

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

**Scheme Number: TR010059**

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

Rule 8 (1) (e)

Planning Act 2008

The Infrastructure Planning (Examination Procedure  
Rules) 2010

Volume 7

March 2021

Infrastructure Planning

Planning Act 2008

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

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

Development Consent Order 20[xx]

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**Statement of Common Ground with  
Historic England**

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<b>Rule Reference:</b>	8(1)(c)
<b>Planning Inspectorate Scheme Reference</b>	TR010059
<b>Document Reference</b>	7.6D
<b>Author:</b>	A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
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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 is set out in the tables below.
- 2.1.2. The Applicant has engaged with Historic England regarding the impacts of the Scheme on heritage assets for both Part A and Part B. As the impacts are specific to each part of the Scheme, this engagement is recorded separately: Part A is recorded in Table 2-1, below, and part B in Table 2-2.

**Table 2-1 - 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 [REDACTED] (WSP) to Historic England North East & Yorkshire Regional Office, (see Appendix B)	<p><b>Key topics</b></p> <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</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		<p>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	<p>Email from [REDACTED] (WSP) to [REDACTED] and [REDACTED] (Historic England) (See Appendix C)</p>	<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	<p>Meeting in Northumberland County Hall, Morpeth. In attendance was [REDACTED] (WSP), [REDACTED] (WSP), [REDACTED] (Historic England), [REDACTED] (Highways England), [REDACTED] (NCC) and [REDACTED] (NCC) (See Appendix D)</p>	<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 2-2 - Record of Engagement in Relation to Part B Only**

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
22/08/18	<p>Meeting in Northumberland County Hall, Morpeth. In attendance was [REDACTED] (WSP), [REDACTED] (WSP), [REDACTED] (Historic England), [REDACTED] Highways England), [REDACTED] (NCC) and [REDACTED] (NCC) (See Appendix D)</p>	<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 [APP-038].</p>
04/12/18	<p>Scoping Opinion [APP-341]</p>	<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>



10.7.6 of the

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
<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), [REDACTED] (WSP) and [REDACTED] (Historic England)</p> <p>Email from [REDACTED] (WSP) to [REDACTED] (Historic England)</p> <p>Email from [REDACTED] (Historic England) to [REDACTED] (WSP) (see Appendix F).</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>
17/09/20	Email from [REDACTED] (WSP) to [REDACTED] (Historic England)	<p><b>Key topics</b></p> <p>Haul Road Design and protection of the North Charlton Scheduled Monument.</p> <p><b>Key outcomes</b></p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
15/10/20	Meeting via telephone. In attendance were [REDACTED] (Historic England), [REDACTED] (WSP), [REDACTED] (WSP), [REDACTED] (Highways England), [REDACTED] (NCC) (see Appendix G)	<p>Proposal to terminate the haul road to the south of North Charlton Scheduled Monument and establish an exclusion zone where the boundary of the Scheduled Monument adjoins the Order limits.</p> <p>Detailed plan showing the extent of the exclusion zone was prepared in consultation with CJP and submitted at Deadline 1 of the Examination phase [REP1-070]. The Detailed Plan will form part of the Outline Construction Environmental Management Plan [REP1-023 and 024].</p>
12/11/2020	Relevant Representations	<p><b>Key Topic</b></p> <p>Concern that no plan within the supporting documents which shows the DCO boundary and the scheduled monuments at a scale sufficient to be clear that they abut but do not coincide. Clarity sought on this matter through an additional plan to ensure that exclusion of the scheduled sites from the DCO area will be accomplished.</p> <p><b>Key Outcome</b></p> <p>A detailed plan showing the DCO limits, the Scheduled Monument Camp at West Linkhall (NHL 1006500) Scheduled Monument North Charlton Medieval Village and Open Field System (NHL 1018348), along with the General Arrangements of the Scheme was submitted [REP1-070].</p>

- 2.1.3. 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 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.	Agreed
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.	Agreed
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.	Agreed
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.	Agreed
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.	Agreed
6.	Chapter (Cultural Heritage)	8	8.6.1 to 8.6.2	Study Area	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. The outer Study Area of 1km for the assessment of setting heritage assets and Conservation Areas is appropriate.	Agreed
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.	Agreed
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.	Agreed

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
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.		Agreed
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.		Agreed
11.	Chapter (Cultural Heritage)	8 8.11.1	Monitoring	No monitoring is required in relation to the Scheduled Monuments or Grade II* Listed Buildings		Agreed

Table 3-2 - 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.		Agreed
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.		Agreed
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.		Agreed
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.		Agreed
5.	Chapter (Cultural Heritage)	8 8.6.1 to 8.6.3	Study Area	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. The outer Study Area of 1km for the assessment of setting heritage assets and Conservation Area is appropriate.		Agreed



Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
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.		Agreed
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>		Agreed
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 the Outline Construction Environmental Management Plan (CEMP) [APP-346].</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>		Agreed

Item	ES Chapter	Paragraph Reference	Sub-section	Highways England	Historic England Response	Status
				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.		
9.	Chapter (Cultural Heritage)	8 8.9.1 to 8.9.14	Design, Mitigation and Enhancement Measures	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. 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	Scheduled Monument Deserted Medieval Village and Open Field System (NHL 1018348). 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. Scheduled Monument Camp at West Linkhall (NHL 1006500). There would be a temporary moderate adverse effect on the setting of the heritage asset during construction and permanent slight adverse during operation. Scheduled Monument Prehistoric Burial Mound, 420m north-west of East Linkhall (NHL 1018499). There would be a temporary slight impact on the setting of the heritage asset during construction. Scheduled Monument Ellsnook Round Barrow, 175m north east of Heiferlaw Bridge (NHL 1006564). There would be a temporary slight impact on the setting of the heritage asset during construction.		
11.	Chapter (Cultural Heritage)	8 8.11.1	Monitoring	No monitoring is required in relation to the Scheduled Monuments.		

# Appendix A

**MEETINGS BETWEEN WSP,  
HISTORIC ENGLAND, NCC,  
HIGHWAYS ENGLAND AND CJP  
(01/01/2021) AND EMAIL FROM WSP  
TO HISTORIC ENGLAND AND NCC  
(02/02/2021)**



[REDACTED]

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From: [REDACTED]  
Sent: 25 April 2018 10:19  
To: [REDACTED]@historicengland.org.uk'  
Subject: A1 Morpeth to Felton Upgrade  
Attachments: A1\_M2F\_Designated Asset Plan\_A.JPG; A1\_M2F\_Designated Asset Plan\_B.JPG; A1\_M2F\_Designated Asset Plan\_C.JPG; A1\_M2F\_Designated Asset Plan\_D.JPG; A1\_Proposed scheme and 1km study area.jpg; A1M2F\_Listed Buildings.xlsx

Dear [REDACTED]

I am contacting you in regards to the proposed upgrade to the A1 between Morpeth and Felton in Northumberland. I am in the processes of undertaking the detailed assessment for the Environmental Impact Assessment and as part of the process would like to commence engagement with Historic England. I have attached some images which show the most up to date proposed scheme boundary and the location of the designated heritage assets within a 1km buffer. I have also attached an excel spreadsheet which lists all of the listed buildings in the 1km buffer, and also highlights those which lie within the scheme (in a separate page). The assets to be directly impacted are six Grade II mileposts, and I will be consulting with the Northumberland County Council Conservation Officer in regards to this. There are also 65 listed heritage assets (although two of these are actually the same asset I believe – Old Felton Bridge). The majority of these are Grade II Listed and may be subject to indirect impacts on their settings. I will be assessing the potential indirect impacts on the settings of these assets and also examining the contribution of the setting to the significance of the asset. We will also be assessing the potential impacts on the Felton and Thirston Conservation Areas, and the scheduled monument of Old Felton Bridge. We will also be assessing non-designated assets which I will identify in consultation with Northumberland CC Conservation officer. These will include the non-designated milestones within the scheme boundary.

We have currently scoped out any assessment on World Heritage Sites, registered Parks and Gardens and registered Battlefields as all examples of these are located a significant distance away from the proposed scheme.

Can you please let me know if you require us to assess any additional designated assets outside of the 1km buffer and ideally a justification for this. I am due to undertake the walkover survey week commencing 14<sup>th</sup> May and would like to have identified all potentially sensitive receptors before then.

Kind regards

[REDACTED] **BA MSc**  
Senior Heritage Consultant



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# Appendix B

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

[REDACTED]

---

From: [REDACTED]  
Sent: 17 August 2018 16:03  
To: [REDACTED]  
Cc: UK - Project - A1 Northumberland  
Subject: A1 Northumberland: Morpeth to Felton. Draft Desk-based assessment  
Attachments: WSP\_A1 in Northumberland M2F\_Desk based Assessment\_V1170818.pdf

Dear [REDACTED],

Please find attached the draft of the historic environment desk-based assessment for the Morpeth to Felton section of the A1 for your comments. I look forward to having a chance to discuss this at the meeting on Wednesday.

Best wishes

[REDACTED] **BA MSc**  
Senior Heritage Consultant



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# Appendix C

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

## AGENDA & MEETING NOTES

PROJECT NUMBER	70044136 and 70044137	MEETING DATE	22 August 2018
PROJECT NAME	A1 in Northumberland	VENUE	NCC Offices, Morpeth
CLIENT	Highways England	RECORDED BY	■
MEETING SUBJECT	Meeting subject		

PRESENT	<p>■ – Historic England ■ – NCC Conservation Officer ■, ■</p> <p>– NCC Archaeologist ■ ■ (via telephone) – HE Environmental Advisor ■ ■</p> <p>■ – WSP Cultural Heritage Lead ■ – A2E Section Environment Lead</p>
APOLOGIES	None
DISTRIBUTION	As above plus: Click to type
CONFIDENTIALITY	Restricted

ITEM	SUBJECT	ACTION	DUE
1	Introductions	N/A	N/A
2	Morpeth to Felton Section: Introduction to the scheme design and programme	N/A	N/A
3	<p><b>Morpeth to Felton: Review of potentially sensitive receptors identified in the draft Historic Environment desk-assessment and in the PEIR</b></p> <p>Geophysical Survey is complete and has been circulated</p> <p>■ concerned that the Geophysical Survey does not show all details</p> <p>■ not concerned about permanent impact on above ground assets</p> <p>The following advice was provided for activities during construction</p> <ul style="list-style-type: none"> <li>■ <u>Felton Park</u> – Construction traffic should avoid the lane and these measures should be included in the ES and CEMP;</li> <li>■ <u>Causey Park</u> – Locally significant feature that is considered to be haunted.</li> <li>■ <u>Milestones</u> – A single milestone is to be removed. The remaining five are on the section that is to be de-trunked so will not be disturbed during construction. AG unable to locate 2 but will contact Milestone Society to ask for more information if available.</li> </ul> <p>■ requested that a WSI be provided as part of the ES Chapter and the use of LiDAR data as another tool to assess the potential for archaeological remains was also advised to form part of the assessment.</p> <p>■ stated that further pre-application advice would be chargeable. ■ to check whether agreement is already in place for NCC.</p>	<p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p>	<p>As part of EIA</p> <p>As part of EIA and in CEMP</p> <p>As part of EIA</p> <p>As part of EIA</p> <p>If needed</p>

## MEETING NOTES

4	<p><b>Morpeth to Felton: Post submission programme of investigation and mitigation</b></p> <p>■ expressed concern about the use of design and build contracts following issues with other Highways England Schemes, e.g. The A1 scheme and Catterick.</p> <p>With regards to trial trenching, ■ suggested that 5 to 10 % of the scheme area should be subject to survey ahead of construction. Areas of specific interest are at the pit alignment and chapel, following the outputs of the Geophysical Survey.</p>	■	As part of EIA
5	<b>Alnwick to Ellingham: Introduction to the scheme design and programme</b>	N/A	N/A
6	<p><b>Alnwick to Ellingham: Review of potentially sensitive receptors identified in Scoping report</b></p> <p>The Prehistoric burial mound Scheduled Monument within the current redline boundary was the main concern. ■ stated that WSP were looking at alternatives to the siting of the detention basin in this field so as to avoid the need for this field to remain within the Scheme.</p>	■	Ongoing
7	<p><b>Alnwick to Ellingham: Programme of works required to support the DCO submission</b></p> <p>Geophysical Survey is currently being procured and the final report will be circulated in due course.</p> <p>■ requested that a detailed topographic survey of the camp, a Scheduled Monument at West Linkhall would be useful. ■ to take away and consider further.</p> <p>It was agreed that Rock Conservation Area is unlikely to be impacted. ■ is to complete a walkover survey of the Kiln by walking from CA, to assess potential impacts.</p> <p>Due to potential impacts on Scheduled Monuments, Historic England is likely to need to be involved up to submission. ■ to contact directly following desk based and Geophysical baseline work completed</p> <p>■ requested that Historic Landscape viewpoints are included within the scope of the EIA, and that these should be agreed with a colleague, ■. Viewpoints to be determined using the calculated Zone of Theoretical Visibility (ZTV). ■ to liaise with WSP Landscape specialist.</p>	<p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p>	<p>In due course</p> <p>In due course</p>
8	<p><b>AOB</b></p> <p>None</p>	N/A	N/A

## NEXT MEETING

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

# Appendix D

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





Historic England

[REDACTED]  
Highways England  
3rd Floor South, Lateral  
8 City Walk  
Leeds  
LS11 9AT

Direct Dial: [REDACTED]

Our ref: PL00551504

8 April 2019

Dear Mr [REDACTED]

**A1 Northumberland: Alnwick to Ellingham Scheme  
Statutory Consultation - 25 February 2019 until 8 April 2019  
Planning Act 2008 Section 42: Duty to consult on a proposed application**

Thank you for your letter of 22nd February 2019 to my colleague [REDACTED] inviting Historic England's comments on this scheme in advance of your application for a Development Consent Order for this development.

**Prehistoric burial mound 420m north-west of East Linkhall**

The information provided at this stage rightly highlights the proximity of this scheduled site to the proposed development. We broadly welcome the default position set out in the consultation, which is to avoid the scheduled area with any development activity.

However, we note that at this stage whether this avoidance is achievable, or whether the development will require an impact (up to the total destruction of the bowl barrow), is unclear. Clearly which of these scenarios applies makes a huge difference to the potential impact of the development on the historic environment, and how it needs to be treated in NPPF terms: total avoidance could mean the development avoids any impact, whereas development requiring removal of the monument would be regarded as substantial harm to this nationally-significant heritage asset, something that would require Highways England to provide clear and convincing justification (NPPF Paragraph 194) and to demonstrate that this harm is *necessary* in order to achieve substantial public benefits which outweigh this harm (NPPF Paragraph 195).

Given this, we have to stress the need to develop the proposal further so that its impact on the scheduled barrow is clear at the earliest possible stage, and certainly before any the DCO application is made. Without certainty about the impact of the scheme on this nationally significant heritage asset Historic England would have great difficulty in providing advice on such an application. We would, of course be happy to engage in further pre-application discussions with you on the appropriate level of details necessary to be sure about impacts on this site, how we would regard (in NPPF terms) any impacts, and the appropriate details necessary to make the case for being



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allowed to construct any kind of harmful development.

### **Potential waterlogged archaeological remains within the scheduled burial mound**

Section 5.4.48 of the draft EIA highlights the potential for the development to change the groundwater levels within the area, allowing decay processes to set in within buried archaeological remains, including deposits associated with the scheduled bowl barrow. We welcome the acknowledgment of this potential issue, as it highlights the fact that even if development doesn't encroach on the scheduled site itself it could still have a harmful impact on its significance (up to and including substantial harm).

As far as we can see the EIA doesn't go on to suggest how this potential should be dealt with. We would suggest, as above, that in advance of the DCO application there is a need to:

- firm up the requirements for development close to the scheduled barrow
- make a properly informed assessment of the impact of this development on any waterlogged archaeology present
- if any kind of impact on water levels or flows is likely, or if this is ambiguous, then there will be a clear need to undertake archaeological evaluation of the barrow site to firmly ascertain whether any such waterlogged remains are present
- The results of these works, and any subsequent discussions about how to minimise or avoid harm, then feeding back into the detail that you'll present as part of the DCO application

### **Early development of detail**

Although partially covered above, we would emphasise the advantages of developing full details for the development at the earliest stage. This is important not only for allowing the actual impact of the scheme on the historic environment to be properly understood (NPPF Paragraph 189) in advance of the DCO determination, but also to allow the costs and time for necessary archaeological mitigation work to be properly factored into the development process.

Although there may be other reasons to delay the development of full details of the work proposed, particularly for issues like fencing or drainage, our experience of other schemes is that this leads to significant risks for the project: where such details have been developed late in the process, not only has this ended up changing significantly the impact of the scheme on the historic environment, but this has also led to significant increases in the costs of archaeological mitigation and time necessary to carry this out. Whilst acknowledging that Highways England has preferred ways of developing its schemes, we need to flag the risk that non-development of detail at an early stage represents, and our desire to work with you to avoid or reduce such risks



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at the earliest possible stage.

### **Archaeological evaluation on non-scheduled areas**

The draft EIA rightly highlights the clear potential (particularly for those areas close to the scheduled monuments, or highlighted from antiquarian references in the HER) for the presence of further archaeological remains within the scheme area, and which could be impacted on by it. There is a potential for these non-scheduled remains to be of national significance, and which would therefore need to be dealt with in the same way, and with the same sensitivity, as scheduled archaeological remains (NPPF, footnote 63. Paragraphs 194-196 would apply). For archaeological remains of less than national significance threatened by the development we would still expect any harm to be taken into account in the determining of the DCO application (NPPF Paragraph 197).

It is clearly therefore very important that the location and significance of non-scheduled archaeological remains that would be potentially impacted on by this development is established as early as possible. This is highly likely to require both fuller details on the development, and a further programme of archaeological evaluation in advance of the submission of the DCO application, and this needs to be discussed and agreed with the County Archaeology office at Northumberland County Council as well as ourselves.

### **Milepost - NHLE 1371021 - Grade II listed**

We note that this listed milepost will need to be removed and reinstated as part of the scheme. Given its grade of listing we would defer to the specialist advisors at Northumberland County Council on this issue.

### **Further pre-application involvement from Historic England**

There clearly are a series of issues detailed above where the proposed development scheme would benefit from further input from Historic England prior to the submission of the DCO. As you are doubtless aware, Historic England is able to provide one free cycle of advice at pre-application stage on any proposal, after which we will need to charge for our time on a cost-recovery basis. This letter represents the conclusion of the free cycle with reference to the current proposal.

Once you have had the chance to consider our advice above, we would welcome further discussions with Highways England to agree the scope of our further pre-application involvement, to allow to provide a cost estimate for this and to put in place an agreement to allow us to advise further. If you need further details of Historic England's Enhanced Advisory Service then this can be found at:  
<https://historicengland.org.uk/services-skills/our-planning-services/enhanced-advisory->



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Historic England

services/

I hope that this advice is useful to you at this stage, but if you need to clarify any part of this then please do just get in touch.



Inspector of Ancient Monuments (Hadrian's Wall)  
[Redacted]@HistoricEngland.org.uk

cc:



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[REDACTED]

---

From: [REDACTED]@HistoricEngland.org.uk>  
Sent: 07 June 2019 15:43  
To: [REDACTED]  
Cc: Wilson, Victoria; UK - Project - A1 Northumberland; Karen Derham  
Subject: RE: A1 in Northumberland: Alnwick to Ellingham

Dear [REDACTED]

Thank you for your email, and apologies that my response has been slightly delayed.

### Response to our comments

In addition to your email I have also received a letter from [REDACTED] from Highways England. Although the contents of both communications are compatible with each other, [REDACTED] letter was less definitive on issues like the removal of the scheduled burial mound from the application scheme, perhaps because it predated the detailed discussions which led to your advice below. I only mention this to flag up the obvious need for the DCO application to be clear on such issues, and that if details change we clearly may need to revise our advice – something which we would all like to avoid happening.

We note your response to each issue – as you appreciate, as we are now outside of Historic England's free cycle of advice we cannot comment in detail on these. The one area where I would clarify our earlier comment is with reference to the potential for waterlogged remains within the scheduled burial mound to be impacted on through changes to the surrounding area, even if the burial mound itself is protected from direct impacts. I note that there are now no plans for a detention basin close to the site, which sounds positive. However, we would still expect the potential impact of the wider scheme on groundwater levels to be considered as part of the assessment process leading to the DCO application – it may be that there will indeed be no impact on groundwater levels, but the need to understand such impacts and present properly evidenced conclusions would nevertheless still remain.

### Archaeological evaluation on non-scheduled areas

Although it is only right that Karen Derham from County Archaeology is the lead on this issue, as we've previously set out I think there also is a role for Historic England here because of the potential for further nationally-significant remains close to the scheduled site. On this basis we're happy to provide further advice as part of this process. However, again given that we've come to the end of the free cycle of pre-application advice, this does mean that before we can do so we need to have the EAS agreement in place. Perhaps we can arrange a suitable time to catch up on the phone and agree the likely scope of work you'll need us to do, to allow us to put together a cost estimate for this? Next week I am in for much of Monday, Wednesday and Thursday. In the meantime I am currently available from lunchtime on the 19<sup>th</sup> – I will blank this for the moment, in case we are able to put the EAS agreement in place in the meantime.

All best wishes

[REDACTED]  
[REDACTED]  
Team Leader Development Advice

North East and Yorkshire  
Inspector of Ancient Monuments: Hadrian's Wall  
North East and Yorkshire & North West Regions

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

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---

From: [REDACTED]@wsp.com]  
Sent: 21 May 2019 13:24  
To: [REDACTED]  
Cc: [REDACTED] UK - Project - A1 Northumberland  
Subject: A1 in Northumberland: Alnwick to Ellingham

Dear [REDACTED]

I am contacting you to provide you with an update on the assessment work being undertaken for the proposed dualling of the A1 between Alnwick and Ellingham, Northumberland on behalf of Highways England. I have received the response to the Section 42 consultation and I thank you for your comments. I am also now in a position to share with you the results of the geophysical survey undertaken by SUMO of the scheme via this link [https://wsponline-my.sharepoint.com/:b:/g/personal/alex\\_grassam\\_wsp\\_com/EaRZJyB44bILoby0LMcozqYBXkDuteX7QBL7jIO-ABEq8A?e=7VWNKo](https://wsponline-my.sharepoint.com/:b:/g/personal/alex_grassam_wsp_com/EaRZJyB44bILoby0LMcozqYBXkDuteX7QBL7jIO-ABEq8A?e=7VWNKo). Please let me know if you have any problems with this link.

I have structured this email to respond to each of the points provided in the S42 response. I am aware that we have now completed our free cycle of pre-application advice and that any further comments would be subject to a fee.

Prehistoric burial mound 420m north-west of East Linkhall

The scheme design has now been updated to remove the proposed detention basin from this location and to exclude the entire field containing this Scheduled Monument from the application boundary. The assessment will now be addressing potential impacts on this asset due to change in setting only.

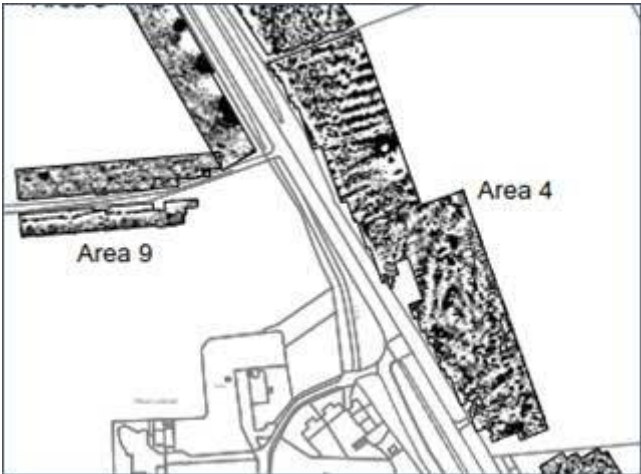
Potential waterlogged archaeological remains within the scheduled burial mound

The removal of the detention basin from this field and the exclusion of the entire field from the application boundary has removed this as a potential impact on this asset. As part of the assessment on all aspects of the

historic environment, I will be cross referencing the assessment work being undertaken by the hydrology team in order to determine the impacts.

Early development of detail  
This risk has been noted.

Archaeological evaluation on non-scheduled areas  
The geophysical survey has identified features of potential origin immediately to the west of Scheduled Monument Camp at West Linkhall (National Monument List Number 1006500). Below are the extracts from SUMO's report which relate to this.



KEY			
	Probable Archaeology		Agricultural (Ploughing / Drain)
	Possible Archaeology		Natural (zone / trend)
	Uncertain Origin (discrete / trend / increased response)		Pipe or Service
	Ridge & Furrow		Ferrous / Magnetic Disturbance



#### 5.1.4 Area 4

**1006500 (Scheduled Monument) Camp at West Linkhall.** Iron Age occupation defended settlement site abuts the Scheme Footprint to the east of this area.

There is a cluster of magnetic anomalies [3] similar to those located in Area 4; that is, some of the responses are associated with extant earthworks and depressions, whilst others are possibly pits or similar archaeological features. Ridge and furrow cultivation effects are also visible in the northern third of the survey area (red survey corridor below). Without the evidence of the standing earthworks, it is uncertain how much weight would have been given to the magnetic results features, but the suggestion is that the site extends beyond the outline shown in the earthworks plan.



There is a potential, therefore, for remains directly associated with the Scheduled Monument outside of the Scheduled Monument boundary and within the Proposed Scheme. In line with National Planning Policy for National Network and NPPF, we are proposing to undertake a trial trench evaluation to establish if we do have “non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments” and therefore “should be considered subject to the policies for designated heritage assets.” We request and welcome your input into the development of the intrusive programme of works, along with the County Archaeology office at Northumberland County Council.

The geophysical survey failed to identify any anomalies of potential archaeological origin to the west of Scheduled Monument North Charlton medieval village and open field system (NHLE 1018348). We are therefore not proposing any works in this area at this time.


Milepost – NHLE 1371021 – Grade II listed  
Comments noted.

Further pre-application involvement from Historic England

It is noted that we have now completed the free cycle of advice from yourselves and all further consultation would be subject to a fee. We will liaise with Highway England to get this in place as we would like to progress further consultation as quickly as possible to ensure we remain on programme.

We would also like to invite you to a site visit in order assist in determining the scope of the evaluation works proposed and to address any other matters relating to the impact of the Scheme on the historic environment. We are currently anticipating being on site next on either the 12<sup>th</sup> or 13<sup>th</sup> June.

Kind regards

 **MSc**  
Senior Heritage Consultant

**wsp**

T + 44 (0) 113 3956331



[REDACTED]

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# Appendix E

**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)**

## AGENDA & MEETING NOTES

<b>PROJECT NUMBER</b>	70038006	<b>MEETING DATE</b>	26 February 2020
<b>PROJECT NAME</b>	A1 in Northumberland: Alnwick to Ellingham	<b>VENUE</b>	Telephone
<b>CLIENT</b>	Highways England	<b>RECORDED BY</b>	■
<b>MEETING SUBJECT</b>	Cultural Heritage Assessment		

<b>PRESENT</b>	■ (WSP Cultural Heritage and Archaeology), ■ (WSP EAM&TP), ■ (Historic England)
<b>APOLOGIES</b>	None
<b>DISTRIBUTION</b>	As above plus: Highways England
<b>CONFIDENTIALITY</b>	Internal

ITEM	SUBJECT	ACTION	DUE
<b>1</b>	<b>Review of results of Trial Trenching: North Charlton Scheduled Monument</b>		
<b>1.1</b>	WSP provided Historic England the report detailing the results of the archaeological trial trenching in October 2019. The results had been negative (i.e. no archaeological remains identified). ■ highlighted the aerial photograph image from 1983 which shows earthworks of ridge and furrow within the Scheme and trial trenching area which are no longer extant. It is concluded that this area has been impacted since 1983 resulting in a loss of these features.		
<b>1.2</b>	■ queried the extent and boundary of the Scheduled Monument as shown on the plan and plotted on the ground on site. ■ explained that it had been marked out on site by PCA using GPS system. The trenches and test pits were located several metres from the boundary to take account for any inaccuracies in the GIS data and the GPS stakeout.	■ to provide images from site showing trench location	ASAP
<b>1.3</b>	■ queried the location of the earthworks thought to represent the surviving tail end of ridge and furrow, a key element of the Scheduled Monument, in relation to the scheme boundary. ■ explained that these landscape features lay within the designated area when it was set out, haven't been evaluated and will not be impacted by the Scheme.	■ to provide images from site showing trench location	ASAP

## MEETING NOTES

1.4	■■■ accepted that based on the current evidence, there would be no direct physical impacts causing substantial harm on the Scheduled Monument.		
2	<b>Haul Road in North Charlton</b>		
2.1	■■■ 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 it is to allow the potential for this to be explored at PCF Stage 5.		
2.2	■■■ queried if measures would be implemented in the CEMP to protect the North Charlton Scheduled Monument during construction. ■■■ confirmed that there are measures in the Outline CEMP.		
3	<b>Impact on the Setting of the North Charlton Scheduled Monument</b>		
3.1	■■■ and ■■■ discussed the conclusions of the assessment of impact on the setting of the Scheduled Monument. ■■■ agreed with ■■■ assessment that the impacts were minimal and would not constitute substantial harm.		
4	<b>Review of results of Trial Trenching: West Linkhall Scheduled Monument</b>		
4.1	WSP provided Historic England the report detailing the results of the archaeological trial trenching in October 2019. The results had been negative (i.e. no archaeological remains identified).		
5	<b>Impact on the Setting of the West Linkhall Scheduled Monument</b>		
5.1	■■■ and ■■■ discussed the conclusions of the assessment of impact on the setting of the Scheduled Monument. ■■■ agreed broadly with ■■■ assessment that the impacts would not constitute substantial harm, however the information provided in October did not show the proposed dualled scheme or the proposed landscape mitigation. This needs to be reviewed before assessment confirmed.	■■■ to supply relevant extract from the landscape plan	ASAP
6	<b>Statement of Common Grounds</b>		
6.1	■■■ and ■■■ briefly discussed the Statement of Common Ground process and confirmed it would commence shortly.		

## NEXT MEETING

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

[REDACTED]

---

From: [REDACTED]  
Sent: 08 April 2020 14:49  
To: [REDACTED]  
Cc: UK - Project - A1 Northumberland; [REDACTED]  
Subject: Summary of meeting - 26/02/2020. A1 in Northumberland  
Attachments: WSP\_A1inNorthumberland\_Meeting Notes\_26022020.docx; Camp at Linkhall.jpg; North Charlton, facing south.jpg

Dear [REDACTED]

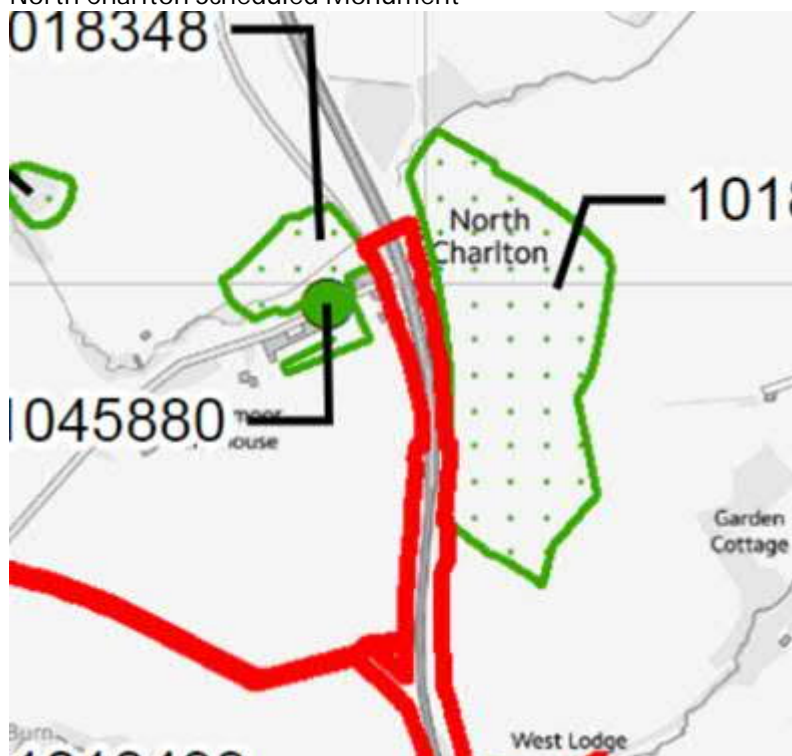
I hope you are well.

Please find attached the minutes of the meeting on the 26<sup>th</sup> February 2020. Can you please review and let me know if you are satisfied with the content.

There are outstanding actions from myself which I am hoping I can address in this email.

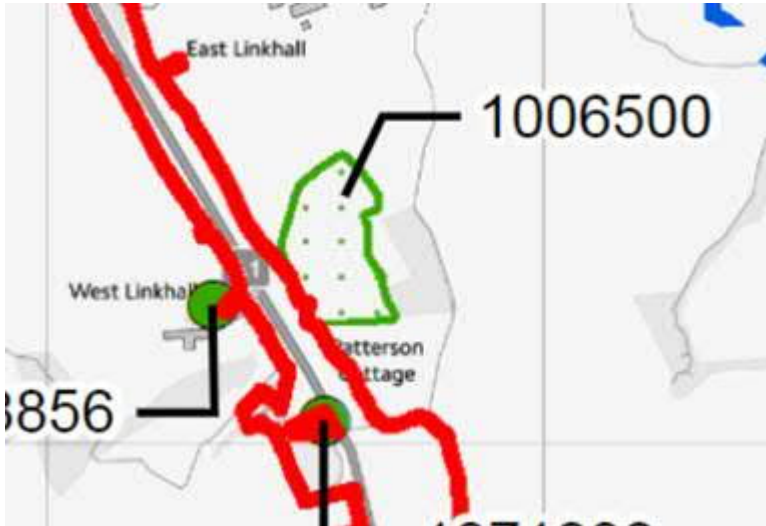
The first relates to the boundary of the North Charlton Scheduled Monument, the earthworks (the "combs" in particular), and the location of the works. I understand the concern, especially seen as though the western end of the scheduled monument boundary isn't marked by an existing field boundary. However, when PCA did the evaluation works, the first activity they did was to mark out the exact boundary of the scheduled monument using a GPS. This revealed that the east-west aligned earthworks on the top of the long north-south linear bank are located within the Scheduled Monument boundary. I had a look through my photographs taken on site during the works – attached is the best one I could find to illustrate it (Attached Image: North Charlton, facing south). This photograph is taken at the end of the southern most trial trench, looking towards the southern end of the Scheduled Monument. The red and white tape line on the left hand side of the photograph is the line of the monument. You can see the "combs" lie on the other side of the tape line. The ground rises upwards at the southern end of the site, and it is my belief that some, if not all, of this material originally lay across the area we evaluated but has been moved.

North Charlton Scheduled Monument



The second query was the impact on the setting of the scheduled monument Camp at West Linkhall . Below is the scheme design in this location. The existing road will be widened to the east, towards the monument. There will be haul running along the east side of it. The current highway here is elevated and runs on an embankment, and the scheme design includes widening the embankment. The embankment will then drop towards the scheduled monument, but will fall short of its boundary. I have attached a photograph taken on the site (Image: Camp at Linkhall). This is taken from the north end of the site looking south. Please let me know if you need any more information.

West Linkhall Scheduled Monument



Extract from Landscape Plan



Kind regards

**BA MSc MCIfA**

Principal Consultant: Cultural Heritage and Archaeology  
*Health and Wellbeing Champion*



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[REDACTED]

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From: [REDACTED]@HistoricEngland.org.uk>  
Sent: 13 May 2020 15:13  
To: [REDACTED]  
Cc: UK - Project - A1 Northumberland; [REDACTED]  
Subject: RE: Summary of meeting - 26/02/2020. A1 in Northumberland

Dear [REDACTED]

I'm very well and hope you and the wider 'A1' Team are likewise. Apologies for the time taken to respond to your email of last month – it has clearly been a difficult time for all of us, and things have been taking longer than we'd have liked.

The main issues covered:

- Location of the scheduled monument (section 1 of your notes). I do agree that provided the boundary of the scheme is to lie west of the "combs" then it will lie outside of the scheduled monument.

However, for the sake of completeness I need to say that we would in general advise not to rely on GPS only to mark out the boundaries of a scheduled monument on the ground. The polygons of (the majority of) monuments have been digitised against an OS 1:10000 raster map, and it is this map which goes with the schedule entry to show the extent of the monument. Using the polygons digitised from this map with GPS will always (particularly at the edges) be to some extent inaccurate because of the nature of raster depiction and changes in map bases. In cases where a decision is needed as to the boundaries of the monument then there is often a need for a discussion with us (and sometimes a site visit). In this case we are in agreement – looking at the 1:10000 and the line of the mapped scheduled monument, this has clearly been drawn to include the "combs", and to stop immediately beyond them. This being the case, and the DCO documentation needs to be very clear on this, then a direct impact on the monument will be avoided

- Haul road (section 2.1 in your notes) – I welcome the suggestion that the haul road is not currently proposed to run adjacent to the monument. However, we would still be concerned if, as the notes suggest, the Order Limits still include this area, to allow the potential haul road to be explored at a later stage. This would leave this issue, and therefore consideration of the potential impacts of the scheme, unresolved at DCO determination stage, and Historic England would have significant concerns with such a situation. We would advise a need for any need for a haul road to be resolved, and for clear and unambiguous consideration of its impacts if it is to be proposed, to be included at DCO stage rather than to be left ambiguous
- Setting impacts North Charlton (3.1) – I think that in the context of the monument, and the present surrounding landscape, it is unlikely that the proposal will have a harmful impact on the setting of the monument here. Clearly, regardless of Historic England's views, there is still a need for the DCO supporting information to provide a thorough assessment of such impacts, and the basis for the judgement that you have come to
- Evaluation trenches (4.1) – we note the results, but would defer to Northumberland County Council as to the implications of this work



- Setting of West Linkhall (5.1) – I think your note is fair. The information we looked at *suggested* that the impact on the setting of the monument here would be minor, but we did need to see the fuller information as described in your note in order to come to a more definitive view on this

Hope these help, and happy to talk further [REDACTED] as required.

All best wishes



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From: [REDACTED]@wsp.com]  
Sent: 08 April 2020 14:49  
To: [REDACTED]  
Cc: UK - Project - A1 Northumberland; [REDACTED]  
Subject: Summary of meeting - 26/02/2020. A1 in Northumberland

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Dear [REDACTED]

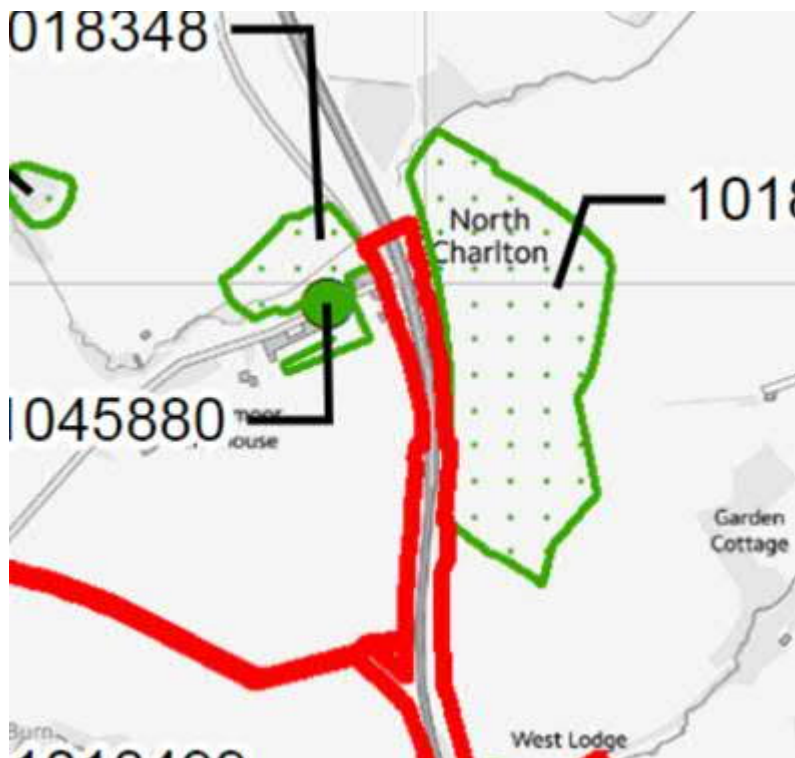
I hope you are well.

Please find attached the minutes of the meeting on the 26<sup>th</sup> February 2020. Can you please review and let me know if you are satisfied with the content.

There are outstanding actions from myself which I am hoping I can address in this email.

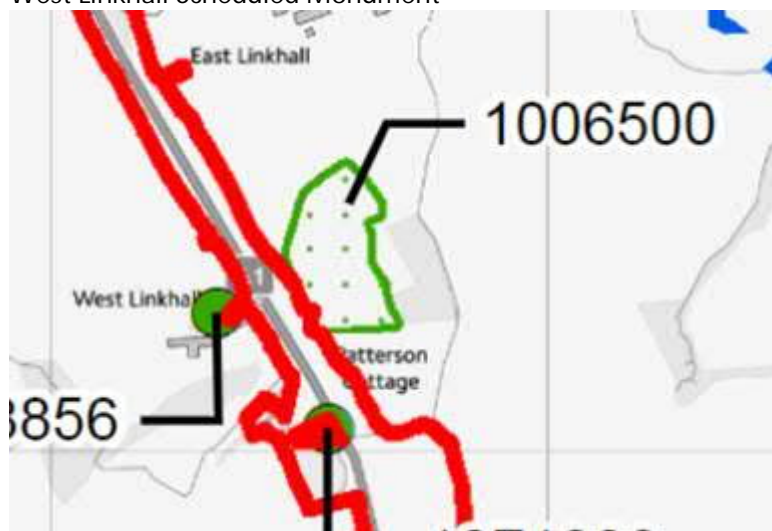
The first relates to the boundary of the North Charlton Scheduled Monument, the earthworks (the "combs" in particular), and the location of the works. I understand the concern, especially seen as though the western end of the scheduled monument boundary isn't marked by an existing field boundary. However, when PCA did the evaluation works, the first activity they did was to mark out the exact boundary of the scheduled monument using a GPS. This revealed that the east-west aligned earthworks on the top of the long north-south linear bank are located within the Scheduled Monument boundary. I had a look through my photographs taken on site during the works – attached is the best one I could find to illustrate it (Attached Image: North Charlton, facing south). This photograph is taken at the end of the southern most trial trench, looking towards the southern end of the Scheduled Monument. The red and white tape line on the left hand side of the photograph is the line of the monument. You can see the "combs" lie on the other side of the tape line. The ground rises upwards at the southern end of the site, and it is my belief that some, if not all, of this material originally lay across the area we evaluated but has been moved.

North Charlton Scheduled Monument



The second query was the impact on the setting of the scheduled monument Camp at West Linkhall . Below is the scheme design in this location. The existing road will be widened to the east, towards the monument. There will be haul running along the east side of it. The current highway here is elevated and runs on an embankment, and the scheme design includes widening the embankment. The embankment will then drop towards the scheduled monument, but will fall short of its boundary. I have attached a photograph taken on the site (Image: Camp at Linkhall). This is taken from the north end of the site looking south. Please let me know if you need any more information.

West Linkhall Scheduled Monument



Extract from Landscape Plan



Kind regards

**BA MSc MCifA**

Principal Consultant: Cultural Heritage and Archaeology  
*Health and Wellbeing Champion*



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# Appendix F

**MEETING MINUTES BETWEEN WSP  
AND HISTORIC ENGLAND  
(26/02/2020), EMAIL FROM WSP TO  
HISTORIC ENGLAND (08/04/2020),  
EMAIL FROM HISTORIC ENGLAND  
TO WSP (13/05/2020) AND**

[REDACTED]

---

From: [REDACTED]  
Sent: 17 September 2020 15:51  
To: Collins, Mike  
Cc: [REDACTED]; UK - Project - A1 Northumberland; [REDACTED]  
Subject: A1 In Northumberland Morpeth to Ellingham - Haul Road at North Charlton  
Attachments: WSP\_A1M2E\_Haul Road at Scheduled Monument.pdf

Dear [REDACTED]

I hope this email finds you well.

The DCO application for the A1 in Northumberland Morpeth to Ellingham has now been submitted to PINS. There are still a few matters to address so we can progress the preparation of Statements of Common Ground. A key one is the route and extent of the haul road in relation to the North Charlton medieval village and open field system (NHLE 1018348), at the north end of the Scheme. Following our last meeting about this matter in February, you returned the comment below.

Haul road (section 2.1 in your notes) – I welcome the suggestion that the haul road is not currently proposed to run adjacent to the monument. However, we would still be concerned if, as the notes suggest, the Order Limits still include this area, to allow the potential haul road to be explored at a later stage. This would leave this issue, and therefore consideration of the potential impacts of the scheme, unresolved at DCO determination stage, and Historic England would have significant concerns with such a situation. We would advise a need for any need for a haul road to be resolved, and for clear and unambiguous consideration of its impacts if it is to be proposed, to be included at DCO stage rather than to be left ambiguous.

We were not in a position to alter the Order Limits prior to the application so have not been able to remove this section. We have been working with design team for Stage 5, however, and have developed the attached proposal in relation to the haul road, which would be secured through the Construction Environment Management Plan. This would comprise of ending the haul road to the south of the field containing the Scheduled Monument and establishing an exclusion zone north of this for approximately 185m, where the DCO limits adjoin the Scheduled Monument boundary.

We've been asked to include a second separate section of haul road to the north of the exclusion zone, within the Order Limits, which would form a southern extension to the existing private road in case it is required. We undertook an archaeological evaluation in this area prior to the application and the trenches revealed no archaeological remains: all showed a minimal topsoil coverage (up to 300mm) onto natural, with no evidence for any of the ridge and furrow known to have been previously present in this area.

No construction activity would be permitted in the Exclusion Zone.

Please see the attached plan and the image below for illustration.



The aim of the proposals is to protect the areas immediately adjacent to the Scheduled Monument, which lies within the Order Limits.

We would appreciate it if you could consider these proposals and provide us with your opinions about it.

Kind regards

**BA MSc MCIfA**

Principal Consultant: Cultural Heritage and Archaeology  
Health and Wellbeing Champion



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# Appendix G

**EMAIL FROM WSP TO HISTORIC  
ENGLAND (17/09/2020)**

[REDACTED]

---

From: [REDACTED]  
Sent: 17 September 2020 15:51  
To: Collins, Mike  
Cc: [REDACTED] UK - Project - A1 Northumberland; [REDACTED]  
Subject: A1 In Northumberland Morpeth to Ellingham - Haul Road at North Charlton  
Attachments: WSP\_A1M2E\_Haul Road at Scheduled Monument.pdf

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Kind regards

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