

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

8.6 Statement of Common Ground with Historic England

APFP Regulation 5(2)(q)

Planning Act 2008

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

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Infrastructure Planning

Planning Act 2008

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

**A585 Windy Harbour to Skippool
Improvement Scheme**
Development Consent Order 201[]

**STATEMENT OF COMMON GROUND WITH HISTORIC
ENGLAND**

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010035
Application Document Reference	TR010035/APP/8.6
Author:	A585 Windy Harbour to Skippool Improvement Scheme Project Team, Highways England

Version	Date	Status of Version
Rev 0	April 2019	Deadline 1 Submission

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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 (1) *DAVID HOPKIN*

Project Manager

On behalf of Highways England

Date: *16/04/19*


Signed.....

Name (2) Andrew Davison

Position (2) Inspector of Ancient
Monuments

On behalf of Historic England

Date: 27 March, 2019

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1 INTRODUCTION

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared in respect of the proposed A585 Windy Harbour to Skippool Improvement Scheme Improvement Scheme ('the Application') made by Highways England to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (DCO) under section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.
- 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 Highways England 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. The legislation establishing Highways England 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 Highways England.
- 1.2.3 Historic England is the statutory government advisor and consultee for England's historic environment and heritage assets, responsible for protecting and championing the historic environment and ensuring it is valued and understood.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter 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 chapter 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 Highways England 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 (the topics should align with the Issues tables)
8 May 2018	Email (See Appendix A)	<i>Historic England supports the decision... to scope effects during construction and operation on a wide range of cultural heritage assets, including undesignated heritage assets and the historic landscape into the EIA, on the basis that potentially significant effects cannot be ruled out. Historic England considers that the baseline information and proposals for further assessment and investigation contained in the PEI Report should provide a sound basis for carrying out an EIA on the potential effects of the scheme upon cultural heritage, and for the compilation of the Environmental Statement.</i>
23 January 2019	Email	Historic England noted that they did not have any significant disagreement or concern regarding the draft Statement of Common Ground sent to them on the 16 January 2019.
27 March 2019	Email	Historic England signed the SoCG.

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

3 STATEMENTS OF COMMON GROUND

3.1 Environmental Statement (ES)

Matters of Agreement (including e.g. ES Chapter, Paragraph Reference and Sub-section)	Highways England in Agreement	Historic England in Agreement	Status
Scope of the Assessment			
<p>ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7), paragraph 7.3.1 – 7.3.2 outlines the scope of the assessment. The assessment covers designated and non-designated receptors located within the draft order limits or whose setting are deemed to extend to within the draft order limits and located within the Zone of Theoretical Visibility. Effects are assessed both during construction and operation.</p> <p><i>Historic England agrees with the scope of the assessment.</i></p>	Agreed	Agreed	AGREED
Assessment Methodology			
<p>ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7), Section 7.3 sets out the approach to the cultural heritage assessment. The assessment uses the methodology laid out in DMRB Volume 11 Section 3 Part 2' (Highways Agency, 2007).</p> <p><i>Historic England agrees with the methodology adopted to undertake the cultural heritage assessment.</i></p>	Agreed	Agreed	AGREED

Matters of Agreement (including e.g. ES Chapter, Paragraph Reference and Sub-section)	Highways England in Agreement	Historic England in Agreement	Status
Baseline Information			
<p>A comprehensive Desk-Based Assessment (DBA) (document reference TR010035/APP/6.7.1) was prepared to understand the heritage baseline (including designated and non-designated receptors) and inform the assessment.</p> <p><i>Historic England agrees with the content of the DBA and considers it appropriate to base the cultural heritage assessment on.</i></p>	Agreed	Agreed	AGREED
<p>In addition to the DBA (document reference TR010035/APP/6.7.1), a programme of archaeological surveys was undertaken to inform the baseline. This included a field reconnaissance walkover which covered approximately 80% of the draft order limits, the results of which are included within the DBA.</p> <p>Archaeological geophysical surveys were also undertaken of approximately 50% of the draft order limits. Access was not achieved in places due to it not being possible to survey some areas owing to crop, woodland and road constraints or a refusal to grant permission for the survey by land owners. The approach, methodology and results of these surveys are presented in ES Appendix 7.2 (document reference TR010035/APP/6.7.2).</p>	Agreed	Agreed	AGREED

Matters of Agreement (including e.g. ES Chapter, Paragraph Reference and Sub-section)	Highways England in Agreement	Historic England in Agreement	Status
<p>A geoarchaeological assessment was also conducted through an analysis of environmental samples taken during a programme of ground investigation across the route of the proposed Scheme. The approach, methodology and results of these investigations are presented within ES Appendix 7.3 Geoarchaeological Assessment (document reference TR010035/APP/6.7.3).</p> <p><i>Historic England agrees with the approach, methodology and results of these surveys.</i></p>			
<p>ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7), Section 7.5 presents the existing and future baseline information that has been considered in relation to the cultural heritage assessment.</p> <p><i>Historic England agrees that the baseline section is appropriate to base the cultural heritage assessment on.</i></p>	Agreed	Agreed	AGREED
Mitigation			
<p>ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7), Section 7.6 presents the cultural heritage mitigation measures for designated and non-designated receptors.</p>	Agreed	Agreed	AGREED

Matters of Agreement (including e.g. ES Chapter, Paragraph Reference and Sub-section)	Highways England in Agreement	Historic England in Agreement	Status
<p>These are also outlined within the Record of Environmental Actions and Commitments (REAC) (document reference TR010035/APP/7.3) and the Environmental Masterplan (document reference TR010035/APP/6.19).</p> <p><i>The Historic England agrees with mitigation outlined in the REAC and Environmental Masterplan.</i></p>			
<p>Mitigation measures include woodland planting within the draft order limits in the vicinity of the Grade II listed Ice House which would reduce the potential visual intrusion to the setting of the Ice House (Environmental Masterplan (document reference TR010035/APP/6.19) Sheet 10).</p> <p><i>Historic England agrees with the mitigation proposed for the Ice House.</i></p>	Agreed	Agreed	AGREED
<p>The flow of construction traffic would be controlled in Conservation Areas. The draft Traffic Management Plan (document reference TR010035/APP/7.5) has identified restricted routes available to construction traffic, located on the eastern edge of Poulton-le-Fylde and one leading through the centre of Singleton (Traffic Management Plan Figure 3-1).</p>	Agreed	Agreed	AGREED

Matters of Agreement (including e.g. ES Chapter, Paragraph Reference and Sub-section)	Highways England in Agreement	Historic England in Agreement	Status
<i>Historic England agrees with the mitigation proposed within the Traffic Management Plan.</i>			
<p>The setting of 5 non-designated historic buildings (34, 132, 104, 38, 135) and historic landscape character including Singleton Park would be minimised through screening from planting (woodland planting, individual tree planting and hedgerow planting) as detailed in the Environmental Masterplan (Sheet 10).</p> <p><i>Historic England agrees with the mitigation proposed for the 5 non-designated historic buildings and Singleton Park.</i></p>	Agreed	Agreed	AGREED
<p>A programme of further investigation is also proposed. A trial trenching plan and Project Design has been consulted with the archaeological advisor to Lancashire County Council.</p> <p>50 trial trenches are proposed once landowner agreement is secured and the Contractor has been appointed. This is likely to be mid-2019.</p> <p><i>Historic England agrees with this approach.</i></p>	Agreed	Agreed	AGREED
Results from the further investigations would inform a Mitigation Strategy which would be prepared and consulted with the archaeological advisor to	Agreed	Agreed	AGREED

Matters of Agreement (including e.g. ES Chapter, Paragraph Reference and Sub-section)	Highways England in Agreement	Historic England in Agreement	Status
Lancashire County Council. <i>Historic England agrees with this approach.</i>			
<i>Historic England are happy that the proposed strategy for dealing with archaeological remains, including archaeologically significant peat deposits is consulted with the archaeological advisor to Lancashire County Council.</i>	Agreed	Agreed	AGREED
Residual Effects and Conclusions			
<p>ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7), Section 7.7 presents the residual effects of the Scheme.</p> <p>The setting of the Grade II listed Ice House at Singleton Hall would be impacted during both construction and operation. The rural setting of the Ice House is a contributor to the receptor's significance. Impacts are predicted to be a moderate significance of effect which is considered to be significant in terms of EIA.</p> <p>Archaeological remains located within the draft order limits and any potential associated with the Romano-British settlement receptors, north of Garstang Road would be impacted during construction. Impacts are predicted to be a</p>	Agreed	Agreed	AGREED

Matters of Agreement (including e.g. ES Chapter, Paragraph Reference and Sub-section)	Highways England in Agreement	Historic England in Agreement	Status
<p>moderate significance of effect which is considered to be significant in terms of EIA.</p> <p>All other effects to heritage receptors are considered to be slight adverse or neutral.</p> <p><i>Historic England agrees with the residual effects and conclusions reached in the ES Chapter 7: Cultural Heritage.</i></p>			
<p><i>Historic England agrees with the assessment methodology and the residual effects outlined in Chapter 16: Cumulative Effects (document reference TR010035/APP/6.16) and agrees that there would be no significant cumulative / in-combination effects with other major projects and proposals.</i></p>	Agreed	Agreed	AGREED

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Appendix A – Records of Engagement

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Historic England

NORTH WEST OFFICE

Mr David Hopkin
Project Manager
Highways England

Direct Dial: 0161 242 1412

Our ref: PL00349742
8 May 2018

Dear Mr Hopkin

**A585 WINDY HARBOUR TO SKIPPOOL SCHEME
STATUTORY CONSULTATION - 21 MARCH TO 8 MAY 2018
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

Thank you for your letter of 19 March 2018, notifying Historic England of Highways England's statutory consultation on the proposed A585 Windy Harbour to Skippool scheme.

Historic England is an Executive Non-Departmental Public Body sponsored by the Department for Culture, Media and Sport, with our funding agreement also signed by CLG and DEFRA. We are the UK Government's statutory adviser and a statutory consultee on all aspects of the historic environment and its heritage assets. This includes archaeology on land and underwater, historic buildings, sites and areas, designated landscapes and the historic elements of the wider landscape. We work in partnership with central government departments, local authorities, voluntary bodies and the private sector to conserve and enhance the historic environment, broaden public access to our cultural heritage, and increase people's understanding and appreciation of the past.

Chapter 6 of the Preliminary Environmental Information [PEI] Report, which has been compiled as a basis for the Environmental Impact Assessment [EIA] to be carried out on the proposed scheme, provides baseline data about known cultural heritage assets, identifies additional cultural heritage information to be obtained, and indicates potential effects during both construction and operation, as well as mitigation measures that may be required in order to avoid, reduce or remedy significant adverse effects.

The area selected for study, extending 1km from either side of the selected route, appears reasonable given the nature of the scheme and of the area through which it passes. Heritage assets, amounting to 10 Grade II listed buildings, two conservation areas, and 158 undesignated heritage assets have been identified at 6.2 ('Existing Environmental Conditions') and the gazetteer in Appendix B, and mapped on Figure 6.1 at Appendix A. The proposed cultural heritage walkover survey and analysis of easily accessible air photographs proposed at 6.3.1 and 6.3.2 respectively should



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

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Historic England

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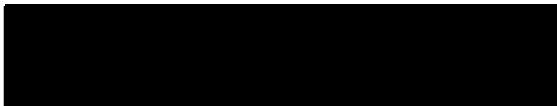
reduce the risk of discovering previously unknown archaeological sites during the construction phase. The potential need to carry out further investigations in order to characterise sites discovered during this work, or to assess the likely impact of the scheme upon them, is acknowledged at 6.3.5.

Historic England supports the decision, set out at 6.4.1 and 6.4.2, to scope effects during construction and operation on a wide range of cultural heritage assets, including undesignated heritage assets and the historic landscape, into the EIA, on the basis that potentially significant effects cannot be ruled out at this stage. The initial assessment of the potential effects of the scheme during construction and operation outlined in Tables 6-1 to 6-6, and the measures proposed to manage them, appear reasonable on the basis of current information. The potential effects of the Scheme on the historic landscape are dealt with in Chapter 8 of the PEI Report. The proposals for assessing landscape effects appear to be in line with current best practice, although some cross-referencing between this chapter and that on cultural heritage in the Environmental Statement would be desirable, so that the overall impact of the Scheme on cultural heritage and the effectiveness of the mitigation measures proposed can be fully appreciated.

Historic England considers that the baseline information and proposals for further assessment and investigation contained in the PEI Report should provide a sound basis for carrying out an EIA on the potential effects of the scheme upon cultural heritage, and for the compilation of the Environmental Statement.

We look forward to providing further advice as the Scheme progresses.

Yours sincerely,



Andrew Davison
Inspector of Ancient Monuments
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