

# A1 in Northumberland: Morpeth to Ellingham

**Scheme Number: TR010059**

## **7.6D Statement of Common Ground: Historic England**

Rule 8 (1) (e)

Planning Act 2008

The Infrastructure Planning (Examination Procedure  
Rules) 2010

Volume 7

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Infrastructure Planning

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

**The A1 in Northumberland: Morpeth to  
Ellingham**

Development Consent Order 20[xx]

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**Statement of Common Ground:  
Historic England**

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# 1 INTRODUCTION

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## 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 Secretary of State via 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 A1 in Northumberland, Morpeth to Ellingham (the 'Scheme'). A detailed description of the Scheme can be found in Chapter 2: The Scheme of the Environmental Statement (ES) [APP-037].
- 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's website <https://infrastructure.planninginspectorate.gov.uk/projects/North%20East/A1-in-Northumberland---Morpeth-to-Ellingham/>
- 1.1.3. The SoCG has been produced to confirm to the Examining Authority (ExA) 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 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 listed building consent and is also a statutory consultee on all Nationally Significant Infrastructure Projects (NSIPs).

Similarly, Historic England advises the Secretary of State (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 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", 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 in Relation to the Whole Scheme**

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes

**Table 2-2 - Record of Engagement in Relation to Part A Only**

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
March 2018	Scoping Opinion [APP-340]	<p><b>Key topics</b></p> <p>Outline of proposed assessment methodology for Cultural Heritage chapter in the EIA, including size of study area, which designated assets should be scoped in and guidance to follow.</p> <p><b>Key outcomes</b></p> <p>Initial assessment agrees with the list of designated heritage assets within 1km of the proposed development as identified by the Scoping Report in Figure 1.2 Environmental Constraints Plan, Appendix B.2.</p> <p>The assessment will consider, where appropriate, the likelihood of alterations to the drainage patterns that might lead to in situ decompensation or destruction of below ground archaeological remains and deposits and can also lead to subsidence of buildings and monuments.</p> <p>The setting assessment will follow best practice standards and guidance as set out in “Good Practice Advice in Planning – Note 3: The Setting of Heritage Assets” and “Good Practice in Planning – Note 2: Managing Significance in Decision Taking in the Historic Environment”. The latter is in addition to guidance mentioned in paragraph 10.7.6 of the Scoping Report.</p>
25/04/18	Email from Alex Grassam (WSP) to	<b>Key topics</b>

<b>Date</b>	<b>Form of Correspondence</b>	<b>Key Topics Discussed and Key Outcomes</b>
	Historic England North East & Yorkshire Regional Office, (see Appendix A)	<p>Confirmation of requirement to scope in any designated asset outside of the 1km Study Area. Images showing the Scheme boundary and the location of designated assets in a 1km buffer were provided, along with a list of designated assets proposed for assessment. Request for identification of any additional designated heritage assets outside of the 1km buffer required for assessment.</p> <p><b>Key outcomes</b></p> <p>No details of additional designated heritage assets received, therefore no additional ones scoped in.</p>
17/08/18	Email from Alex Grassam (WSP) to Lee McFarlane and Martin Lowe (Historic England) (See Appendix B)	<p><b>Key topics</b></p> <p>Meeting between the Applicant and Historic England to provide details of the outcome of the Historic Environment Desk-based Assessment</p> <p><b>Key outcomes</b></p> <p>Provision of the draft copy of the Historic Environment Desk-based Assessment for Part A, for comment ahead of a proposed meeting between the Applicant and Historic England.</p>
22/08/18	Meeting in Northumberland County Hall, Morpeth. In attendance was Alex Grassam (WSP), Victoria Wilson (WSP), Lee McFarlane (Historic England), Alyssa Young (Highways England), Glen Shaw (NCC) and Karen Derham (NCC) (See Appendix C)	<p><b>Key topics</b></p> <p>Review of the Historic Environment Desk-based Assessment (Part A).</p> <p><b>Key outcomes</b></p> <p>Historic England confirmed that no comments were required as no Scheduled Monuments, Grade I or Grade II* would be adversely impacted by Part A.</p>

**Table 2-3 - Record of Engagement in Relation to Part B Only**

<b>Date</b>	<b>Form of Correspondence</b>	<b>Key Topics Discussed and Key Outcomes</b>
22/08/18	Meeting in Northumberland County Hall, Morpeth. In attendance was Alex Grassam (WSP), Victoria Wilson (WSP), Lee McFarlane (Historic England), Alyssa Young (Highways England), Glen Shaw (NCC) and Karen Derham (NCC) (See Appendix C)	<p><b>Key topics</b></p> <p>Meeting to outline the route of Part B, and to identify and discuss any immediate concerns relating to designated heritage assets within and adjacent to Part B.</p> <p><b>Key outcomes</b></p> <p>The presence of a Prehistoric burial mound Scheduled Monument (NHL 1018499) within the current Order Limits was identified by Historic England as being the main point of concern. The Scheduled Monument is located approximately 350 m to the north west of West East Linkhall, in a field on the east side of A1 (NGR 417130 622030). The early design proposals included the siting of a detention basin in this field.</p> <p>The Applicant continued to pursue alternatives to the siting of the detention basin in this field so as to avoid the need for this field to remain within the Order limits. This has resulted in the relocation of the detention basin (former DB6) away from the Scheduled Monument and removal of the Scheduled Monument from the Order limits (see <b>Chapter 3 Assessment of Alternatives [APP-038]</b>).</p>
04/12/18	Scoping Opinion [APP-341]	<p><b>Key topics</b></p> <p>Outline of proposed assessment methodology for Cultural Heritage chapter in the EIA, including size of study area, which designated assets should be scoped in and guidance to follow.</p> <p><b>Key outcomes</b></p> <p>Initial assessment agrees with the list of designated heritage assets within 1 km of the proposed development as identified by the EIA Scoping Report.</p> <p>The assessment will consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to in situ decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.</p> <p>The assessment will assess the impacts of the two proposed new junctions including likely impacts on the grade I Alnwick Park and Garden.</p>



<b>Date</b>	<b>Form of Correspondence</b>	<b>Key Topics Discussed and Key Outcomes</b>
		<p>The setting assessment will follow best practice standards and guidance as set out in “Good Practice Advice in Planning – Note 3: The Setting of Heritage Assets” and “Good Practice in Planning – Note 2: Managing Significance in Decision Taking in the Historic Environment”. The latter is in addition to guidance mentioned in paragraph 10.7.6 of the Scoping Report.</p>
<p>08/04/19</p> <p>21/05/19</p> <p>07/06/19</p>	<p>Section 42 Consultation from the Applicant</p> <p>Response from Mike Collins (Historic England) to Mark Stoneman (Highways England) by letter</p> <p>Email response from Alex Grassam (WSP) to Mike Collins (Historic England)</p> <p>Email response from Mike Collins (Historic England) to Alex Grassam (WSP) (see Appendix D)</p>	<p><b>Key topics</b></p> <p>Presence of Scheduled Monuments both within the Order Limits and immediately adjacent to the Scheme. Requirement to undertaken detailed evaluation in areas of high potential for below ground archaeological remains of high value.</p> <p><b>Key outcomes</b></p> <p>Based on objections by Historic England, the Order Limits for the Scheme were amended to remove Prehistoric burial mound Scheduled Monument (NHL 1018499), located approximately 350 m to the north west of West East Linkhall, in a field on the east side of A1 (NGR 417130 622030).</p> <p>Detailed evaluation was undertaken in two parts of the Scheme where a potential for high value below ground (archaeological) was established.</p> <p>A geophysical survey found anomalies of potential archaeological origin adjacent to the Scheduled Monument Camp at West Linkhall (NHL 1006500) (Appendix 8.3 West Linkhall Intrusive Survey Information Application, Volume 8 of the ES (Document Reference: TR010041/APP/6.8)). These were investigated through a trial trench investigation which established that the anomalies were not of archaeological origin.</p> <p>Trial trenching was also been undertaken on land adjacent to the Scheduled Monument North Charlton Medieval Village and Open Field System (NHL 1018348) (Appendix 8.4 North Charlton Intrusive Survey Information Application, Volume 8 of the ES (Document Reference: TR010041/APP/6.8)). No archaeological remains were identified.</p>

<b>Date</b>	<b>Form of Correspondence</b>	<b>Key Topics Discussed and Key Outcomes</b>
<p>26/02/20</p> <p>08/04/20</p> <p>13/05/20</p>	<p>Meeting via telephone. In attendance was Alex Grassam (WSP), Lowri McCann (WSP) and Mike Collins (Historic England)</p> <p>Email from Alex Grassam (WSP) to Mike Collins (Historic England)</p> <p>Email from Mike Collins (Historic England) to Alex Grassam (WSP) (see Appendix E).</p>	<p><b>Key topics</b></p> <p>Following the completion, the evaluation works resulting from the above Key Topic, a discussion of the results of the trial trenching and their implications on the Scheme was required. Discussion of potential for the Scheme to result in substantial harm on the Scheduled Monuments. Discussion of the potential to construction a haul road through land adjacent to North Charlton Scheduled Monument.</p> <p><b>Key outcomes</b></p> <p>No archaeological remains were identified within the Order limits adjacent to the Scheduled Monument boundary. The accuracy of the Scheduled Monument boundary was discussed, and the Applicant explained that the position of the boundary was set out and marked during the evaluation using a GPS system. This determined that all the visible earthworks associated with the heritage asset were contained within the boundary of the Scheduled Monument. Based on this information, it was agreed that there would be no direct physical impacts causing substantial harm on the Scheduled Monument.</p> <p>The route of the Haul Road at the north end of the Scheme was discussed. The Applicant explained that the proposal to extend the haul road north so it runs adjacent to the boundary of the Scheduled Monument was not being progressed as part of the DCO application however the Order limits would remain as drawn to allow for this to be explored at PCF Stage 5.</p> <p>Review of the results of Trial Trenching at West Linkhall Scheduled Monument. No archaeological remains were identified within the Order limits adjacent to the Scheduled Monument boundary. Based on this information, it was agreed that there would be no direct physical impacts causing substantial harm on the Scheduled Monument.</p>
<p>17/09/20</p>	<p>Email from Alex Grassam (WSP) to Mike Collins (Historic England)</p>	<p><b>Key topics</b></p> <p>Haul Road Design.</p> <p><b>Key outcomes</b></p> <p>Proposal to terminate the haul road to the south of North Charlton Scheduled Monument and establish an</p>

<b>Date</b>	<b>Form of Correspondence</b>	<b>Key Topics Discussed and Key Outcomes</b>
15/10/20	Meeting via telephone. In attendance were Mike Collins (Historic England), Alex Grassam (WSP), Kevin Stubbs (WSP), Phil Gibbins (Highways England), Karen Derham (NCC) (see Appendix F)	exclusion zone where the boundary of the Scheduled Monument adjoins the Order limits.
		[Placeholder – additional consultations are required to finalise the working areas/offset areas around West Linkhall Scheduled Monument with Historic England and CJP]

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 the Scheme**

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
1.						

**Table 3-2 - Issues related to Part A Only**

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
1.	Chapter (Cultural Heritage)	8	Whole Chapter	N/A	There are no Grade I Listed Buildings identified within the Scheme or Study Areas.	
2.	Chapter (Cultural Heritage)	8	Whole Chapter	N/A	There is one Scheduled Monument (Felton Old Bridge, also Grade II* Listed Buildings), one Grade I (Church of St. Michael's and all Angels) and two Grade II* Listed Buildings (Greenhouse and Bockenfield Farmhouse) within 1km of the Scheme identified for assessment.	
3.	Chapter (Cultural Heritage)	8	8.3.1 to 8.3.8	Legislative and policy framework	The assessments presented within Chapter 8 appropriately considers relevant legislation and policy.	
4.	Chapter (Cultural Heritage)	8	8.4.1 to 8.4.41	Assessment Methodology	The scope and methodology adopted for the baseline cultural heritage assessment of the potential impacts is appropriate and follows standards and guidance.	
5.	Chapter (Cultural Heritage)	8	8.5.1 to 8.5.10	Assessment Assumptions and Limitations	The assumptions and limitations to the assessment have been acknowledged and appropriately considered within the assessment.	
6.	Chapter (Cultural Heritage)	8	8.6.1 to 8.6.2	Study Area	<p>The inner Study Area of 500 m is appropriate for the identification of all types of heritage assets (designated, non-designated, potential archaeological remains and historic landscapes) to establish the known historic environment context and potential for hitherto unknown below-ground archaeological remains.</p> <p>The outer Study Area of 1km for the assessment of setting heritage assets and Conservation Areas is appropriate.</p>	

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
7.	Chapter (Cultural Heritage)	8 8.7.1 to 8.7.61	Baseline	The heritage assets identified and described in the baseline are appropriate for the assessment. The value of the heritage assets and the contribution of the setting to the value of the heritage asset (where appropriate) is correctly assessed, including the assessment of the non-designated Felton Park as a high value asset due to the presence of the Grade II* Listed Building Greenhouse within it.		
8.	Chapter (Cultural Heritage)	8 8.8.1 to 8.8.34	Potential Impacts	The assessment correctly identifies that there are no potential impacts on the Scheduled Monument, Grade I and one Grade II* Listed Buildings during construction or operation.  One Grade II* Listed Building (Greenhouse) forms part of the Felton Park heritage asset group. The assessment identifies that the setting of Felton Park would be temporarily adversely impacted during the construction phase. There would be no permanent adverse impacts during operation.		
9.	Chapter (Cultural Heritage)	8 8.9.1 to 8.9.11	Design, Mitigation and Enhancement Measures	No design, mitigation or enhancement measures are required or proposed for the Scheduled Monument and Grade II* Listed Buildings during construction or operation.		
10.	Chapter (Cultural Heritage)	8 8.10.1 to 8.10.30	Assessment of Likely Significant Effects	The assessment records a temporary significant effect (moderate adverse) on the setting of Felton Park, which includes the Grade II* Listed Building Greenhouse during construction. There would no permanent impacts during operation.		
11.	Chapter (Cultural Heritage)	8 8.11.1	Monitoring	No monitoring is required in relation to the Scheduled Monuments or Grade II* Listed Buildings		

**Table 3-3 - Issues related to Part B Only**

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
1.	Chapter (Cultural Heritage)	8	Whole Chapter	There are seven Scheduled Monuments, one Grade I Listed Building (Heiferlaw Tower), one Grade II* Listed Building (Charlton Hall) and one Grade I Registered Park and Garden (Alnwick Castle) in Part B Main Scheme Study Area.  There is one Grade II* Listed Building (Greenhouse) in the Main Compound Study Area.		

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
2.	Chapter (Cultural Heritage)	8 8.3.1 to 8.3.8	Legislative and policy framework	The assessments presented within Chapter 8 appropriately considers relevant legislation and policy.		
3.	Chapter (Cultural Heritage)	8 8.4.1 to 8.4.36	Assessment Methodology	The scope and methodology adopted for the baseline cultural heritage assessment of the potential impacts is appropriate and follows standards and guidance.		
4.	Chapter (Cultural Heritage)	8 8.5.1 to 8.5.6	Assessment Assumptions and Limitations	The assumptions and limitations to the assessment have been acknowledged and appropriately considered within the assessment.		
5.	Chapter (Cultural Heritage)	8 8.6.1 to 8.6.3	Study Area	<p>The inner Study Area of 500 m is appropriate for the identification of all types of heritage assets (designated, non-designated, potential archaeological remains and historic landscapes) to establish the known historic environment context and potential for hitherto unknown below-ground archaeological remains.</p> <p>The outer Study Area of 1km for the assessment of setting heritage assets and Conservation Area is appropriate.</p>		
6.	Chapter (Cultural Heritage)	8 8.7.1 to 8.7.87	Baseline	The heritage assets identified and described in the baseline are appropriate for the assessment. The value of the heritage assets and the contribution of the setting to the value of the heritage asset (where appropriate) is correctly assessed.		
7.	Chapter (Cultural Heritage)	8 8.8.1 to 8.8.3	Potential Impacts	<p>Receptors Scoped Out</p> <p>The assessment determines that the Scheme will not impact the setting of the Grade I Registered Park and Garden Alnwick Castle (NHL 1001041) and designated heritage assets contained within it. The boundary of the Registered Park and Garden is 400 m from the Order limits; however, these southern extents of the Order limits are existing access tracks and easements required for construction and existing sections of dual carriageway and would not represent a change in the setting. The nearest section of the A1 to be dualled is approximately 900 m to the north and is not visible from the Park and Garden. No views from the heritage assets within the Registered Park and Garden were identified and the majority are over 1 m from the Order limits. Therefore, no impacts are predicted.</p> <p>The assessment has identified no impacts on three Scheduled Monuments, one Grade I Listed Building and one Grade II* Listed Building in Part B Main Scheme.</p> <p>The assessment has identified no impacts on the Grade II* Listed Building in the Main Compound Study Area.</p>		



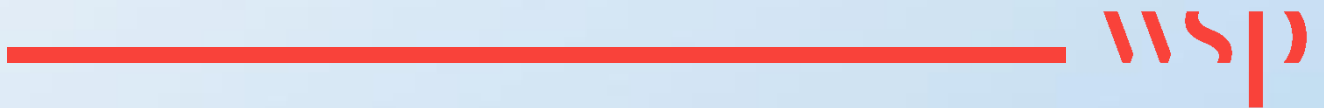
Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
8.	Chapter (Cultural Heritage)	8 8.8.4 to 8.8.78	Potential Impacts	<p>Scheduled Monument Deserted Medieval Village and Open Field System (NHL 1018348).</p> <p>The boundary of North Charlton Scheduled Monument adjacent to the Scheme Order Limits sufficiently encompasses all the earthworks relating to the Deserted Medieval Village and Open Field System (NHL 1018348). The geophysical survey and trial trench evaluation in the area immediately adjacent to the Scheduled Monument boundary in the Order limits did not identify any below ground heritage assets associated with the Scheduled Monument extending into Scheme.</p> <p>The haul road will terminate to the south of the Scheduled Monument. An exclusion zone will be established along the section of the Order limits that adjoins the Scheduled Monument. This is secured by [ ].</p> <p>Scheduled Monument Camp at West Linkhall (NHL 1006500).</p> <p>A geophysical survey undertaken adjacent to the Scheduled Monument identified anomalies of potential archaeological origin. A trial trench evaluation established that the anomalies are not archaeological remains and did not identify any heritage assets associated with the Scheduled Monument extending into the Order limits.</p> <p>The Scheme would result in fundamental changes in the immediate setting of the heritage asset. However, the immediate setting is not believed to provide a strong contribution to value of the asset.</p> <p>Scheduled Monument Prehistoric Burial Mound, 420m north-west of East Linkhall (NHL 1018499).</p> <p>Construction would see intrusive ground works taking place 40 m to the west of the Scheduled Monument and result in the A1 being in closer proximity to the heritage asset. While these would change the way the asset is experienced, the Scheme would not materially impact on the elements of the setting that contributes to the value of the asset (i.e. its relationship with the watercourse and the position of the asset in relation to other barrows).</p> <p>Scheduled Monument Ellsnook Round Barrow, 175m north east of Heiferlaw Bridge (NHL 1006564).</p> <p>The construction period would see works taking place up to the edge of the woodland where the asset is located and the creation of a detention basin in the adjacent field. While this will result in changes to the setting, it will not materially impact on the elements of the setting that contributes to the value of the asset.</p>		
9.	Chapter (Cultural Heritage)	8 8.9.1 to 8.9.14	Design, Mitigation and Enhancement Measures	<p>The Outline Construction Environmental Management Plan (CEMP) [APP-346] contains design measures, including the use of exclusion zones, to protect the four Scheduled Monuments located in close proximity to the Scheme from accidental damage during construction.</p>		

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
				There are no mitigation measures or enhancements proposed for the Scheduled Monuments.		
10.	Chapter (Cultural Heritage)	8 8.10.1 to 8.10.44	Assessment of Likely Significant Effects	<p>Scheduled Monument Deserted Medieval Village and Open Field System (NHL 1018348).</p> <p>There would be a temporary slight adverse effect on the setting of the heritage asset during construction and a permanent slight adverse effect during operation.</p> <p>Scheduled Monument Camp at West Linkhall (NHL 1006500).</p> <p>There would be a temporary moderate adverse effect on the setting of the heritage asset during construction and permanent slight adverse during operation.</p> <p>Scheduled Monument Prehistoric Burial Mound, 420m north-west of East Linkhall (NHL 1018499).</p> <p>There would be a temporary slight impact on the setting of the heritage asset during construction.</p> <p>Scheduled Monument Ellsnook Round Barrow, 175m north east of Heiferlaw Bridge (NHL 1006564).</p> <p>There would be a temporary slight impact on the setting of the heritage asset during construction.</p>		
11.	Chapter (Cultural Heritage)	8 8.11.1	Monitoring	No monitoring is required in relation to the Scheduled Monuments.		



# Appendix A

**EMAIL FROM WSP TO HISTORIC  
ENGLAND (25/04/2018)**



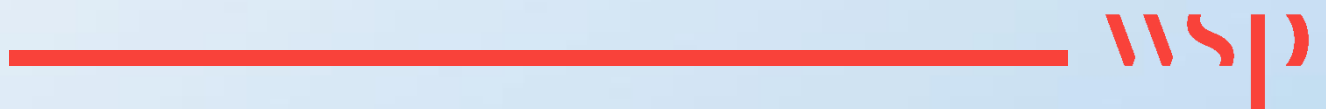
# Appendix B

**EMAIL FROM WSP TO HISTORIC  
ENGLAND (17/08/2018)**



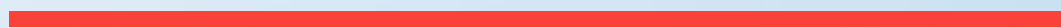
# Appendix C

**MEETING MINUTES BETWEEN WSP,  
HISTORIC ENGLAND AND  
NORTHUMBERLAND COUNTY  
COUNCIL (22/08/2018)**



# Appendix D

**LETTER FROM HISTORIC ENGLAND TO HIGHWAYS ENGLAND (08/04/19). EMAIL FROM WSP TO HISTORIC ENGLAND (21/05/19). EMAIL FROM HISTORIC ENGLAND TO WSP (07/06/2019)**



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