schedule 10 was agreed in Historic England's Deadline 6 response.</p>
18/05/2020	Meeting (virtual) Meeting minutes (see Appendix F)	<p>Key topics</p> <p>The following topics were discussed: status of the Outline WSI; reinstatement of access back onto the Scheduled Monument from the footpath over Longbank Bridleway; Outline CEMP; the proposed drainage arrangement for the retaining wall associated with Bowes Railway Scheduled Monument; the wording of the draft DCO.</p> <p>Key Outcome</p> <p>It was agreed that a plan showing the boundary of the Bowes Railway Scheduled Monument would be provided in the Outline WSI.</p> <p>Historic England requested further detail on the drainage associated with the retaining wall of Bowes Railway Scheduled Monument.</p> <p>Historic England confirmed they would seek legal advice on the wording 'substantially in accordance with' in [CH2] of Table 3-1: REAC of the Outline CEMP. It was agreed that action [CH10] would be updated to make clear the area of the Bowes Railway Scheduled Monument that could be affected.</p> <p>Confirmation was provided to Historic England on the versions of the draft DCO that would be taken forward in the examination.</p>

Date	Form of correspondence	Key topics discussed and key outcomes
28/05/2020	Meeting (virtual) Meeting minutes (see Appendix G)	<p>Key topics A meeting to discuss ongoing concerns in regard to the drainage design to be incorporated in to the repaired stone wall of Bowes Railway Scheduled Monument.</p> <p>Key outcome It was agreed that a mechanism would be provided to ensure that the detailed design of the drainage associated with the retaining wall of Bowes Railway Scheduled Monument is sensitive to the historic nature and significance of the asset. Additional text has been added to action [CH9] in Table 3-1: REAC of the Outline CEMP submitted at Deadline 8.</p>

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) the Applicant and (2) **Historic England** in relation to the issues addressed in this SoCG.

3 ISSUES

Table 3-1- Issues Related to Chapter 6: Cultural Heritage of the ES

ES Chapter	Paragraph Reference	Sub-section	Historic England Comment	Highways England Response	Status
Chapter 6: Cultural Heritage (APP-027)	Chapter 6 of the ES	N/A	We find that the ES summarises the Desk-based Assessment (DBA) and clearly presents the assessment of impact of the proposal on the designated heritage assets.	Agreed	Agreed
Chapter 6: Cultural Heritage (APP-027)	Para 6.8.7 and 6.9.6	Design, Mitigation and Enhancement Measures	The removal of part of the above wall and the foundations required for the new extended underpass tunnel may expose and/or remove features associated with the Bowes Railway. It will therefore be necessary to agree a mitigation strategy to inform the DCO process to ensure adequate archaeological monitoring of all groundworks within the scheduled area as noted in Para 6.8.7 of the ES. Para 6.9.6 is slightly confusing as we haven't advised	Following the comments made in the consultation of 02 May 2019, the ES was updated to reflect Historic England's advice prior to submission of the DCO application. An Outline WSI has been prepared and the Applicant is in the process of agreeing the final contents with Historic England. The Outline WSI will form the basis of the work to be detailed in the final WSI produced by the archaeological contractor/s. Table 3.1 REAC of the Outline CEMP has been amended to	Under discussion – pending finalisation of the Outline WSI

ES Chapter	Paragraph Reference	Sub-section	Historic England Comment	Highways England Response	Status
			<p>excavation but rather direct archaeological monitoring / watching brief of the works here. It may be that the initial groundworks are directly overseen by your appointed archaeological contractor - this will need to be agreed in a WSI either in advance of the DCO being submitted or as a condition of the DCO. We advise that the Applicant provides a more detailed outline WSI to be agreed and submitted in support of the DCO.</p>	<p>include appropriate actions to ensure the archaeological monitoring of all groundworks within the scheduled area.</p>	

Table 3-2 - Issues Related to the Outline CEMP/REAC

CEMP Section	Paragraph Reference	Sub-section	Historic England Position	Highways England Response	Status
Section 3: REAC [REP2-050 and 051]	Table 3 -1 REAC	CH2, CH3, CH5, CH6 and N8	We note that some refinement of wording is needed in CH2, CH3, CH5, CH6 and N8 to provide clarity; be enforceable; and, provide assurance that works to the Scheduled Monument will have the appropriate oversight of Historic England. An additional action point (CH7) is required in the REAC in relation for access onto the Scheduled Monument from the adjacent working compound.	An additional action (CH7) was added to the Outline CEMP [REP4-022 and 023] which was submitted at Deadline 4 of Examination in regard to the access on to the monument from the compound. This update was agreed by Historic England in their 'Comments on matters required for Deadline 5' [REP5-015].	Agreed
Section 3 REAC	Table 3-1 REAC	CH9	Historic England requires amendments to the "Achievement criteria and reporting requirements" in both CH9 and CH10... to ensure the protection of the Scheduled Monument insofar as it falls within our remit. Specifically, we suggest that the wording for both CH9 and CH10 are amended to include consultation with Historic	An additional action [CH9] was added to the Outline CEMP [REP4-022 and 023] submitted at Deadline 4 in regard to the insertion of drainage on to the monument. Additional text was included in action [CH9] in Table 3-1: REAC of the Outline CEMP submitted at Deadline 8. This requires the drainage design to be	Under discussion

CEMP Section	Paragraph Reference	Sub-section	Historic England Position	Highways England Response	Status
			England in relation to the design of the drainage and the reinstated accesses, as well as the method statements, due to the impact that these proposed works would have on the Scheduled Monument. “	undertaken in consultation with Historic England.	
Section 3 REAC	Table 3-1 REAC	CH10	Historic England welcomes the addition of CH10 to the REAC table. As noted above they would like to see changes to the wording to ensure consultation on the design of the monument access.	A further action (CH10) was added to the Outline CEMP [REP6-08 and 019] submitted at Deadline 6 in regard to the reinstatement of access on to the monument. A figure (Figure 3) was included in the Outline WSI submitted as an appendix to the Outline CEMP at Deadline 6 to highlight the boundary of the Scheduled Monument. This is in order to highlight the area within which any construction impacts will be discussed with Historic England. Additional text was included in action [CH10] in Table 3-1: REAC of the Outline CEMP submitted at	Under discussion

CEMP Section	Paragraph Reference	Sub-section	Historic England Position	Highways England Response	Status
				Deadline 8. This requires the detailed design of the access track to be undertaken in consultation with Historic England.	

Table 3-3 – “Other Issues”

Issue	Document Reference	Historic England Comment	Highways England Response	Status
SMC	Historic England Advice Letter_HERef_PL005521 95_L340286 dated 13 March 2019	Please note, it is our understanding that for Development Consent Orders (DCO) SMC will be wrapped up in the DCO itself and there will not be a standalone SMC as is usually required for works to a Scheduled Monument.	Agreed	Agreed
Letter of no impediment	Email from Lee Macfarlane dated 1 October 2019 regarding a “letter of no impediment”	I can now advise that Historic England will not sign a “letter of no impediment”. Our Head of Legal, Andrew Wiseman, advises that we cannot bind the future actions	Agreed	Agreed

Issue	Document Reference	Historic England Comment	Highways England Response	Status
		of the SoS in this way – Historic England are advisors to the SoS and not decision-makers so we are not in a position to do this.		
DCO wording	Historic England's Written Representations Reference No: PL00552195 dated 04 February 2020	Regarding Draft DCO Schedule 2 Requirements Part 1 Requirements Archaeological Remains 9: Historic England find that the wording of Requirement 9 lacks clarity and should the DCO be granted might cause some confusion, especially in relation to works affecting the Scheduled Monument. We have identified the need to clarify Requirements with the Applicant and are in discussion with them about amending it.	Requirement 9 of the draft DCO has been updated in response to consultation with Historic England. Historic England has agreed these updates as documented in their response at Deadline 6 [Historic England Ref: REP6-18 , paragraph 2.1].	Agreed
DCO wording	Historic England's Written Representations Reference No: PL00552195 dated 04 February 2020	Draft DCO Schedule 10 Scheduled Monuments: Historic England considers that Schedule 10 does not accurately nor clearly state the extent of demolition that is being proposed. We have therefore set out what we	The maximum extent for the extension of Longbank Bridleway underpass to be 17 m has been agreed and is included in Schedule 10. Additional updates have been made to clarify the works to be undertaken to the Scheduled	Agreed

Issue	Document Reference	Historic England Comment	Highways England Response	Status
		<p>understand to be the extent of demolition required within Appendix 6 [of Historic England Written Representations Reference No: PL00552195 dated 04 February 2020] and would advise that this clarification is provided and Schedule 10 amended to reflect this. The suggested change to the wording is as follows:</p> <p>Schedule 10</p> <ul style="list-style-type: none"> • Demolition of stone retaining walls (up to a maximum of 17m in length) on either side of the former trackbed of the Scheduled Monument. <p>Historic England confirmed in their response at Deadline 6 [Historic England Ref: PL00552195], that the wording at Schedule 10 accurately reflects the works to the Scheduled Monument as they understand them.</p>	<p>Monument including insertion of drainage, construction access on to the monument, reinstatement of access as a PROW and the locating of an interpretation board.</p> <p>The amended text for Schedule 10 has been provided to Historic England for comment and was agreed at Deadline 6 [REP6-18].</p>	

Issue	Document Reference	Historic England Comment	Highways England Response	Status
DCO Wording	<p>Historic England's Comments on Matters Required for Deadline 7</p> <p>Reference No: PL00552195 dated 02 June 2020</p>	<p>Historic England is concerned that the wording of Requirement 9(1) has been amended to read 'The FWSI shall be substantially in accordance with...' rather than 'in accordance with...'. Historic England considers 'in accordance with' to be more enforceable phrasing to ensure that the methodology as set out in the Outline WSI is taken forward into the final WSI.</p>	<p>The wording 'substantially in accordance with' ensures that the key mitigation requirements of the REAC are secured in the CEMP but allows for minor changes to be made to the final WSI in response to developments during detailed design. The form of words is preceded in many existing DCOs to accommodate this type of scenario. The final WSI will be approved by the SoS in consultation with Gateshead Council and Historic England, allowing for comment on the contents.</p> <p>As such it is not considered that a change to this wording is required, as consultation with Historic England by the SoS prior to approval of the final WSI provides the mechanism for any concerns to be raised by Historic England to the SoS.</p>	

APPENDICES

Appendix A – Meeting Minutes between Historic England and WSP (11/04/2018) and emails (19/02/2018), (20/02/2018) and (21/02/2018)



AGENDA & MEETING NOTES

PROJECT NUMBER	70041947	MEETING DATE	11 April 2018
PROJECT NAME	A1 Birtley to Coal House Improvements	VENUE	Historic England Newcastle NE1 3JF
		TIME	1:00pm – 2.30pm
CLIENT	Highways England	RECORDED BY	██████
MEETING SUBJECT	Longbank Underpass Meeting		

PRESENT	██████████ ██████████ ██████████	(WSP – Senior Consultant) (WSP – Senior Engineer) (Historic England – Inspector of Ancient Monuments)
APOLOGIES	██████████ ██████████	(WSP – Associate) (WSP – Structures Lead)
DISTRIBUTION	As above plus: ██████████ ██████████	(Highways England – Project Sponsor) (Highways England SES – Senior Structures Advisor)
CONFIDENTIALITY	Confidential	

ITEM	SUBJECT	ACTION	DUE
1	<p>Introduction</p> <p>█ provided a brief overview of the project and designer proposals for Longbank Underpass.</p> <p>The Development Consent Order (DCO) for the A1B2CH scheme is currently proposed to be submitted by the end of 2018.</p>	-	-
2	<p>Bowes Railway (Scheduled Monument)</p> <p>█ identified a section of the dismantled Bowes Railway track bed lying directly beneath the existing path through Longbank Underpass.</p> <p>HE have confirmed the following: The existing bridleway is within the curtilage of the SM as are the remains of masonry retaining walls that flank it, in addition to the ground beneath these walls. The section of bridleway under the existing Longbank Underpass is not part of the scheduling and nor are the earth embankments along the course of the SM.</p> <p>Any proposals to be made as part of the A1B2CH improvement scheme shall have to be carefully considered and mitigation measures in place to minimise impact on the scheduled monument.</p>	-	-
3	<p>Longbank Underpass Extension</p> <p>█ talked through the engineering aspects of the underpass extension with the proposed structural form to be on a like for like basis. This shall constitute:</p> <ul style="list-style-type: none"> • Extension of the existing underpass by a total length of approximately 16.1m to the northern entrance of the structure. No works are proposed to the southern entrance of the structure, • Structural form of the proposed superstructure shall be similar to existing i.e. Corrugated Steel Buried Structure (CSBS) with a profiled reinforced concrete collar and earthwork batter to tie into the existing structure. The substructure shall be reinforced concrete pilecaps founded on bored piles, • A high level construction sequence of the proposed structure shall comprise: <ul style="list-style-type: none"> a) Set up pedestrian/equestrian diversions b) Installation of protection to the existing path (i.e. road plates, timber boards etc.) to avoid damage to the path/surfacing during construction works c) Removal of existing masonry walls abutting the northern entrance of the underpass d) Bench back existing embankment e) Excavation of trenches either side along the edge of the path for the new foundations f) Installation of bored piles, concrete pilecaps and upstand g) Installation of new CSBS arch including removal of existing concrete collar and stitching to existing arch h) Installation of new concrete collar 	-	-

	<p>i) Backfill structure and install guardrail</p> <p>j) Reinstate remaining masonry walls up to the new underpass extension in a similar fashion to existing</p> <p>k) Install access steps down embankment</p> <p>There are no plans to disturb the path and/or surfacing during the underpass extension. Though protection measures will be in place, any damage to the path as a result of construction activity shall be rectified. It was also recommended in the structure options report that all outstanding maintenance actions recorded in the previous inspection reports be completed as part of the extension works.</p> <p>█ stated an initial contractor review determined that the existing Longbank Underpass will remain closed during the construction works. As a mitigation measure, there are preliminary provisions for a diversionary route for pedestrians/equestrians along Eighton Lodge junction.</p> <p>Access provisions for construction personnel/vehicles are anticipated to be via an existing path to the north-west of the existing underpass structure.</p> <p>Further details of the above are expected to be reviewed and clarified at detailed design stage.</p>		
<p>4</p>	<p>Drainage & Lighting</p> <p>On previous occasions, there have been drainage associated issues on the existing path (beyond the underpass to the upstream) with material being washed away.</p> <p>There are no records of any current drainage system to the path going through the underpass. █ mentioned a new system would be welcome provided it could be outfallled beyond the underpass and tied into an existing network. This would minimise any additional excavation required so as to prevent any major disturbance to the scheduled monument.</p> <p>█ highlighted that there are no existing networks at that location. However, as part of the highway widening works, there may be scope to tie into the highway drainage system but details are yet to TBC. A further review will be necessary once the details are confirmed.</p> <p>█ stated that that the Longbank Underpass Structure Option Report recommended installation of a lighting system within the underpass to enhance the user safety/experience. Technical details of the lighting system are TBC but there would be no issues with the idea.</p>	<p>-</p>	<p>-</p>
<p>5</p>	<p>Historic England Recommendations</p> <p>In principle, there were no objections to any of the current designer proposals for the underpass. In addition, █ recommended the following be carried out:</p> <p>Investigations to be undertaken by the Cultural Heritage team as part of ES ;</p> <ul style="list-style-type: none"> • A walkover survey to be conducted by along the section of monument that requires consent. The aim of the survey will be to identify any features/ structures associated with the railway that are presently hidden by vegetation and to assess the condition of the scheduled retaining wall. Vegetation to be cleared from lower half of the embankment prior to the survey taking place to enable observations. • To produce, through rectified photography, an elevation and plan of that section of retaining wall that is proposed for demolition in addition 	<p>-</p>	<p>-</p>

MEETING NOTES

	<p>to the recording of any features/structures identified in the walkover survey.</p> <p>If Scheduled Monument Consent is granted, the following recommendations for mitigation have been made;</p> <ul style="list-style-type: none"> • The dismantling of any part of the scheduled retaining wall should be undertaken by an archaeologist, prior to the commencement of evaluation trenching. • Evaluation trenching should be undertaken pre-construction at the location of the proposed foundation trench for the new underpass sleeve. • 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 should be repaired, if found to be in a state of disrepair during the walkover survey. <p>Matters to discuss with GCC planning archaeologist;</p> <ul style="list-style-type: none"> • The requirement for archaeological monitoring of any works that may require disturbance to the railway embankments. Such works may include the instalment of a new public access staircase and a bridleway. 		
6	<p>Actions</p> <ul style="list-style-type: none"> • WSP [redacted] team to provide costs and scope for the investigations outlined above. Vegetation clearance from the embankment will be required in advance. • [redacted] to provide information showing proposed location of boreholes to be carried out in the vicinity of Longbank Underpass. 	[redacted]	TBC
		[redacted]	April 18
7	<p>Any Other Business</p> <p>[redacted] has requested WSP consult with her through a single line of communication so that any queries regarding the scheduled monument can go through to the [redacted] team.</p> <p>Any new proposals to be circulated for information.</p>	-	-

NEXT MEETING

An invitation will be issued if an additional meeting is required.

Dear Charly

I can confirm that the walls as shown in your photos are scheduled but anything within the underpasses is not as when the mapping polygons were drawn they avoided scheduling the western bypass and associated roads. However, if there are remains within the underpasses we would expect it be safeguarded under Para 139 of the NPPF.

Hope this answers your query.

Regards

Lee

Lee McFarlane

Inspector of Ancient Monuments, North East

Historic England | Bessie Surtees House | 41-44 Sandhill | Newcastle Upon Tyne | NE1 3JF

Email: lee.mcfarlane@historicengland.org.uk

Direct line: 0191-269-1239 | 

From: McFarlane, Lee

Sent: 21 February 2018 09:44

To: 'Vallance, Charly'

Cc: Botham, Claire

Subject: RE: Bowes Railway and the A1 Widening

Importance: High

Dear Charlotte

Thank you for the photos. The stone walls are definitely part of the scheduled monument of the Bowes Railway and I must confess to not understanding which part you think is not scheduled here as the railway line is clearly scheduled from the East Coast Mainline to Springwell. However I accept that there is confusion as the mapping polygons stop and don't cover the modern roads. However, I believe that the track-bed below the underpasses is still part of the scheduled monument – to clarify this we are calling up our original scheduling files from the archive to confirm this and I will advise accordingly once I get this.

On another note, this is the first I've heard that demolition of part of the scheduled monument is even being considered. Perhaps someone from WSP or Highways England would be prepared to have some pre-application discussions about this to determine if this would even be acceptable to Historic England before presenting it as accepted design?

I am deeply frustrated and disturbed by this project and the lack of coordinated information or discussion from WSP and your client. Your client is dealing with works to a scheduled monument which will require Scheduled Monument Consent and should be having early discussions about all possible options being put forward. Historic England should not be told in a roundabout way what design has been decided without consultation. I have previously advised that we offer pre-application advice and I have reminded both yourselves and Highways England about the agreed protocol for consulting with Statutory Environmental Bodies (see attached). I am trying to work with Highways England to help them achieve what is needed here, but it must be done in an open, collaborative, and most importantly a co-ordinated, way to ensure that the best interests of all,

including the designated heritage asset, is taken into account and that the potentially substantial harm to the monument is justified.

I look forward to receiving more detailed information and clarification of the proposed options for discussion. I will send an abridged version of this email to Clare Richardson at Gateshead so she is aware of discussions about the extent of the scheduling.

Regards
Lee

Lee McFarlane
Inspector of Ancient Monuments, North East
Historic England | Bessie Surtees House | 41-44 Sandhill | Newcastle Upon Tyne | NE1 3JF
Email: lee.mcfarlane@historicengland.org.uk
Direct line: 0191-269-1239 | [REDACTED]

From: Vallance, Charly [<mailto:Charly.Vallance@wsp.com>]
Sent: 20 February 2018 17:21
To: Botham, Claire
Cc: Clare Richardson; McFarlane, Lee; Ashworth, Nicola
Subject: RE: Bowes Railway and the A1 Widening

Hi Claire,

Please find attached two photographs of the stone retaining walls that border the former railway bed of Bowes Railway (now a bridleway). The photograph also shows the north side of the existing Longbridge underpass that carries the A1 over the non-scheduled part of the bridleway. The walls on the west side of the track were found to be in a poor condition where the tunnel had cut through railway. The walls next to the underpass on the east side could not be identified and it is assumed they have been demolished/disturbed.

I have also attached a photo of the south side of the underpass so you can get a better impression of their form and character. These walls were found to be in a good state of preservation.

The proposed works will entail the replacement of the corrugated metal sleeve that comprises the underpass. The widening of the A1 will mean the new sleeve will extend out for 15m on its north side and will require the demolition of those stone retaining walls within this 15m. The bed of the railway is also likely to be disturbed by these works within this 15m.

Your advice on the scheduled status of these wall would be much appreciated.

With regards

Charly

Charlotte Vallance BA (Hons) ACIfA

Senior Consultant
0161 886 2550



The Victoria, 150-182 The Quays
Salford, Greater Manchester
M50 3SP

wsp.com

From: Botham, Claire [<mailto:Claire.Botham@HistoricEngland.org.uk>]
Sent: 19 February 2018 16:05
To: Vallance, Charly <Charly.Vallance@wsp.com>
Cc: Clare Richardson <ClareRichardson@Gateshead.Gov.UK>; McFarlane, Lee
<Lee.McFarlane@HistoricEngland.org.uk>
Subject: RE: Bowes Railway and the A1 Widening

Dear Charly,

Thank you for sending through the map as requested.
I have attached a copy of the scheduled area, for that part of Bowes Railway, to this email.

As you can see the scheduled area, in red, stops at the A1 but includes a lot either side. You mentioned retaining walls- do you have photos of these? We need to understand what they look like and what they are made from before we can comment. Also, what are your plans for these walls? Is demolition proposed?

If they are stone built then they may be contemporary with the railway but if they are concrete, and/or parallel with the A1, then they sound modern.

Please note that Historic England offers free Initial Pre-application advice to prospective applicants for scheduled monument consent where we review information provided, conduct one site visit/meeting if necessary (reviewing further information arising from this), and issuing an advice letter. Once the Initial Pre-application advice is complete, further advice can be sought through Extended Pre-application advice. This is available on a full cost recovery (not-for-profit) basis. Customers benefit from on-going verbal and written advice, such as regular involvement in design team meetings, advice on archaeological assessment, field evaluation and comments on emerging schemes, from a named lead specialist from Historic England. Customers using this service will pay for the full cost of staff time, including travel and administration time <https://historicengland.org.uk/services-skills/our-planning-services/enhanced-advisory-services/extended-pre-application-advice/>

We are happy to provide further advice but please note the scope of our pre-application service above. If you have any questions please do get in touch.

Kinds regards
Claire

Claire Botham | Business Officer
Direct Line: 0191 269 1234

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41-44 Sandhill | Newcastle upon Tyne | NE1 3JF

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From: Vallance, Charly [<mailto:Charly.Vallance@wsp.com>]

Sent: 19 February 2018 14:35

To: Botham, Claire

Cc: Clare Richardson

Subject: Bowes Railway and the A1 Widening

Dear Claire,

As per our conversation today, please see the section of Bowes Railway that we are concerned with in blue below. Are the retaining walls which lines the edges of the former railway bed included in the scheduling?

Many thanks

Charly



Charlotte Vallance BA (Hons) ACIfA

Senior Consultant

0161 886 2550



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Salford, Greater Manchester
M50 3SP

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Appendix B – Advice letter from Historic England (13/03/2019)



Historic England

NORTH EAST OFFICE

Ms Alison Plummer

Direct Dial: 0191-269-1239

WSP

8 First Street

Our ref: PL00552195

Manchester

M15 4RP

13 March 2019

Dear Ms Plummer

RE: Environmental Statement A1 Birtley To Coal House Scheme - Cultural Heritage

Thank you for contacting Historic England on 26th February 2019 to review drafts of Chapter 6.1 of the Environmental Statement (ES) and the desk-based assessment (DBA) for the Highways England A1 road scheme above. You also sent through the report by University of Salford on the retaining wall to the Bowes Railway which will be affected by the proposed scheme. Our comments primarily relate to the Scheduled Monument but we also make reference to the Angel of the North, having recently concluded a setting study on this art work in partnership with Gateshead Borough Council. Grade II listed buildings and non-designated assets are within the remit of the Local Authority Conservation and Archaeology Officers.

Advice

We find that the ES summarises the DBA and clearly presents the assessment of impact of the proposal on the designated heritage assets.

Please note, it is our understanding that for Development Consent Orders (DCO) Scheduled Monument Consent (SMC) will be wrapped up in the DCO itself and there will not be a standalone SMC as is usually required for works to a scheduled monument.

Bowes Railway SM

Clearly there will be permanent impact and harm to the Bowes Railway Scheduled



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NORTH EAST OFFICE

Monument associated with the extension of the Longbank Bridleway underpass. This will necessitate intrusive works for the foundations of the tunnel extension and the permanent removal of some sections of masonry walling. The former have been subjected to historic building recording and we agree with the conclusions that there is nothing highly significant about the wall apart from its association with the Bowes Railway. No further recording work will be necessary to inform the proposals.

The removal of part of the above wall and the foundations required for the new extended underpass tunnel may expose and/or remove features associated with the Bowes Railway. It will therefore be necessary to agree a mitigation strategy to inform the DCO process to ensure adequate archaeological monitoring of all groundworks within the scheduled area as noted in Para 6.8.7 of the ES. Para 6.9.6 is slightly confusing as we haven't advised excavation but rather direct archaeological monitoring / watching brief of the works here. It may be that the initial groundworks are directly overseen by your appointed archaeological contractor - this will need to be agreed in a WSI either in advance of the DCO being submitted or as a condition of the DCO.

Monitoring of the removal of the aforementioned recorded wall will also need to be included in the WSI document. We had previously suggested that some suitable mitigation to off-set the loss of the dry-stone retaining walls at Longbank could be a scheme to repoint and consolidate a similar length of embankment walling. We would be pleased to have discussion about this and agree a strategy to inform the DCO.

Additional mitigation in terms of interpretation panels should be discussed with the Local Authority officers (e.g. PROW and Archaeology/Conservation Officers) as they will be best placed to advise on the nature and type of boards that they think should be located here. The location will also need to be agreed in case it is within the monument area.

Angel Of the North

We welcome the inclusion of the Angel within the Cultural Heritage section because its social and economic value has grown immensely since its creation twenty-one years ago and is now an internationally recognised symbol of Gateshead and Tyneside. Whilst the sculpture is not currently recognised by a formal heritage designation it is useful to use the same methods of considering impact upon significance to understand the impact of this highways proposal.

Historic England and Gateshead Borough Council recently commissioned a setting study of the Angel of the North to better understand how its surroundings help people experience this iconic piece of public sculpture. Naturally, its presence within the local landscape is a major part of why the sculpture took the form it did and remains a key consideration for its presentation and enjoyment. The visibility of the sculpture to motorists along the A1 is an intentional and important relationship, one that defines the



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sculpture as a symbol of arrival to Tyneside.

We agree with section 6.9.3 that clearance and rationalisation of tree cover on the banks between road and sculpture has potential for enhancement, allowing it to become far more visible, as intended by the artist. However, we have concerns that the amount of new gantry signs in this section of road would then start to obscure such views by virtue of their number and their height and the net result of these proposals could be negative rather than beneficial. This is not considered within the Environmental Statement and a fuller analysis is required.

Yours sincerely,


Lee McFarlane
Inspector of Ancient Monuments
lee.mcfarlane@HistoricEngland.org.uk



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Appendix C – Meeting Minutes between Historic England and WSP (02/05/2019)



MEETING NOTES

PROJECT NUMBER	70041947	MEETING DATE	02 May 2019
PROJECT NAME	A1 Birtley to Coal house	VENUE	Historic England Newcastle Office
CLIENT	Highway England	RECORDED BY	[REDACTED]
MEETING SUBJECT	Statement of Common Ground Update		

PRESENT	[REDACTED] (Historic England), [REDACTED] ([REDACTED] (WSP), [REDACTED] (TB) (WSP)
APOLOGIES	[REDACTED] (WSP)
DISTRIBUTION	As above plus: [REDACTED] (WSP)
CONFIDENTIALITY	Restricted

ITEM	SUBJECT	ACTION	DUE
1	The Scheme		
1.1	[REDACTED] presented an overview of the Scheme and gave updates on the project design progress showing the Scheme Footprint on the General Arrangements drawings.	Note	-
2	Key Design Update		
2.1	<u>Lady park</u> : only signage changes.	Note	-
2.2	<u>Kingsway Viaduct</u> : works will affect the River Team	Note	-
2.3	[REDACTED] described the Allerdene bridge options.	Note	-
2.4	<u>Longacre Wood</u> : The design changes included less land-take on the Wildlife Site to minimise impact on the Green corridor.	Note	-
2.5	<u>Landscape Planting</u> : The design changes includes less dense tree planting to enhance views of the Angel of the North.	Note	-
2.6	<u>Gantry Location</u> : [REDACTED] raised that a commitment to look at the gantry design to favour continuous views of the Angel of the north was lacking in the SoCG/ES.	Note	-

MEETING NOTES

<p>2.7</p>	<p>█ discussed that it is a key issue for Historic England to ensure that the best view of the Angel is not obstructed by gantries. The “reveal point” for the Angel of the North should be identified by, for example, driving along the route to identify the visual impacts.</p> <p>█ mentioned that this would be looked at at detailed design stage.</p> <p>█ discussed that this needs to be flagged up early as this could have a big impact on people’s appreciation on the Angel and that more thought should be given to how the gantries will impact on the views.</p> <p>█ raised that Gateshead Council mentioned that views travelling north are more opened.</p> <p>WSP to look at what effects the gantries may have on views from the road.</p>	<p>█</p>	<p>End May 2019</p>
<p>3</p>	<p>Cultural Heritage ES</p>		
<p>3.1</p>	<p>Bowes Railway assessment was undertaken. █ to send the final ES Chapter to █</p> <p>Survey left to do in the field north of the Scheme (near North Dene Footbridge). █ to check.</p>	<p>█</p> <p>█</p>	<p>May 19</p>
<p>3.2</p>	<p>█ mentioned that paragraph 6.8.7 of the ES was confusing as it mentioned excavating rather than monitoring. Excavation is different from evaluation.</p> <p>ES text has been changed to reflect that monitoring will be undertaken before any excavation work.</p>	<p>Note</p>	<p>-</p>
<p>3.3</p>	<p>█ to change wording in the ES regarding the recording of phasing of wall construction details rather than masonry marks.</p> <p>█ to change this wording in the REAC.</p>	<p>█</p>	<p>May 19</p>
<p>3.4</p>	<p>Mitigation CH6 to add “needs to be approved by the local authority archaeologist.” (ES and CEMP)</p>	<p>█</p>	<p>May 19</p>
<p>3.5</p>	<p>█ discussed that the interpretation panels would be discussed with the local authority but that Historic England would appreciate having an overview of the panels content.</p> <p>Wording to be changed in the ES / CEMP to reflect this.</p>	<p>█</p>	<p>May 19</p>
<p>3.6</p>	<p>Mitigation CH7 methodology for repair needs to be agreed with Historic England.</p> <p>Wording to be changed in the ES/CEMP.</p> <p><u>Reporting requirement:</u> Photographic before and after photos will be needed (alongside a plan of repair locations). Stone Mason (lime mortar) will be required for the repair with guidance from the design archaeologist.</p>	<p>█</p>	<p>May 19</p>

MEETING NOTES

3.7	<p><u>DCO process</u>: The ES and CEMP are part of the DCO Application.</p> <p>█ to send relevant aspects of the REAC to L█ (Cultural Heritage and Population and Human Health) to review and comment on.</p>	█	May 19
3.8	<p>█ mentioned that paragraph 6.8.18 of the ES does not state any impact on the Angel of the North. █ further discussed that the impacts of the gantries on the Angel of the North view need to be mentioned as this is not considered to be beneficial.</p>	Note (see Action 2.7)	-
4	Statement of Common Ground (SoCG)		
4.1	<p>█ discussed that no impact on the Angel of the North is currently included in the SoCG.</p> <p>█ to update text to include impacts on the Angel.</p>	█	May 19
4.2	<p>█ stated that the DCO application is due to be submitted mid-June 2019.</p>	Note	-
4.3	<p>WSP to discuss with Gateshead Council to see if there is a particular “classic” view of the Angel of the North and how the gantries would impact on this.</p>	█	May 19
4.4	<p>WSP to look at the photomontages to what could be done to look at / highlight the impacts of gantries on views to the Angel of the North.</p>	█	May 19
4.5	<p>█ discussed that Highways England would like Historic England to provide a Letter of No Impediment (LoNI) for the Scheme. █ discussed that she had not been involved in a LoNI previously. is an agreement from Historic England.</p> <p>█ raised a number of questions concerning the letter including: How would Historic England would ensure conditions are met? Does the LoNI cross reference to anything? Does it include “conditions” required by Historic England.</p> <p>WSP will look for other examples that have been produced.</p>	█	May 19
4.6	<p>█ discussed that a draft SoCG may be submitted as part of the DCO. The final SoCG is finalised during Examination.</p> <p>█ will update the SoCG in line with this discussion.</p>	█	May 19
4.7	<p><u>REAC</u>: WSP to include the recommendations from Historic England on the interpretation panels, as detailed in Historic England’s letter date 13th March 2019.</p>	█	May 19
4.8	<p><u>Table 3.1 of the SoCG</u>:</p> <p>█ discussed that Historic England did not agree that the impacts of the gantries on views to the Angle of the north had been considered in the design.</p>	█	May 19

MEETING NOTES

	<ul style="list-style-type: none">- p.6 - Remove reference to listed buildings as this is for local authorities.- P.7 - Remove reference to listed buildings. Last paragraph on the setting of the Angel needs to be changed in line with comments from 13th March 2019.- P.8 - Wording on the Scheme excavation to be changed to "evaluation".- Significance of effect: remove reference to listed buildings.- Summary and conclusion: add text on the impacts of gantries on views to the Angel of the North. ■ suggested adding wording that gantry locations would be looked at at detailed design stage.		
4.9	WSP to provide any further actions (comments/review) needed from Historic England so their quote can be updated.	■	May 19

NEXT MEETING

N/A

Appendix D – Emails between Historic England and WSP (17/07/2019) (23/07/2019), (07/08/2019), (08/08/2019), (13/08/2019) and (01/10/2019)

Bienfait, Tiffany

From: McFarlane, Lee <Lee.McFarlane@HistoricEngland.org.uk>
Sent: 01 October 2019 09:38
To: Ashworth, Nicola
Cc: Rothwell, Jodie; Bienfait, Tiffany; 'Procter, Darlene'; Wilkes, Nicola (Nicola.Wilkes@highwaysengland.co.uk); Rawcliffe, Nigel; Stubbs, Kevin; Plummer, Alison
Subject: RE: Birtley to Coal House Scheme

Dear Nicola

Apologies for the rather long response time for this – between leave, workload and a conference my time has been rather busy. I have finally had a response from our legal team at Historic England and I can now advise that Historic England will not sign a “letter of no impediment”.

Our Head of Legal, Andrew Wiseman, advises that we cannot bind the future actions of the Secretary of State in this way – Historic England are advisors to the SoS and not decision-makers so we are not in a position to do this.

I trust that this does not cause issues for the DCO process from your point of view – we don't believe it should. If you have any questions don't hesitate to contact me and I will endeavour to answer them if I can!

Regards
Lee

Lee McFarlane

Inspector of Ancient Monuments (NE) | Historic England | Newcastle | North East & Yorkshire Region
Direct Line: 0191-269-1239 | Mobile Phone: [REDACTED]

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From: Ashworth, Nicola [mailto:Nicola.Ashworth@wsp.com]
Sent: 13 August 2019 15:30
To: McFarlane, Lee
Cc: Rothwell, Jodie; Bienfait, Tiffany; 'Procter, Darlene'; Wilkes, Nicola (Nicola.Wilkes@highwaysengland.co.uk); Rawcliffe, Nigel; Stubbs, Kevin; Plummer, Alison
Subject: RE: Birtley to Coal House Scheme

Hi Lee,

Please find attached the updated Letter of No Impediment, Draft DCO extract in relation to Archaeological Remains, Schedule 10 from the Draft DCO and aspects of the Construction Environmental Management Plan relating to cultural heritage.

It would be greatly appreciated if Historic England could review the attached documents with a view to moving towards a signed Letter of No Impediment from yourselves for the Scheme.

I look forward to hearing from you.

Kind regards,

Nicola

Nicola Ashworth MIEMA CEnv TechIOSH

Associate



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M +44 (0) [REDACTED]

Amber Court, William Armstrong Drive,
Newcastle
NE4 7YQ

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From: Ashworth, Nicola

Sent: 08 August 2019 21:37

To: McFarlane, Lee <Lee.McFarlane@HistoricEngland.org.uk>

Cc: Rothwell, Jodie <Jodie.Rothwell@wsp.com>; Bienfait, Tiffany <Tiffany.Bienfait@wsp.com>; Procter, Darlene <Darlene.Procter@highwaysengland.co.uk>; Wilkes, Nicola (Nicola.Wilkes@highwaysengland.co.uk) <Nicola.Wilkes@highwaysengland.co.uk>; Rawcliffe, Nigel <Nigel.Rawcliffe@wsp.com>; Stubbs, Kevin <Kevin.Stubbs@wsp.com>; Plummer, Alison <Alison.Plummer@wsp.com>

Subject: RE: Birtley to Coal House Scheme

Hi Lee,

Thanks for your email and I note your timeframes. We have been very hard at work completing the Environmental Statement for submission to the Planning Inspectorate next week. I am also just waiting for the Draft DCO to be finalised by the lawyers so that I can send you all the supporting information to go with the Letter of No Impediment.

I will send you all the information for your consideration as soon as it is available.

Kind regards,

Nicola

Nicola Ashworth MIEMA CEnv TechIOSH

Associate



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Newcastle
NE4 7YQ

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From: McFarlane, Lee [<mailto:Lee.McFarlane@HistoricEngland.org.uk>]

Sent: 07 August 2019 09:56

To: Ashworth, Nicola <Nicola.Ashworth@wsp.com>

Subject: RE: Birtley to Coal House Scheme

Dear Nicola

I've had no response to this email. I need to advise you that I'm barely in the office the next two weeks due to leave and meetings so I am unlikely to be able to meet any August/Early sept deadline you may have for this – bearing in mind I still need to send to our legal team (who are also very busy) a draft of the final letter of no impediment you are asking us to consider signing. Please also note that my time is limited in September due to workloads and more leave.

Regards

Lee

Lee McFarlane

Inspector of Ancient Monuments (NE) | Historic England | Newcastle | North East & Yorkshire Region

Direct Line: 0191-269-1239 | Mobile Phone: [REDACTED]

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From: McFarlane, Lee

Sent: 23 July 2019 10:35

To: 'Ashworth, Nicola'; jennifer.morrison@newcastle.gov.uk

Cc: rachel.grahame@newcastle.gov.uk; Plummer, Alison; Murray, Elizabeth; Rothwell, Jodie; Bienfait, Tiffany; Stubbs, Kevin

Subject: RE: Birtley to Coal House Scheme

Dear Alison

Our Ref: PL00552195 A1 Birtley to Coal House roundabout

Many thanks for the email and attachments.

I have comments as follows:

1. **CEMP:**

- a. **CH2** and **CH3** are both for archaeological WSI's. The former covers the non-designated archaeological works and the latter the designated.
- b. Would it not be clearer to merge CH2 and CH3 into one ref point? Why do you need two to cover the archaeological works? To me it makes sense to have one action described thusly:
 - i. Prior to construction, an archaeological Written Scheme of Investigation (WSI) will be agreed with both Historic England and the Local Authority in relation to archaeological works during construction required within the Bowes Railway

Scheduled Monument (SM) (1003723) and the wider development area. The WSI will include those actions detailed within CH2, CH3, CH4, CH5, CH6, CH7 and N8 of this CEMP.

- c. **CH4** – I'm happy with the Action description but the Achievement Criteria needs amending
 - i. Remove ref to Local Authority approval. Only requires Historic England approval
- d. **CH5** - Remove ref to Historic England approval. Only requires Local Authority approval as does not affect Scheduled Monument
- e. **CH6** – Happy with this
- f. **CH7** – Happy with this
- g. **N8** – needs slight amendment towards end:
 - i. *...if any of the wall is damaged it will be repaired on a like for like basis using the agreed conservation strategy set out in CH7.*
 - ii. Not sure that the wording of the Achievement Criteria makes sense? Why does this one refer to approval of CEMP when none of others do? Also this does not require approval by the LPA. It is Historic England who would approve this aspect (apart from it being included in the overall WSI is that what you mean in ref to the LPA?).

2. Requirements:

- a. Subsection (4) should be amended:
 - i. ...must be retained in situ and reported to the relevant planning authority, **or to Historic England in the case of them being within the scheduled monument area**, as soon as...
- b. Subsection (5) amendment:
 - i. ...unless otherwise agreed in writing by the relevant planning authority **and/or Historic England**.
- c. Subsection (6) amendments:
 - i. ...If the relevant planning authority **and/or Historic England** determines in writing...and approved in writing by, the relevant planning authority **and/or Historic England**.
- d. Subsection (7): Not sure that this works as a pre-commencement condition? What does Jenny think? To my mind it would work better if tied into something other than commencement as the design of the board may be influenced by findings of the work?

3. Letter of no impediment:

- a. I will need to send this to our Lawyers and at present I cannot tell you if we will sign this or not. However, in anticipation of questions from them please ensure that I have copies of all the relevant documents to send them – i.e. relevant parts (or all) of Schedule 10, as I really can't see them saying yes to signing something which refers to a document we have not yet seen?
- b. The letter needs editing as it doesn't read well. I know some of it is legal speak but there are a few typo errors which need fixing before I send it on.

Regards
Lee

Lee McFarlane

Inspector of Ancient Monuments (NE) | Historic England | Newcastle | North East & Yorkshire Region
Direct Line: 0191-269-1239 | Mobile Phone: [REDACTED]

[www.https://historicengland.org.uk/](https://historicengland.org.uk/)

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From: Ashworth, Nicola [<mailto:Nicola.Ashworth@wsp.com>]
Sent: 17 July 2019 15:42

To: McFarlane, Lee; jennifer.morrison@newcastle.gov.uk

Cc: rachel.grahame@newcastle.gov.uk; Plummer, Alison; Murray, Elizabeth; Rothwell, Jodie; Bienfait, Tiffany; Stubbs, Kevin

Subject: Birtley to Coal House Scheme

Hi both,

Following my meeting yesterday with Lee, and my conversation with Jennifer this morning, I have attached the various documents that we discussed. This includes the extract of the Construction Environmental Management Plan (CEMP) which relates to archaeology updated in response to my meeting with Lee yesterday, the wording included in the draft DCO relating to archaeological remains and an updated letter of no impediment for Historic England.

I would appreciate it if you could both take a look at the documents and let me know if you have any comments / amends that you would like to be made or confirm that you have no further comments. Jennifer - the letter of no impediment relates to Historic England only so you do not need to look at this one.

The DCO is being submitted in mid-August and we would need some time prior to this to make any amends so if you could let me know if you have any comments at your earliest available opportunity, that would be much appreciated.

If you have any questions at all, please do not hesitate to contact me.

Kind regards,

Nicola

Nicola Ashworth MIEMA CEnv TechIOSH

Associate



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Appendix E – Meeting Minutes between Historic England and WSP (30/01/2020)



AGENDA & MEETING NOTES

PROJECT NUMBER	70041947	MEETING DATE	30 January 2020
PROJECT NAME	A1 Birtley to Coal House Scheme	VENUE	Newcastle
CLIENT	Historic England and Highways England	RECORDED BY	██████████
MEETING SUBJECT	Meeting with Historic England to discuss A1 Birtley to Coal House		

PRESENT	<ul style="list-style-type: none">• ██████████ (WSP)• ██████████ (WSP)• ██████████ (Historic England)• ██████████ (WSP)• ██████████ (WSP)• ██████████ (WSP)• ██████████ (Highways England)
APOLOGIES	N/A
DISTRIBUTION	Attendees
CONFIDENTIALITY	Restricted

ITEM	SUBJECT	ACTION	DUE
	<p>Update on the Scheme – ██████</p> <p>██████ WSP are currently undertaking an additional land desktop assessment as part of the examination. A map of proposed changes to the additional land showed:</p> <ol style="list-style-type: none">1 Storing materials2 Top soil (bund along the edge to act as screening)3 Soil soil1 4 Attenuation pond <p>██████ All the above features will be temporary and are a moderate adverse impact during construction. There will be loss of ridge and furrow, but land will be returned to pasture after construction. All the features are within the conservation area boundary.</p>		
2	Gantries Visualisations – ██████ and ██████		

ITEM	SUBJECT	ACTION	DUE
	<p>■■■■ Gantries visualisation and the Angel of the North was played through video and described.</p> <p>Northward bound: Proposed footbridge to Birtley does interrupt the Angel of the North view (current footprint does too), the gantries then interrupt the view and then the Angel of the North disappears behind existing vegetation. In the middle of Junction 66, there is a clear view of Angel of the North. It is proposed that existing trees will be thinned and there would be a creation of proposed woodland edge.</p> <p>Southward bound: Tyne valley at junction 67 – clear view of Angel of the North, the gantries briefly interrupt the view. Existing vegetation starts to slightly block the view of the Angel of the North. Past Smithy Lane there is no view of the Angel of the North, it is planned to re-profile the hill / vegetation.</p> <p>Historic England discussed that as that the Angel of the North was not designed that Historic England would defer to Gateshead Council for matters relating to this. However, it remains Historic England’s wish that the view of the Angel of the North is enhanced.</p> <p>It was agreed that Angel of the North should remain as high value within the cultural heritage assessment of the ES.</p> <p>■■■■ discussed that the drive through really assists with visualising where the gantries are. Verdict from Historic England is that the gantries are not intrusive but refer to local authority (Gateshead Council) for final view.</p>		
	<p>Questions relating to the DCO</p> <p>Article 39 of the DCO allows to the work in Schedule 10 to be undertaken ■■■■ discussed that it is not clear in Article 39 what the methodology or approach is, or how Historic England would be engaged. ■■■■ discussed that the wording should be tightened up.</p> <p>3 In relation to ExA Qu. 1.5.9 relating to the request that the Applicant produce an Outline WSI</p> <p>L■■■ requested that an Outline WSI for intrusive works and a method statement for works to the retaining wall be produced.</p> <p>The outline WSI should be sent to ■■■■ and ■■■■ ■■■■ to review.</p>		

MEETING NOTES

ITEM	SUBJECT	ACTION	DUE
	<p>█ discussed that the mitigation strategy detailed in CH5 and CH6 of the CEMP is not tied into the dDCO requirements. This information will be included in the outline WSI. WSP would produce the Outline WSI. The appointed archaeological contractor would produce the final WSI.</p> <p><u>Action:</u> WSP to produce an Outline WSI.</p> <p>█ provided the example of A30 Chiverton to Carland Cross Outline WSI was provided as a good example which includes the following layout and details: purpose, content, who is responsible and when, preconstruction requirements and reporting. L█ stated that this would close out the concerns from Historic England.</p> <p>█ also discussed that Historic England would want the requirement in the DCO to be 'in accordance with' not 'substantially in accordance with'.</p> <p><u>Action:</u> WSP to feed this back to the DCO / legal team.</p>	<p>█</p> <p>█</p>	

	<p>EQ1: 1.5.6 in relation to mitigating the loss of part of the retaining wall associated with Bowes Railway Scheduled Monument</p> <p>█ discussed the timing of the repairs.</p> <p>█ confirmed that the repairs would be done after the main construction works and █ agreed this was appropriate.</p> <p>█ discussed that it is assumed that repair of the retaining wall is 16m. However, there is some flexibility in the length described in the ES, it is currently described as being 15m to 17m.</p> <p><u>Action:</u> WSP to make text clearer in the appropriate document.</p> <p>█ discussed that there was a possibility that the retaining wall associated with Bowes Railway █ is on both sides of Longbank Bridleway as the earth embankment could be hiding it. Records would need to be checked if there is anything on the south side. It is advised that the engineers drawing include a hazard / information icon.</p> <p><u>Action:</u> Hazard / information icon to be included on the drawing.</p> <p>█ discussed that the WSI should be checked and the information included within it, communicated to workers prior to any work being carried out in that area.</p> <p>4 █ discussed that this information is outlined in the CEMP. Tool box talks will be carried out on site- content will be managed by the environmental advisor.</p> <p>█ discussed that the CEMP will be updated during examination.</p> <p><u>Action:</u> WSP to insert information regarding briefing out the WSI / the importance of the monument and carrying out appropriate archaeology tool box talk for all workers carrying out work in the vicinity of the Scheduled Monument into the CEMP. This should be carried out prior to- and during the works.</p> <p>█ discussed that she had no issue with the wording of Schedule 10 but that she would check the wording in other DCOs that have been produced. █ also discussed that the wording of the DCO Requirements should be discussed with Rachel Graham.</p> <p><u>Action:</u> WSP to consult with █ on the wording in the DCO Requirements.</p> <p>█: Discharge conditions by local authority, one of the requirements is 9 – sign off from Historic England. Example Stonehenge DCO. Is it required to be put in writing?</p> <p><u>Action:</u> WSP to ask advice from lawyers as to whether it would be appropriate to add in, within the requirements, for Historic</p>	<p>█</p> <p>█ to feed back to design team</p> <p>█</p> <p>█</p>	
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MEETING NOTES

ITEM	SUBJECT	ACTION	DUE
	<p>England to approve the WSI or if it would be appropriate for this to just be included in the CEMP.</p>	<p>█</p>	
<p>5</p>	<p>DMRB</p> <p>█ discussed that the DMRB table of value is different with the Historic England table of value. Historic England discussed that Grade II buildings are of “moderate” value.</p> <p>█: In the case of a direct impact to the scheduled monument it is classed as minor impact for local area but a moderate adverse impact for the monument. If its destructive it should be major. Despite these differences in approach, the overall significant effects are correct.</p>		
<p>6</p>	<p>Statement of Common Ground</p> <p><u>Action:</u> WSP to include the following items in the Historic England SoCG:</p> <ol style="list-style-type: none"> 1 Officially issue meeting minutes from 02/05/2019. 2 Minutes for this meeting – add in main points of discussion into record of engagement. 3 Update Angel of the North section, data requirements and any other relevant aspects discussed. 4 Add in details for the Outline WSI. 	<p>█</p>	

Appendix F – Meeting Minutes between Historic England and WSP (18/05/2020)



AGENDA & MEETING NOTES

PROJECT NUMBER	70041947	MEETING DATE	18 May 2020
PROJECT NAME	A1 Birtley to Coal House Scheme	VENUE	Teleconference Teams
CLIENT	Historic England and Highways England	RECORDED BY	██████████
MEETING SUBJECT	Meeting with Historic England to discuss A1 Birtley to Coal House		

PRESENT	<ul style="list-style-type: none"> • ██████████ (NJA) (WSP) • ██████████ (AS) (WSP) • ██████████ (LM) (Historic England) • ██████████ (EM) (WSP) • ██████████ (TB) (WSP)
APOLOGIES	N/A
DISTRIBUTION	Attendees + ██████████ (Highways England), ██████████ (Highways England), ██████████ (WSP)
CONFIDENTIALITY	Public

ITEM	SUBJECT	ACTION	DUE
1	<p>Introduction</p> <p>This meeting was held to discuss Historic England's comments on the Outline Construction Environmental Management Plan (CEMP), Outline Written Scheme of Investigation (WSI) and further comments provided during examination and via email correspondence.</p>		
2	<p>Outline CEMP [CH10]</p> <p>██████████ discussed Historic England's comment on paragraph 1.3.3, bullet point f, of the Outline WSI detailing that the boundary of the Scheduled Monument (SM) should be shown in a plan (figure) and the wording in CH10 of the Outline CEMP should be amended.</p> <p>Action: ██████████ to produce a figure showing the SM boundary in the Outline WSI and cross reference made to this in reference [CH10] of Table 3-1 Register of Environmental Actions and Commitment (REAC) of the Outline CEMP.</p>	<p>██████████</p> <p>██████████</p>	<p>Deadline 6</p> <p>Deadline 6</p>

MEETING NOTES

ITEM	SUBJECT	ACTION	DUE
	<p>Drainage grip behind the retaining wall</p> <p>The sketch detailing the drainage grip behind the retaining wall provided by WSP via email on 15 May 2020 was discussed.</p> <p>3 ■ questioned how much water would be expected to travel through and the expected associated damage to the wall. ■ discussed that the responsibility for future maintenance of the drainage would be Highways England.</p> <p>Action: ■ to clarify with the drainage engineers the level of water that would be expected to go through the wall and what impact the water would have on the wall.</p>	■	01 June 2020
	<p>Outline CEMP [CH2]</p> <p>4 N ■ discussed the wording of “substantially in accordance with” in [CH2] of Table 3-1 REAC the Outline CEMP. It was discussed that Historic England will be consulted on the final WSI and any should Historic England have any concerns that these would be raised with the Secretary of State (SoS). She further discussed that the Scheme will need to demonstrate that any changes to the documentation i.e. in the final CEMP and WSI, do not cause any worsening of effects and that Highways England has an “evaluation of change” process that ensures this is the case. ■ discussed that this wording would remain unchanged in the Outline CEMP being submitted at Deadline 6 (19 May 2020).</p> <p>Action: ■ to seek guidance from Historic England’s legal advisor on this wording.</p>	■	01 June 2020
	<p>Draft Development Consent Order (DCO)</p> <p>5 ■ discussed that Historic England would like confirmation which draft DCO submitted at Deadline 4 (20 April 2020) or Deadline 5 (01 May 2020) is the correct version as there is incorrect wording in some of the draft DCOs including consultation with Historic England and Requirement 9 wording. It was discussed how many draft DCOs will be submitted for Deadline 6 (19 May 2020).</p> <p>■ stated that the correct draft DCO version [REP5-003] submitted at Deadline 5 (01 May 2020) was sent by email on 15 May 2020 to ■</p> <p>Action: ■ to check the number of draft DCOs to be submitted for Deadline 6 and if we can get a copy to send to ■</p>	■	Deadline 6

MEETING NOTES

ITEM	SUBJECT	ACTION	DUE
	<p><i>(Post meeting notes: Two versions of the draft DCO (one tracked and one clean version) will be submitted at Deadline 6 (19 May 2020). However, regarding the dDCO at Deadline 5 (01 May 2020) (REVISED DRAFT DCO (Rev 4A) (REP5 – 003)) LM agreed that this version has the correct wording previously agreed (email 15.05.20)).</i></p>		
6	<p>Statement of Common Ground (SoCG)</p> <p>It was discussed that, as there was little to update in the SoCG at this time, that it would not be submitted at Deadline 6. However, [REDACTED] and [REDACTED] agreed that Historic England and Highways England would continue to work towards an agreed SoCG.</p> <p><i>Post-meeting note: An updated SoCG will be issued at Deadline 8 (09 June 2020).</i></p>	[REDACTED]	Deadline 8
7	<p>AOB</p> <p>[REDACTED] discussed the importance of altering the wording [CH10] of Table 3-1 REAC of the Outline CEMP to be clear on the width of the SM and its location in relation to the track bed.</p> <p>[REDACTED] confirmed that this will be updated in the Outline CEMP for Deadline 6 (19 May 2020) and that an updated figure will be provided in the Outline WSI showing the boundary of SM.</p>		

Appendix G – Meeting Minutes between Historic England and WSP (28/05/2020)



AGENDA & MEETING NOTES

PROJECT NUMBER	70041947	MEETING DATE	28 May 2020
PROJECT NAME	A1 Birtley to Coal House Scheme	VENUE	Teleconference Teams
CLIENT	Historic England and Highways England	RECORDED BY	██████████
MEETING SUBJECT	Meeting with Historic England to discuss A1 Birtley to Coal House		

PRESENT	<ul style="list-style-type: none">• ██████████ (WSP)• ██████████ (Historic England)• ██████████ (WSP)• ██████████ (WSP)• ██████████ (WSP)• ██████████ (WSP)
APOLOGIES	N/A
DISTRIBUTION	Attendees + ██████████ (Highways England), ██████████ (Highways England), ██████████ (WSP)
CONFIDENTIALITY	Public

ITEM	SUBJECT	ACTION	DUE
1.	Introduction This meeting was held to discuss Historic England's concerns in regard to the proposed drainage designs for the repaired wall of the Bowes Railway Scheduled Monument.		
2.	Initial Concerns ██████████ discussed that Historic England had reviewed the sketch provided in relation to the drainage proposal (appended to these minutes) for the Bowes Railway retaining wall to be repaired as part of the Scheme and that she had concerns over the drainage/weep holes within wall. She discussed that if these are to be in the tunnel wall then there would be no concerns. However, if they are to be within the repaired stone wall, then there is a chance that water flow could wash out lime mortar and cause damage to the wall fabric.		

ITEM	SUBJECT	ACTION	DUE
	<p>█ discussed that the lime mortar repair alone would allow water to seep out and █ agreed.</p> <p>█ confirmed that the weep holes are within the repaired section of the wall. In terms of the weep holes there could be some concerns with the mortar. However, the drainage solution would mean that the water would come out in trickles as the drainage solution would slow down the flow. Additionally, the pipe would not be in a fall position it would be in an “up” position which means that the silt would be retained. This, in combination with the control of the flow, would reduce erosion to the wall.</p>		
<p>3.</p>	<p>Alternative solutions</p> <p>█ suggested that there could be an apron around the weep holes to protect the wall.</p> <p>█ discussed that a mortar slip below the weep holes would be out of character with the wall and would cause damage in itself. She discussed whether there would be a possibility for some small weep holes to be provided at the bottom of the wall. Could the water drain out through the underpass section instead?</p> <p>█ noted the water seeps through along the length of the wall. Gateshead Council’s concerns relate to the failure of the wall which is extensive. He also discussed that whilst lime mortar could be an acceptable solution to allow the water through the wall, the extent of damage to the wall is extensive and an engineering solution is therefore needed. AH discussed that lowering the weep holes to ground level could be a potential solution to reduce visual impact but that there may be some constructability issues; temporary works may be required to support the wall e.g. sheet piles, as the wall would have to be rebuilt up from the weep holes. There could also be impacts of lowering the drainage provision as this could also impact the integrity of the current wall.</p> <p>█ stated that providing weep holes to the bottom of the wall could be a better solution as there would be less potential to wash out the lime mortar and it would also have less visual impact. She also stated that she was under the impression that the wall would be repaired, not reconstructed.</p>		

MEETING NOTES

ITEM	SUBJECT	ACTION	DUE
	<p>█ discussed that the structural engineers would need to identify if there would be a way of repairing / reconstructing the wall if the drainage was lowered.</p> <p>Action: to look for photos of the existing wall, in the absence of photos to review the photographic survey of the existing wall to confirm condition.</p> <p><i>(Post meeting notes: The survey of the retaining wall (Application Document Reference TR010031/APP/6.3) notes that the section of wall beyond that to be removed by the works, has previously been consolidated using what appears to be a cementitious mortar. Whilst this may have acted to prevent initial rapid deterioration, it may infact cause longer term damage and is out of keeping with the historic nature of the wall).</i></p> <p>█ confirmed that the drainage sketch provided to █ via email on 15 May 2020, and appended to these minutes, was to inform discussions and that it is not the final design for the drainage as detailed design has not yet been done.</p> <p>Action: obtain the response to the drainage issue within the Gateshead Council Written Representations to inform discussions.</p>	<p>█</p> <p>█</p>	<p>05/06/20</p> <p>05/06/20</p>
<p>4.</p>	<p>Wording of CH9 Table 3-1 REAC</p> <p>█ raised concerns that the current wording of CH9 does not give Historic England the confidence that the drainage design would be suitable. █ raised concerns that the detailed design of the drainage associated with the wall could take place without any input from Historic England. Historic England are seeking a way to input into that design so that they aren't presented with a detailed design that is unacceptable.</p> <p>█ discussed that the method statement for the drainage would have to be undertaken in consultation with Historic England but that it does not state specifically that Historic England would be consulted on the design.</p> <p>█ asked if the action in the REAC could be updated to detail that the design of the drainage would need to be consulted upon with Historic England. █ reiterated that Historic England need reassurance of how they would control the design of the drainage to ensure it is not unsympathetic or harmful to the monument.</p>		<p>09/06/20</p>

MEETING NOTES

ITEM	SUBJECT	ACTION	DUE
	<p>Action: WSP to review CH9 and identify appropriate wording to address Historic England's concerns.</p>	<p>■</p>	<p>(Deadline 8)</p>
<p>5.</p>	<p>Requirement for drainage</p> <p>■ asked whether Historic England would prefer the requirement for the drainage to be removed altogether? N■ went on to discuss that should drainage not be provided for the repaired wall that it would be likely to fail at some point in the future, especially with the anticipated changes to climate in the future.</p> <p>■ accepted that there was an engineering requirement for drainage that needed to deal with extreme weather events but that this is a historic structure and it therefore must be sympathetic to this and any solution must reflect the historic nature of the wall. The repaired wall is the mitigation for the impact of the extended tunnel and should not look engineered. ■ asked if it was possible to present the engineering in a more sympathetic way so that it still looks like a historic structure. In relation to CH9 and CH10 LM would like the design to be approved in consultation with Historic England.</p> <p>■ discussed that the method statements for the drainage and reinstatement of access to the monument would still be approved by the SoS in consultation with Historic England.</p>		

Ashworth, Nicola

From: Ashworth, Nicola
Sent: 15 May 2020 11:00
To: McFarlane, Lee
Cc: Murray, Elizabeth; Bienfait, Tiffany; Rothwell, Jodie; Grassam, Alex
Subject: A1BCH Update
Attachments: A1BCH_Outline_WSI_P02.3.docx; A1BCH Outline CEMP P13.2.docx

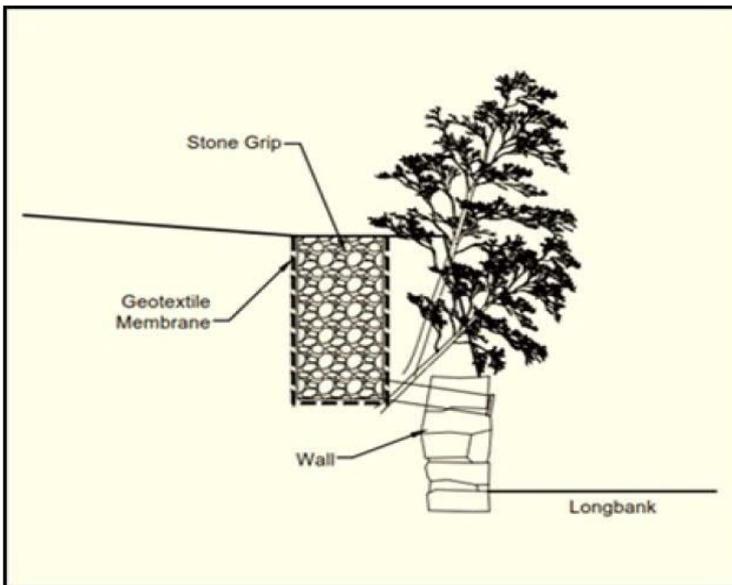
Hi Lee,

I hope you are safe and well.

I am conscious that we discussed that we would have an update call this week, however Liz is unwell so this has not happened yet.

In her absence we have however updated the Outline WSI and Outline CEMP in response to your comments and I have attached these to this email for your review / comment. Just to note, Deadline 6 is now on Tuesday (19th) and these will be submitted to PINS then.

I have also provided below the likely detail of the drainage grip behind the retaining wall for your information / further discussion.



In terms of the dDCO, two versions were submitted at Deadline 5 and there was a clean and tracked version of each. One version of the dDCO was for the Scheme as submitted, the second version was for the Scheme including the proposed changes to the DCO. The planning inspectorate have now accepted the changes into the Application and as such the version of the dDCO including the change request, which is [here](#) (clean version) and [here](#) (tracked version), will now be taken forward. My understanding is that the elements in relation to Historic England should be the same in both versions.

I will give you a call to catch up on the above.

Kind regards,