

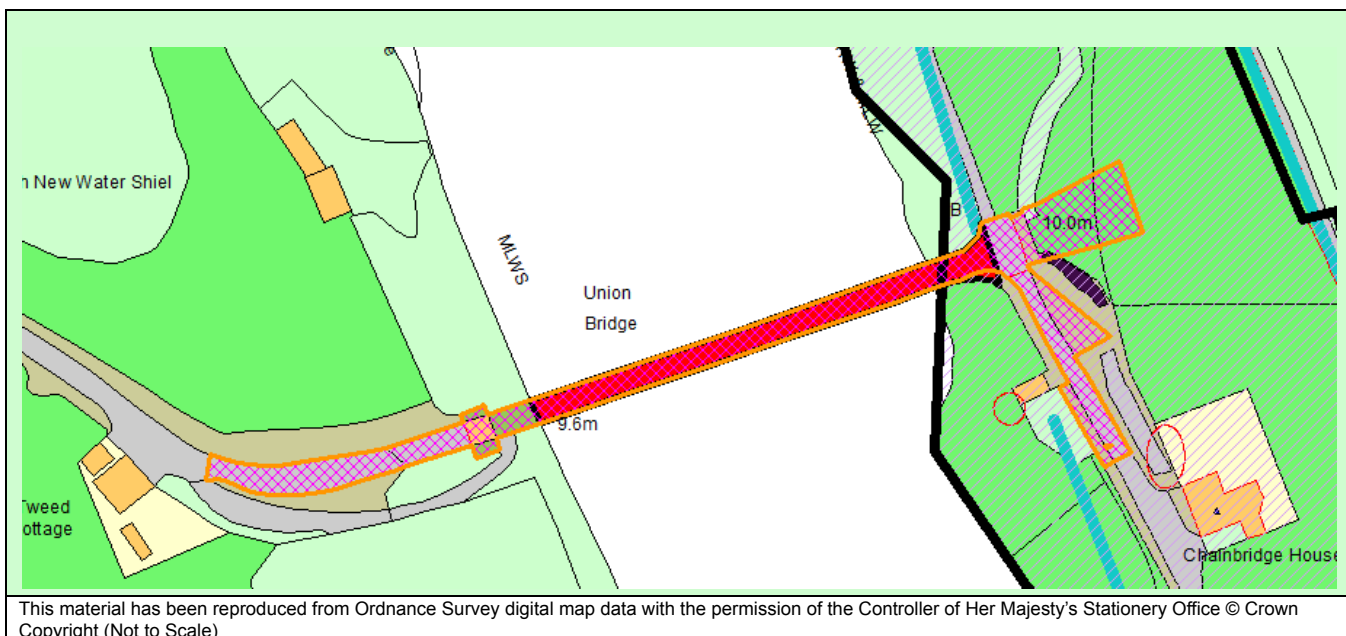


# Northumberland County Council

## North Northumberland Local Area Council 21st March 2019

<b>Application No:</b>	18/04432/LBC		
<b>Proposal:</b>	Listed building consent for essential conservation and structural repairs (Amended Site Location Plan 24.01.2019)		
<b>Site Address</b>	Union Chain Bridge, Horncliffe, Northumberland,		
<b>Applicant:</b>	Mr Greg Simpson Northumberland County Council, County Hall, Loansdean, Morpeth Northumberland NE61 2EF	<b>Agent:</b>	Mr Christopher Baglee 25 Main Street, Ponteland, Newcastle Upon Tyne, Northumberland NE20 9NH
<b>Ward</b>	Norham And Islandshires	<b>Parish</b>	Horncliffe
<b>Valid Date:</b>	14 December 2018	<b>Expiry Date:</b>	8 February 2019
<b>Case Officer Details:</b>	Name: Mr James Bellis Job Title: Senior Planning Officer Tel No: 01670 622716 Email: James.Bellis@northumberland.gov.uk		

**Recommendation:** That this application be approved subject to conditions



### 1. Introduction

This application is a county council application for Listed Building Consent and is therefore deemed appropriate for consideration at North Area Local Area Council.

## 2. Description of the Site and Proposal

2.1 The Union Chain Bridge (listed as Union Suspension Bridge - that part in England) is a grade I listed structure connecting England and Scotland across the River Tweed at Horncliffe. It dates from 1820 and is the oldest iron suspension bridge still in use by vehicles today. It is included in the Historic England Heritage at Risk Register. It has considerable aesthetic, evidential and communal significance.

2.2 The condition of the bridge is poor and is listed on the national Heritage At Risk Register. Not only does the structure require repair and repainting, it needs to be brought up to modern bridge standards if it is to remain in use for vehicles.

2.3 The proposal for the repair of the Grade I Union Chain Bridge. The full plans and the supporting documents provide full detail regarding the repairs which are very extensive, however a brief summary is included below. This Listed Building Consent is submitted to provide the Conservation assurance that the proposed methods will enable every element of this iconic structure to be totally conserved and repaired, providing a further 120 years viability as an important vehicular river crossing between England and Scotland, but without impacting on the original historic fabric and its significant setting.

2.4 Only the masonry Pylons (Item 9) and Chain Anchorages (Item 1), serve as the fixed elements between which, seven other elements of the bridge move together as a machine when loadings of lateral and vertical forces are applied, of wind, moving vehicles and expansion/contraction through changes in temperature.

The seven mechanical elements requiring removal, cleaning, inspection, repair or replacement, comprise:

- Item 2 - Removal of the two wire ropes, their hangers and anchorages;
- Item 3 - Replacement of the wrought iron hangers and repairs to the cast-iron hanger caps;
- Item 4 Replacement of the bottom chord steel angle supports;
- Item 5 Replacement of deck, support timbers, and deck boards. Alteration of carriageway width, kerbs & walkway widths;
- Item 6 Repairs to the railings and handrail. Addition of new railings at mid-span;
- Item 7 Replacement of the English deck-flap; and,
- Item 10 Repairs to the chains, links, and pins.

The additional repair and alteration work to the non-mechanical elements comprise:

- Item 1 Strengthening/augmentation of the existing chain anchorages;
- Item 8 Re-painting system and colours, following the historic paint analysis findings;
- Item 9 Stonework repairs to the pylons, abutments, anchorage piers, and embankment masonry;
- Item 11 Redesign of the approach roads, parking bays, hard surfaces, bollards statutory signage and interpretation panels. Repair work to the Tweed Bridges Trust marker stones and their proposed relocations.

## **3. Planning History**

**Reference Number:** N/07/B/0512

**Description:** Replacement of two missing hangers and one fractured hanger.

**Status:** PER

#### 4. Consultee Responses

County Archaeologist	<p>No objection, subject to condition</p> <p>The County Archaeologist has assessed the archaeological and historic significance of the structure and the impact of the proposed development on its historic fabric. Based on the available information, I have concluded that the proposed alterations to the structure are acceptable from an archaeological perspective, providing that the site is the subject of an appropriate programme of archaeological works.</p> <p>It is recommended that a condition for historic building recording is attached to this application in line with paragraph 199 of the NPPF. It will therefore be necessary for the developer to commission a professional archaeological specialist to undertake these works in line with Historic England's 2016 Guidance document 'Understanding Historic Buildings. A Guide to Good Recording Practice' and NCC Conservation Team (NCCCT) Site Specific Requirements document. The archaeological contractor will need to have sufficient time to record the historic structure prior to works commencing and during the programme of works.</p> <p>NCC would therefore be grateful, if it is intended to grant permission for this development, that the condition suggest is attached to any permission.</p>
Building Conservation	<p><b>Position</b></p> <p>Building Conservation supports the application.</p> <p><b>Impact</b></p> <p>Building Conservation has been closely consulted on proposals for the work through at times weekly meeting. Extensive and detailed surveys and testing have been carried out to inform this application which we fully support. We believe the proposal maximises the retention of significant historic fabric while making prudent and well considered interventions to extend significantly the useful life of the bridge. Some interventions such as the changes to edge protection are deviations from the original design but are considered necessary and fully justified. The proposal to dismantle the mechanical parts of the bridge entirely gives rise to considerations of the security and recording of the components which is discussed in the reports submitted. We note the proposal is to carry out work within a 500m radius of the bridge which suggests suitable facilities made available close to site. While the physical details of the yards and compounds fall outside the scope of this LBC we suggest dismantling should not commence until a secure facility is available to receive the dismantled components. While details provided in the application are comprehensive there are certain limited areas where it will be prudent to impose suitably worded conditions as follows:</p> <ul style="list-style-type: none"><li>• Before masonry repairs begin samples of the stone proposed and the mortar mix, finish and profile to be inspected on site agreed in writing by the LPA;</li><li>• Before masonry repairs begin measures for the protection of masonry remaining in situ in the course of the work shall be submitted to and agreed in writing by the LPA</li></ul>

	<ul style="list-style-type: none"> <li>• Before masonry repairs begin scaffold design to be agreed in writing by the LPA with prior to erection to protect the in situ masonry from eg mechanical fixings;</li> <li>• Notwithstanding details in the application for the repainting of the bridge the final colour scheme and paint specification shall be submitted for agreement in writing to the LPA prior to reinstatement on the bridge.</li> </ul> <p>We note Historic England in letters dated 18 January and 18 February 2019 have suggested certain conditions that in places coincide with those above. We support the further conditions proposed by Historic England.</p>
Historic England	<p>Recommendation - Historic England supports the application on heritage grounds.</p> <p>The additional information on the English Anchorage has clarified the repair and replacement methodology for this important part of the bridge and is a sound way forward. There are some details that could be subject to change as the work progresses, particularly through inspection after dismantling and we suggest the following additional condition to deal with this and other matters:</p> <p>English Anchorage - A definitive set of large-scale section drawings through the top stage of the English Tower, to include connection detail between the new anchorage and existing chains, and clarification of construction and detailing of the proposed tower capping; Following Stage 3 of the works to the anchorage a review of the recording needs and / or capacity for retention of historic elements and structure is undertaken and agreed; the type of stone to be used in the new capping of the tower to be agreed.</p>
Horncliffe Parish Council	Horncliffe Parish Councillors have considered the above application and agreed to support this application.
Scottish Borders Council	No response received.

## 5. Public Responses

### Neighbour Notification

Number of Neighbours Notified	5
Number of Objections	0
Number of Support	0
Number of General Comments	1

### Notices

Site notice - Listed Building Consent, 4th January 2019

Berwick Advertiser 10th January 2019

### Summary of Responses:

No neighbour representations have been received.

A letter has been received from the 'Friend of the Union Chain Bridge' charity. This supports the proposals, subject to that outlined below.

1. *We understand from section 4 of the application that, although the accompanying location plan identifies, edged red, the Bridge in its entirety, the application relates only to that part of the Union Bridge which is situated in*

*Northumberland. However, our representations are valid in respect of the entire bridge.*

- 2. We understand that the land edged blue on the location is accommodation land required for access during the course of the proposed works and does not form part of the application itself.*
- 3. Subject only to 4) below, we wish to record our full support for the application insofar as it relates to the proposed works as described in Section 3 of the application form, namely: "Essential conversion and structural repairs to the Union Chain Bridge, River Tweed".*
- 4. Given the description of the proposed works at 3 above, we do not believe that the proposals referred to in the accompanying report of Colour consultants form part of the said proposed works but, for the avoidance of doubt (and as the sign to which we refer is within the area shown edged red on the plan and, we believe, will form part of the listing we do not agree any proposal to remove the cast-iron "England" national sign from its present location immediately adjacent to the eastern exit from the bridge and co-located it with the cast iron "Northumberland" county sign some 30 metres up the road. It is in our view essential that this sign, which is itself of some considerable antiquity, should remain in its present location at the very access point to England and we therefore ask that, in any listed building consent granted for the engineering works, a condition be included to ensure that the existing cast-iron "Northumberland" county sign is retained in its existing location adjacent to the English pylon.*

The above is a summary of the comments. The full written text is available on our website at:

<http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.do?activeTab=summary&keyVal=PJXDMIQS0K500>

## **6. Planning Policy**

### 6.1 Development Plan Policy

F1 Environmental Wealth - Berwick upon Tweed Local Plan

F3 Tweed Valley, Kyloe Hills, Glendale Areas of High Landscape Value - Berwick upon Tweed Local Plan

### 6.2 National Planning Policy

National Planning Policy Framework (2019)

National Planning Practice Guidance (2018, as updated)

### 6.3 Emerging Planning Policy

Northumberland Local Plan - Regulation 19 version (January 2019)

## **7. Appraisal**

7.1 The main issue for consideration in the determination of this application falls on whether the proposed works would preserve and enhance the listed building, its setting and any features of architectural or historic interest, having regard to Sections

16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), Chapter 16 of the NPPF and the development plan.

7.2 Planning law dictates that applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) states that in considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The scope of assessing this application is therefore limited under legislation to the impacts on the listed building, rather than the merits of the application from a planning policy or perspective.

7.3 The development plan should be used as a starting point, in this instance formed by the Saved Policies from the Berwick Local Plan 1999 (2007). The proposal is also deemed to be in compliance with relevant policies F1 (Environmental Wealth), F3 (Tweed Valley and Kylee Hills and Glendale) of the Berwick upon Tweed Local Plan 1999 (Saved Policies 2007), Chapter 12 of the NPPF and Section 16 of the PLBCAA.

7.4 In July 2018 and February 2019 the Government published its updated National Planning Policy Framework (NPPF). The policies contained within the NPPF are significant material considerations which Local Planning Authorities have taken into account since the day of its publication. The NPPF contains guidance from paragraph 184 onwards on conserving and enhancing the historic environment within Chapter 16 'Conserving and Enhancing the Historic environment'. At paragraph 193 the advice states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

7.5 The NPPF recognises that the significance of a heritage asset can be harmed or lost through its alteration or destruction or through development within its setting and it places emphasis on the preservation and enhancement of heritage assets. In addition Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act require the local authority to have special regard to the desirability of preserving the listed building its setting and any features of special architectural or historic interest which it possesses.

7.6 The emerging Northumberland Local Plan, together with its up to date evidence, is a material consideration in the determination of planning applications. As per Para 48 of the NPPF the amount of weight that can be given to the emerging Local Plan depends upon the stage of the plan, the level of unresolved objections and its consistency with the NPPF.

#### Significance of the affected assets

7.6 The Union Chain Bridge is a grade I listed chain suspension bridge crossing the River Tweed and therefore the border between Scotland and England. Opened in 1820 it was the first such suspension bridge to carry vehicular traffic in Europe and is the oldest such bridge to still carry vehicular traffic in the world. Designed by Captain Samuel Brown, it was also a very innovative and influential structure pioneering the use of Brown's patented eye-bar wrought iron chains which cut the costs and time to

erect bridges and led to the construction of many such larger bridges such as the Clifton Suspension Bridge in Bristol.

7.7 The condition of the bridge is poor and is listed on the national Heritage At Risk Register. Not only does the structure require repair and repainting, it needs to be brought up to modern bridge standards if it is to remain in use for vehicles. The aim of this proposal is to do to both and ensuring that the repair is both sensitive to the historic fabric and fulfills its contemporary function is a challenge but ultimately, maintaining the building in use is not only a way to ensure its continued conservation but also a testament to the success and longevity of its design and manufacture.

#### Impact of the development upon the Listed Building

7.8 The main issue to consider in assessing this application is whether the proposed works would cause harm to the listed building or its setting and whether the works would be in keeping with the traditional building materials and techniques used on the buildings.

7.10 The application has been carefully assessed by both Historic England and the County Building Conservation Team and have raised no objection to the proposal. In summary Historic England welcomes and supports this proposal as a timely and well considered project. Further to this, the Building Conservation Officer also supports this application. Both bodies have suggested various conditions to be attached to the potential grant of consent. The planning officer has included appropriate conditions and appended these to this report.

7.11 The application is the result of extensive historical research, structural survey and discussion. Essentially, it would remove all parts of the bridge save for the masonry pylons and anchor points. That part to be removed can be termed the mechanical elements. Of these, the chains, pins and railings and hanging rods are the most significant in that they represent the design concept behind this type of bridge. With the exclusion of the hanging rods they are also for a great part - original fabric and their retention is central to maintaining the authenticity of the structure.

7.12 There have been adaptations and replacements over time but the bridge largely retains its original appearance. The biggest change to this original appearance through this proposal will be the railings which will be set back from the chain system and continued across the middle section of the bridge, whereas now they finish shy of the centre allowing an uninterrupted view of the chains as they reach down to the deck of the bridge. This change is regrettable but justified: in part because the way the chains engage with the railings causes structural stresses and also the need to ensure the safety of pedestrians at the middle section. Alternative proposals were discussed during the pre-application stage and this found to strike the best balance between historic integrity and appearance whilst satisfying the requirements of modern safety and structural standards.

7.13 The legislative framework has regard to Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires the local planning authority to have special regard to the desirability of preserving the Listed Building or its setting or any features of special architectural or historic interest which it possesses.

## Cross Boundary Matters

7.14 For clarity and following comments from the friends of the Union Chain Bridge, it is deemed appropriate to state the following. The application covers land in both England (Northumberland LPA) and Scotland (Scottish Borders LPA), with application made to both authorities. The redline on the site location plan shows the application site, with the blue line indicating land which is owned by either Scottish Borders Council or Northumberland County Council. The legality of this has been discussed with NCC legal services officers. Coordination has occurred to ensure that the two consents are both implementable with each other, with particular coordination on the conditions suggested.

## Other Matters

7.15 In relation to comments from the Friends of the Chain Bridge, it is understood that the 'county' and 'country' signs are to remain in situ.

## Equality Duty

7.16 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

## Crime and Disorder Act Implications

7.17 These proposals have no implications in relation to crime and disorder.

## Human Rights Act Implications

7.18 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

7.19 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.



7.20 Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

## **8. Conclusion**

8.1 The principle of the development is accepted.

8.2 It is considered that, the proposal is appropriate in relation to the host structure and represents an appropriate form of development that would not have an adverse impact on the appearance or the architectural and historic interest of the structure.

8.3 The main planning considerations in determining this application have been set out and considered above stating accordance with relevant Development Plan and Emerging Policy. The application has also been considered against the relevant sections within the National Planning Policy Framework (NPPF) and there is not considered to be any conflict between the local policies and the NPPF on the matters of relevance in this case.

8.2 The proposal does not harm the special character, appearance and setting of the Grade I Listed building, and the application has addressed the main considerations and would accord with relevant policy, subject to conditions placed on the application. The proposal is therefore recommended for approval.

8.3 The development complies with the policies of the Development Plan, the National Planning Policy Framework and the Emerging Northumberland Local Plan and relevant legislation relating to the issuance of Listed Building Consent.

## **9. Recommendation**

That this application be granted subject to the following conditions:

### Conditions/Reason

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

02. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans and documents. The approved plans for this development are:-

### Documents

Union Chain Bridge - English Tower - Detailed Construction Sequence - January 2019

## Plans

HB157290-B-C02-TBT-02-0101 - ENGLISH TOWER PROPOSED GENERAL ARRANGEMENT (Sheet 1 of 2) - Nov 18 - Rev B.  
HB157290-B-C02-TBT-02-0102 - ENGLISH TOWER PROPOSED GENERAL ARRANGEMENT (Sheet 2 of 2) - Nov 18 - Rev B.  
HB157290-B-C02-TBT-02-0120 - CONSTRUCTION SEQUENCE STAGES ENGLISH TOWER ANCHORAGE - Dec 18 - Rev A.  
H157290/B/C02/TBT/02/120 - Union Chain Bridge C02/TBT/02 English Tower General Arrangement Sheet 1 of 2 - Jan 2017  
H157290/B/C02/TBT/02/121 - Union Chain Bridge C02/TBT/02 English Tower General Arrangement Sheet 2 of 2 - Jan 2017  
H157290/B/C02/TBT/02/134 - Scottish Tower Sections & Details - Jan 2017 - Rev -  
H157290/B/C02/TBT/02/102 - Existing General Arrangement - Jan 2017 - Rev A.  
OPTION 5 SKETCH - Uploaded on 01 Feb 2019  
HB157290/B/C02/TBT/02/0033 - Location Plan - 10.01.19 - Rev A  
HB157290-B-C02-TBT-02-1509 - ITEM 5: ACME DECK PANELS COMPONENTS - Date 09/18 - Rev -  
HB157290-B-C02-TBT-02-1508 - ITEM 5: ACME DECK PANELS LAYOUT - Date 09/18 - Rev -  
05 - Anchor Plate Details - Date: 03/12/18 - Rev -  
HB157290/B/C02/TBT/02/326 - Item 1 Anchorages and Temporary Works - English Anchorage & Monitoring - Date 04/18 Rev -  
HB157290/B/C02/TBT/02/198 - Bridge Elements - Date 02/10/2017 Rev A  
HB157290/B/C02/TBT/02/SK06 - Item 3: Replacement of Original Hangers - Bridge Elevation Wire Rope Remove. Date 03/17. Rev -  
HB157290/B/C02/TBT/02/150 - Chain Referencing System - Date 05/17 - Rev -  
HB157290/B/C02/TBT/02/112 - Deck General Arrangement Sheet 1 of 3 - Date 01/17 - Rev -  
HB157290/B/C02/TBT/02/113 - Deck General Arrangement Sheet 2 of 3 - Date 01/17 Rev -  
HB157290/B/C02/TBT/02/114 - Deck General Arrangement Sheet 3 of 3 - Date 01/17 Rev -  
L-1948-PRP-002 - Design Options English Side - 10/12/18 - Rev 6.  
L-1948-PRP-001 - Design Options Scottish Side - 10/12/18 - Rev 6.  
M623/01 - ENGLISH PYLON DETAILS OF MASONRY CONSOLIDATION AS PROPOSED - Sept 2018 Rev A  
HB157290/B/C02/TBT/02/122 - English Tower Sections & Details - 01/17 Rev -  
04 - Ground Anchor Elevation and Sections - Date 03/12/18 - Rev -  
03 - Ground Anchor Layout and Cross Section - Date 03/12/18 Rev -  
HB157290/B/C02/TBT/02/227 - ITEM 3: Hanger Fatigue Indication Downstream Dated 03/17 Rev -  
HB157290/B/C02/TBT/02/226 - ITEM 3: Hanger Fatigue Indication Upstream Dated 03/17 Rev -  
HB157290/B/C02/TBT/02/171 - HANGER SCHEDULE DOWNSTREAM Dated 08/18 Rev -  
HB157290/B/C02/TBT/02/170 - HANGER SCHEDULE UPSTREAM Dated 08/18 Rev -  
HB157290-B-C02-TBT-02-1504 - Item 5: Longitudinal Deck Bearers Layout 09/18 Rev -  
HB157290-B-C02-TBT-02-1505 - ITEM 5: LONGITUDINAL DECK BEARERS COMPONENTS Dated 09/18 Rev -

HB157290/B/C02/TBT/02/SKT/09 - PROPOSED CONSTRUCTION STAGES (Sheet 1 of 3) Dated: Nov 18 Rev -

HB157290/B/C02/TBT/02/SKT/10 - PROPOSED CONSTRUCTION STAGES (Sheet 2 of 3) Dated: Nov 18 Rev -

HB157290/B/C02/TBT/02/SKT/11 - PROPOSED CONSTRUCTION STAGES (Sheet 3 of 3) Dated: Nov 18 Rev -

HB157290/B/C02/TBT/02/PI005 - Parapet Reference System Dated: 05/17 Rev-

HB157290/B/C02/TBT/02/381 - Item 6: Repair/Refurbishment of Handrailing Backstay Option 6 - Dated: 07/18 Rev -

HB157290/B/C02/TBT/02/340 - Item 2: Removal of Wire Rope - Existing General Arrangement - Dated: 01/18 Rev -

HB157290/B/C02/TBT/02/348 - Item 2: Removal of Wire Rope - English Pyramidal Capping Stone, Existing General Arrangement Dated: 03/18 Rev-

HB157290/B/C02/TBT/02/343 - Item 2: Removal of wire rope - Option 3 - Date: 01/18 - Rev -

HB157290/B/C02/TBT/02/344 - Item 2: Removal of Wire Rope Pyramidal Capping Stone Existing General Arrangement

HB157290/B/C02/TBT/02/292 - Item 8: Repainting Scottish & English Tower - Dated 06/17 Rev -

HB157290/BN/C02/TBT/02/290 - Item 8 Repainting Paint Specification & Details - Dated 06/17 - Rev A

HB157290/B/C02/TBT/02/291 - Item 8 - Reptainting Faying Surfaces & Details - Dated 06/17 Rev A

HB157290/B/C02/TBT/02/293 - Item 8 - Repainting Reference Panels - Dated 06/17 Rev A

HB157290/B/C02/TBT/02/360 - Item 4: Replacement of Bottom Chord Angles - General Arrangement & Details (Sheet 1 of 2) Dated 03/18 Rev -

HB157290/B/C02/TBT/02/361 - Item 4: Replacement of Bottom Chord Angles - General Arrangement & Details (Sheet 2 of 2) Dated 03/18 Rev -

HB15290/B/C02/TBT/02/355 - Item 3: Replacement of Original Hangers - General Arrangement & Details Dated 11/17 Rev -

HB157290/B/C02/TBT/02/224 - Item 3: Replacement of Original Hangers - Option 5 Sheet 5 of 6 - Date 03/17 Rev -

HB157290-B-C02-TBT-02-240 - Item 4: Replacement of Steel Angle Deck Timber Supports Dated 04/17 Rev-

NB157290/B/C02/TBT/02/SKT/05 - Scottish Anchorage - Option 4 General Arrangement - Dated Nov 18 Rev -

M623/02 - SCOTTISH PYLON - DETAILS OF MASONRY CONSOLIDATION AS PROPOSED EAST AND WEST ELEVATION - Dated Sept 2018 - Rev A

M623/03 - SCOTTISH PYLON - DETAILS OF MASONRY - CONSOLIDATION AS PROPOSED NORTH AND SOUTH ELEVATIONS Dated Sept 2018 - Rev A

M623/04 - SCOTTISH PYLON DETAILS OF MASONRY CONSOLIDATION AS PROPOSED NORTH AND SOUTH INNER ELEVATIONS OF ARCHWAY Rev -

HB157290-B-C02-TBT-02-1500 - ITEM 5: EXISTING GENERAL ARRANGEMENT - TIMBER DECK - Dated: 09/18 Rev -

HB157290-B-C02-TBT-02-1501 - ITEM 5: PROPOSED GENERAL ARRANGEMENT - TIMBER DECK - Dated: 09/18 Rev -

HB157290/B/C02/TBT/02/135 - Scottish Tower Anchor Block General Arrangement & Details - Dated 01/17 Rev -

HB157290/B/C021/TBT/02/211 - Item 1: Strengthening/Augmentation of the existing chain anchorages - english anchorage - option 6 Dated 03/17 Rev -

HB15790/B/C02/TBT/02/140 Suspension System General Arrangement & Details Sheet 1 of 4 - Dated 01/17 Rev -  
HB15790/B/C02/TBT/02/141 Suspension System General Arrangement & Details Sheet 2 of 4 - Dated 01/17 Rev -  
HB15790/B/C02/TBT/02/142 Suspension System General Arrangement & Details Sheet 3 of 4 - Dated 01/17 Rev -  
HB15790/B/C02/TBT/02/143 Suspension System General Arrangement & Details Sheet 4 of 4 - Dated 01/17 Rev -  
HB157290-B-C02-TBT-02-1501 - Item 5: Proposed General Arrangement - Timber Deck - Dated 09/18 Rev -  
HB157290-B-C02-TBT-02-1502 - Transverse Footway & Timbers - Layout - Dated 09/18 Rev -  
HB157290-B-C02-TBT-02-1503 - ITEM 5: TRANSVERSE & FOOTWAY TIMBERS - COMPONENTS - Dated 09/18 Rev -  
HB157290-B-C02-TBT-02-1507 - ITEM 5: TRANSVERSE DECK BEARERS COMPONENTS - Dated 09/18 Rev -  
HB157290-B-C02-TBT-02-1506 - ITEM 5: TRANSVERSE DECK BEARERS LAYOUT - Dated 09/18 Rev -  
HB157290/B/C02/TBT/02/PI008 - Inspection Bay 74 - May 2018 - Rev -

Reason: To ensure that the approved development is carried out in complete accordance with the approved plans.

03. A programme of archaeological work is required in accordance with NCC Conservation Team (NCCCT) Site Specific Requirements document (dated 23/01/2019) and Historic England's 2016 Guidance document 'Understanding Historic Buildings. A Guide to Good Recording Practice'. The archaeological scheme shall comprise three stages of work. Each stage shall be completed and approved in writing by the Local Planning Authority before it can be discharged:

- a) No development or archaeological mitigation shall commence on site until a written scheme of investigation based on NCCCT Site Specific Requirements and Historic England 'Understanding Historic Buildings' documents has been submitted to and approved in writing by the Local Planning Authority;
- b) The archaeological recording scheme required by NCCCT Site Specific Requirements and Historic England Understanding Historic Buildings documents must be completed in accordance with the approved written scheme of investigation; and,
- c) The programme of analysis, reporting, publication and archiving if required by NCCCT Standards and Site Specific Requirements and Historic England 'Understanding Historic Buildings' documents must be completed in accordance with the approved written scheme of investigation.

Reason: The site is of archaeological and historic interest.

04. Prior to the commencement of masonry works the following will be submitted and approved in writing with the LPA:

1. Samples of the stone proposed and the mortar mix, finish and profile.
2. A definitive set of large-scale section drawings through the top stage of the English Tower, to include connection detail between the new anchorage and existing

chains, and clarification of construction and detailing of the proposed tower capping; Following Stage 3 of the works to the anchorage a review of the recording needs and / or capacity for retention of historic elements and structure is undertaken and agreed; the type of stone to be used in the new capping of the tower to be agreed

Once agreed these will be inspected and approved via an on site assessment by the LPA. Development shall be carried out in accordance with the approved details.

Reason: To ensure the protection of the listed building/structure.

05. Prior to the reconstruction of mechanical parts of the bridge the final details (colour scheme and finish) for the metal works will be approved in writing with the LPA. This scheme will be informed by a historic paint analysis from the existing structure. Development shall be carried out in accordance with the approved details.

Reason: To ensure the protection of the listed building/structure.

06. Prior to the dismantling of the mechanical parts of the bridge the location and security of the chain system and railings shall be agreed and informed by a risk assessment which considers how to avoid loss and damage through transport to and from site and whilst in storage. This should be undertaken through a written method statement to be approved in writing by the LPA. Development shall be carried out in accordance with the approved details.

Reason: To ensure the protection of the listed building/structure.

07. Prior to the commencement of masonry repairs measures for the protection of masonry remaining in situ in the course of the work shall be submitted to and agreed in writing by the LPA. This will include details of the scaffold design and any fixings to be used. Development shall be carried out in accordance with the approved details.

Reason: To ensure the protection of the listed building/structure.

08. Prior to the dismantling of mechanical parts of the bridge, a methodology for the dismantling of the chain and railing components, including recording and labelling shall be submitted and approved in writing to the LPA.

Further to this, an assessment of the need for repair/renewal shall be submitted and approved in writing by the LPA, with method of repair and analysis and options for repair submitted and approved in writing by the LPA.

Development shall be carried out in accordance with the approved details.

Reason: To ensure the protection of the listed building/structure.

09. Prior to the reassembly, drawings of the final arrangement of the railings showing how new elements will bridge the middle section and how they will affix and combine with the existing elements shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved drawings.

Reason: To ensure the protection of the listed building/structure.

**Background Papers:** Planning application file(s) 18/04432/LBC