



Bishop Auckland Bus Station and Car Park

WRITTEN SCHEME OF INVESTIGATION

BL000034-JAC-XX-XX-RP-T-00004 | P03

14/04/23



Bishop Auckland Bus Station and Car Park

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Executive Summary

Durham County Council require archaeological investigation to support a planning application for a bus station redevelopment in Bishop Auckland, County Durham. Given the need to support the planning application with sufficient information to inform planning determination, an archaeological investigation is required within the planning application boundary. This document is a detailed method statement for an archaeological trial trench investigation. It is also a method statement for a watching brief on geotechnical ground investigation, which will be carried out concurrently with the archaeological trial trenching.

1. Introduction

This Written Scheme of Investigation (WSI) has been prepared by Jacobs on behalf of Durham County Council (DCC) as a project design for archaeological trial trench investigation and archaeological watching brief of geotechnical exploratory boreholes. It is to be submitted with a planning application for a proposed new bus station and car park in Bishop Auckland, County Durham (hereafter 'the proposed scheme').

Given the nature of the proposed development site as a working bus station, a pre-planning submission investigation is not possible as per the directions in the National Planning Policy Framework (NPPF). It has been agreed with DCC that the investigations will be carried out during partial closure of the facility in the immediate wake of the planning application submission.

The proposed scheme is located in the historic town centre of Bishop Auckland (approximate centre point of NGR NZ20872997) within an approximate application site area of 1.2ha.

2. Historic Environment Background

The archaeological resource relevant to the proposed scheme has been the subject of an assessment by Jacobs (Jacobs 2022, doc. BL000034-JAC-XX-XX-AS-T-00001) and this section is extracted from that report.

A 500m study area was chosen for the proposed scheme to place it in its archaeological, built heritage and historic landscape context.

2.1 Designated Assets

There are no scheduled monuments within the proposed scheme boundary or in the 500m study area.

The nearest scheduled monument to the proposed scheme is the Newton Cap Bridge 660m to the north-west.

The Bishop Auckland conservation area abuts the northern boundary of the proposed scheme. It also flanks the western and eastern sides of the proposed scheme, though the conservation area boundary lies further afield; 60m and 115m respectively.

2.2 Non-designated Assets

2.2.1 Prehistoric (c.750,000 BP – AD 43) Romano-British (AD 43 – AD 410) and Early Medieval periods (AD 410 – AD1066)

There are no known archaeological assets from these periods within the proposed scheme or in the wider study area.

2.2.2 Medieval (AD 1066 – AD 1485)

There are six assets from this period which include some levelled earthworks of indeterminate date but could well be medieval in date. These comprise:

- Auckland College (H1400) – the medieval remains of Auckland College
- Probable medieval remains at North Bondgate (H45211) – features such as pits, burgage plot and deposits relating to medieval tanning activity
- A levelled earthwork (HAZ no. 5926) running roughly north-south on the south side of the River Wear valley, north of the Market Place
- A levelled earthwork (HAX no. 6020) on the same valley side as above and running on the same axis as 5926 above and approximately 170m east of it
- A levelled earthwork (HAZ no. 5926) on the same valley side as the above and running on the same axis as those above and 10m east of 6020
- A levelled earthwork (HAZ no. 157) on the same valley side as the above and running on the same axis as those above and 175m east of 5926

2.2.3 Post-Medieval and Modern (AD 1485 – Present)

There are nine sites on the HER in the study area outside the proposed scheme which date to this period:

- St. Anne's (H1404 and H1405) – the site of stocks and black hole lockup in the post-medieval period

- Market House (H1406) - the so-called Market Cross at Bishop Auckland is in fact the Market House. It stood in the Market Place in a line with Fore Bondgate and around 50 yards in front of the Talbot Inn. One or two shops were attached. It was extant in 1672, and pulled down at about the beginning of the 19th century
- Auckland Grammar School (H1411) – early 17th century school pulled down in 1781
- Primitive Methodist Church, Tenters Street/Gibbon Street (H50569) - a church is first marked here on the second edition Ordnance Survey maps of 1894-99. It has been recorded that this was the site of a Primitive Methodist church on Tenters Street. Google Streetview images from 2013 indicate the site is now occupied by the Elim Pentecostal church; a modern dark-brick building with sloped roof rather than a late 19th century building
- Post-medieval linear ditch and linear pit, land adjacent to 4, Market Place (H60611)
- Site of Independent Chapel, 2 Great Gates (H66542) – built in 1829 and demolished around 2002
- Graveyard behind Friends Meeting House (H66545) – post-medieval in date, being present on a town map dating to 1850
- The Angel Inn (H66911) – a public house dating from 1840 and removed around 1980

There are no known buried archaeological assets from this period recorded on the HER within the proposed scheme or wider study area, although much of the built environment such as the bus station and adjacent MSCP (adjacent to the east) is of the early 1980's.

There are 44 listed buildings within the 500m study area. Thirty-nine are located within the Bishop Auckland conservation area (see above) with five outside the conservation area and are south of the proposed scheme.

2.3 Local historical background and archaeological potential

The following is a summary of information retrieved from the Bishop Auckland Town Team website (<https://bishopaucklandownteam.org/>).

'The earliest known reference to Bishop Auckland is a royal-ecclesiastical one, with the then village (probably dating from at least the late Anglo-Saxon (early medieval) period as a gift of a Bishop's borough given to the Bishop of Durham as a gift by King Canute in around 1020. Much of the town's earliest history surrounds its links with the Bishops of Durham. The development of the town is typical of those which grow up around a medieval marketplace instituted to generate revenue for the local aristocrat, but eventually superseded by rapid development following on from the innovations of the Industrial Revolution. With Bishop Auckland, the early 19th century saw the rapid development of the Durham Coalfield, and Bishop Auckland was surrounded by small pits, the last of which was closed in the 1960's, but retained its status as a Market Town, providing professional services and shopping for the many mining villages which surrounded it, and also the lead miners of Weardale.

Bishop Auckland's rapid development as an industrial town was enabled with the construction of the mainline railway. As with other industrial centres of the time, industrial development had both positive and negative effects, with the positive expansion of the town with new buildings and new facilities, but with also a rapid expansion in population and resultant problems of overcrowding. There has been a gradual decline in the industry of the area and by the mid-20th century, Bishop Auckland had changed substantially, becoming more a service hub for the district and a centre for shops and other infrastructure. The viaduct that once carried a railway over the Wear valley to the town and it's intersecting railway junction was abandoned as such in the 1960's and ultimately converted into the current road bridge.

There has been little formal archaeological intervention in Bishop Auckland's historic centre, and consequently knowledge of its early development in archaeological terms is severely limited. The previous desk studies relating

to property development within and in the vicinity of the Market Place identify a high potential for buried archaeology dating to the medieval and post-medieval periods.'

There is a high potential for the existence of post-medieval structural remains in the buried environment across the proposed scheme. The creation of the bus station in 1983 resulted in the existing mid and late 19th century built environment being removed, with presumably a certain amount of 'cut and fill' taking place across the site to make it as level a surface as possible.

Despite the demolition and levelling, it is reasonable to assume that there will be extensive buried remains of the 19th century houses, probably in the form of yard surfaces, wall footings and cellars. Such remains would survive under the levelling layers used for the existing bus station hardstanding.

The site was a field up until the mid-19th century and had been in close proximity to the medieval village of Bishop Auckland. Given that, it is possible that the buried environment might contain traces of medieval and early post-medieval field systems such as boundary ditches or ridge and furrow. It is unknown as to the extent to which the later housing and bus station removed these remains. There is a moderate potential for medieval remains to survive in isolated pockets across the site. These are more likely to be agricultural in nature than related to direct settlement (Jacobs 2022b).

Consultation with the DCC archaeological advisor has revealed that developments near to the proposed scheme have revealed significant archaeological deposits quite close to the present day ground surface and any development activity that is deeper than around 1m in depth below it has a reasonable chance of containing such remains.

3. Scope of Works

3.1 Trial Trenching

The trial trenching of the proposed scheme has been designed around:

- preliminary geotechnical ground investigation
- the partial closure of the bus station, which has to remain in operation until such time as the commencement of construction
- the location of services
- the location of extant structures, either buildings or street furniture
- the alignment of the roads on the site, so as help keep the bus station operational
- the proposed drainage attenuation design

The application area incorporates portions of current hardstanding which will not be affected by development other than some superficial work such as resurfacing:

- a portion of Clayton Street
- a proposed bus DIRO manoeuvring area
- a ground level car park

The proposed construction activity which will likely have more than a superficial impact upon the existing ground levels are:

- The drainage attenuation tanks proposed for the ground beneath the bus station forecourt will require excavation approximately 350m²
- The excavation necessary to install the ground level car park (west of the bus station) drainage tanks - 300m²
- A new electricity sub-station – 100m²
- Estimated total excavation to depth for tree pits around the new buildings – approximately 510m²

The estimated total area for significant disturbance at depth is therefore approximately 1260m². The total area might be more owing to the potential for new services or diversions of existing utilities. A 5% sample of this total would amount to 63m². In terms of area, that would equate to just over three 20m x 2m archaeological trial trenches.

The supporting figure (Figure 1, Appendix A) demonstrates the placement of six trial trenches within the proposed scheme boundary. These comprise:

- Two 20m x 2m trial trenches within the current bus layover area (within the area of the proposed car park)
- Four 10m x 2m trial trenches: one within the location of the proposed bus station building, two in the area of the proposed bus manoeuvring area and one in the proposed car park

The total area of trenching amounts to 160m² within the most heavily affected areas i.e. those areas where excavation will be more than 1m deep below the existing ground surface.

3.2 Post Excavation

Following the cessation of field investigation, the archaeological contractor appointed by DCC to carry out the trial trench investigation and archaeological monitoring of the geotechnical inspection pits will produce a report based on the results. A draft report will be produced and submitted to the contractor's client within a fixed time period agreed between the two.

4. Research Framework

4.1 Aims

The principal aims of the trial trench investigation are to:

- To establish the presence, extent and significance of buried archaeological remains within the areas of the proposed scheme most affected by construction-related disturbance of buried deposits
- To inform the need for, and scope of, a robust archaeological mitigation strategy
- To generate sufficient information to inform a decision on the planning application and the need for any conditions applied to consent, if granted
- To generate more information on the presence of archaeology in Bishop Auckland and disseminate the results in the public domain

4.2 Research Questions

The north-east regional research framework (Petts and Gerrard 2006) sets out the research questions that every archaeological project should seek to address in the region.

The nominated archaeological contractor will need to make reference to the research framework in their client report and seek to add information to the following referenced themes:

- The prehistoric periods (pp 121 – 150 of Petts and Gerard 2006)
- The Roman period (pp 143 -153 *ibid.*)
- The early medieval period (pp 155-166 *ibid.*)
- The medieval period (pp 165-175 *ibid.*)
- The post-medieval period (pp 186 – 188 *ibid.*)
- 20th century (pp 189 – 196 *ibid.*)

5. Method Statement

5.1 General

This section states the methodology to be used during the archaeological trial trench investigation and watching brief.

The investigation is required to generate information in accordance with the directions within the Chartered Institute for Archaeologists Codes of Conduct and standard and guidance (CIfA 2014a and c) documents. It also adheres to the DCC 'Standards for all Archaeological Work in County Durham and Darlington' (DCC no date).

5.2 Trial Trenching

The trial trenching will comprise the excavation of:

- two 20m x 2m trenches
- four 10m x 2m trenches

The locations of these are shown on a supporting plan (Figure 1, Appendix A).

The trenches will be located accurately using a survey grade Global Positioning System (GPS) or total station.

The trenches have been located given the array of known buried services across the site and in line with the areas of heaviest impact from construction on the buried environment. The need to maintain the operation of the existing bus station during investigation has also been a factor in trial trench location.

The appointed archaeological contractor will be excavating through hardstanding surfaces. This will require a wheeled excavator (a 'rubber duck') fitted with a hydraulic breaker. The excavation of the broken hardstanding can be undertaken using a toothed bucket, but the deposits underneath will be excavated under archaeological direction using a flat (toothless) ditching bucket.

The removal of overburden will take place and the spoil deposited at a safe distance to one or both sides of the open trench. Excavation will continue until a layer of archaeologically significant remains are found or to the top of natural buried geology, whichever is first.

Should significant archaeology or natural underlying geology not be present in the first 1.20m below ground level (bgl) after machine excavation, further excavation (whether by machine or by hand) will only continue with the use of a trench box. A trench box may be employed at less than 1.2m should the material bgl appear loose. Where feasible, such as when the trenches are archaeologically sterile, the excavations will not be left open overnight. Backfilling will require the consent of the DCC archaeological advisor.

Care will be taken not to damage any areas containing significant archaeological remains which might merit preservation in situ. Such evidence might include deep, complex stratified archaeological deposits or structures. Such evidence, if identified, will be protected with a geotextile matting prior to backfilling.

Where archaeological features are identified, these areas will be hand-cleaned to ensure they are properly defined and recorded in line with the contractor's recording manual and the need for an accurate base plan.

Should significant features be identified that would warrant caution in approach, the archaeological contractor will contact the DCC archaeological advisor to agree an appropriate way forward.

A sufficient sample of features or deposits will be hand excavated and recorded to provide sufficient understanding of their form, extent and significance to be ascertained. No features or deposits will be removed entirely unless unavoidable.

A metal detector will be used during the trenching.

The location of the trenches will be plotted on to an Ordnance Survey (OS) grid with north clearly indicated. Levels above Ordnance Datum (aOD) will be recorded for the ground surface and bases of the trenches together with all the archaeological assets identified.

All written recording will be carried out using standard pro-forma sheets and registers to enable the production of an ordered and internally consistent archive. Drawn plans and sections will be made at an appropriate scale on drafting film indicating levels aOD throughout. Planning of the trenches and archaeological features within can be using a survey grade GPS, if available.

A full digital photographic record of the trial trenching will be made as part of the archive. Photographs will include:

- The general area of the investigation prior to and after the completion of trenching
- The trenches following machine excavation
- Each archaeological intervention
- Representative sections
- General working shots

Owing to the part-operational nature of the bus station during the investigation, it might be necessary to open, record and backfill some trenches before progressing on to others. This would be necessary so as not to take up larger areas of the bus station for trenching, rendering it inoperable. The machine-hire period for the wheeled excavator might therefore have to reflect this working pattern.

Given the presence of significant archaeology in a trench, it may not be possible to clean and record whatever is present in a day. In this case, the trench will have to be kept open overnight, and all measures necessary to secure the trench will be made, such as use of secured heras fencing.

On completion of archaeological hand-excavation and recording, and with the agreement of the DCC archaeological advisor, the trenches will be backfilled with their arisings. The trenches will be levelled and compacted by machine.

Given the need to make the surface fit for an operational bus station, DCC will have to ensure that the surfaces of the trenches are restored to be flat and safe. A road surface contractor will be required to reinstate the surface to an operational state.

5.3 Watching Brief

The geotechnical ground investigation across the proposed scheme to inform the engineering solutions will be undertaken concurrently with the trial trench investigation detailed above. The exploratory borehole locations are shown on the attached figure (BL000034-JAC-ZZ-ZZ-DR-G-01001, Appendix A).

Each borehole location will require the hand excavation of an inspection pit, which will be archaeologically monitored. The inspection pits will be excavated to approximately 1.2m in depth. Archaeological recording can be carried out from the edges of the trench, but when necessary i.e. archaeological recording not being practicable from outside the excavation, the monitoring archaeologist should be afforded access to make a record of the remains present.

The location of the exploratory boreholes will be plotted on to an OS grid with north clearly indicated. Levels aOD will be recorded for the ground surface and bases of the trenches together with all the archaeological assets identified.

All written recording will be carried out using standard pro-forma sheets and registers to enable the production of an ordered and internally consistent archive. Drawn plans and sections will be made at an appropriate scale on drafting film indicating levels aOD throughout. Planning of the trenches and archaeological features within can be using a survey grade GPS, if available.

A full digital photographic record of the trial trenching will be made as part of the archive. Photographs will include:

- The general area of the inspection pits, plus working shots
- The inspection pits, taken from the edge of the excavation
- Representative sections

5.4 Finds and Samples

Artefacts recovered will be bagged and labelled by archaeological context. Arrangements will be made for preliminary dating of finds by specialists while the archaeological investigation is ongoing to allow information feedback to the archaeological site strategy.

Any finds believed to fall within the statutory definition of Treasure will be removed to a safe place and reported to the local coroner according to the procedures relating to the Treasure Act 1996 as amended. If the artefact cannot be removed from the trench, appropriate security measures will need to be put in place. All relevant parties will be informed of the discovery including the landowner, client (if different from the landowner), the DCC archaeological advisor, the regional portable antiquities scheme finds liaison officer (PAFLO). A Treasure Receipt will be completed and a report submitted to the Coroner's office and the PAFLO within 14 days of understanding the find is treasure.

A high priority will be given to dating any remains. Artefacts recovered from the trial trenches are therefore to be retained. Following a finds assessment, some types may be discarded with the agreement of the DCC archaeological advisor.

Where domestic artefacts are not recovered, consideration will be given to the archaeological contractor to the use of radiocarbon (carbon-14) dating if warranted by the type of sample and its quantity. This will be agreed on a case-by-case basis with the DCC archaeological advisor.

Assessment of artefacts will be made by an appropriately qualified and experienced specialists. These will be named by the appointed contractor prior to the implementation of the trenching exercise.

All artefacts will be treated in accordance with the relevant professional guidance, in this case from the UK Institute for Conservation (UKIC 2001) and Historic England (Historic England 2005 and 2006).

Any remains thought to be human will be left in-situ. Removal can take place only under a Ministry of Justice licence. The decision to acquire a licence and record and remove any human remains will be decided on in conjunction with the DCC archaeological advisor.

Sealed and stratified archaeological contexts will be considered for environmental bulk sampling. The collection and processing of environmental soil samples will be carried out in accordance with Historic England guidelines (Historic England 2011).

Residues and sieved fragments from environmentally processed soil samples will be recorded and retained with the project archive. If appropriate, samples will be processed by flotation for charred material. The heavy residues will be scanned with a magnet to recover micro-waste.

Samples will be taken for scientific dating where necessary for the development and subsequent mitigation strategies and/ or as required.

5.5 Monitoring

Provision will be made for archaeological monitoring visits from the DCC archaeological advisor.

5.6 Reporting and Archiving

All post-excavation procedures will follow the outline above and those in accordance with the ClfA standard and guidance (ClfA 2014a).

Details on the style and format of the report on the trial trenching exercise will be determined by the archaeological contractor, and could be based on the following structure:

1. A non-technical summary
2. Introduction
3. Project background
4. Archaeological background
5. Methodology
6. Results
7. Discussion and conclusion
8. Specialist assessments (artefacts, organic remains etc)
9. Supporting figures
10. Supporting data
11. Index to or location of the project archive
12. References
13. Photographic references

The report will include the following reference information:

- Full site name
- DCC site code
- OS National Grid Reference
- Author(s)
- Organisation / contractor
- Fieldwork dates

- Fieldwork staff
- Date of report production
- Commissioning body

Details of the project will be submitted to the Online Access to the Index of Archaeological Investigations (OASIS).

The results of the work might be published in a regional archaeological journal if the significance of the archaeological remains warrant such treatment.

Post-excavation archiving shall be undertaken in accordance with the requirements set out in the ClfA's standard and guidance document (ClfA 2014b) and Historic England's guidance (Historic England 2015).

The archaeological contractor will ensure that the fully integrated site archive shall, with the assent of the landowner, be deposited within the appropriate repository. The repository shall be notified in good time prior to the deposition of the archive.

The archiving of digital data shall be carried out according to the Archaeology Data Service (ADS) / Digital Antiquity guides to good practice (ADS 2013) and the ClfA's standard and guidance for archives (ClfA 2014b). The digital archive shall be deposited with the ADS and in accordance with the ADS guidelines (ADS 2015).

5.7 Provisional Programme

Owing to the need to keep the bus station operational this investigation will take place after the submission of the planning application. This WSI has formed part of the application submission documents and has been approved by the DCC archaeological advisor in advance.

The fieldwork will hopefully be completed and the report available to be submitted to DCC in the wake of the formal application. It is hope that the report on the results will be submitted before the formal planning determination process is complete.

5.8 Health and Safety

The archaeological contractor will prepare a risk assessment and method statement (RAMS) for the trial trenching for approval by DCC in advance of the fieldwork.

All relevant health and safety regulations must be followed, including but not exclusively:

- The Health and Safety at Work Act 1974
- Management of Health and Safety at Work Regulations 1999
- Manual Handling Operations Regulations 1992 (as amended 2002)
- The Construction (Design and Management) Regulations (updated 2015)
- The Reporting of Injuries, Diseases and Dangerous occurrences Regulations 2013

Where a site is operating under the Construction (Design and Management) Regulations (updated 2015) all work will be implemented in accordance with a Construction Phase Plan prepared by the Principal Contractor.

No access will be permitted to the excavated area where this exceeds a depth considered to be a safe working environment. It is assumed in this document that an approximate safe working depth will not exceed 1.2m. However, this will need to be determined by the lead archaeologist on site, subject to local ground conditions. Wherever possible the trial trenches will be backfilled on the same day as they are opened. In some circumstances it may be necessary to keep a trench open overnight so as to afford sufficient time to clean and

record the archaeological remains present. In this scenario the trenches will be made secure through use of appropriate fencing.

6. Other Matters

6.1 Contractor

The appointed archaeological contractor will preferably be a ClfA-registered organisation (RAO) and have extensive experience of working on urban sites in County Durham.

The archaeological field team deployed by the archaeological contractor will include only full-time professional archaeological staff. All staff in supervisory positions should be members of the ClfA at the appropriate level.

6.2 Copyright

The copyright in all reports, drawings and other documents and information prepared by the archaeological contractor in connection with the investigation shall be held by DCC. However, the archaeological contractor will retain the right to be identified as the author of all project documentation, reports and publications as defined in the Copyright, Designs and Patents Act 1988 (Chapter IV, s.79).

6.3 Codes of Practice

The following statutory provisions and codes of practice will be adhered to where relevant:

- All statutory provisions and by-laws relating to the work in question, especially the Health and Safety at Work Act 1974
- The ClfA Code of Conduct
- The ClfA code of approved practice for the regulations of contractual arrangements in field archaeology

6.4 Variations

Any variations to this WSI that the contractor may wish to make must be approved in advance by the DCC archaeological advisor.

7. References

ADS 2013 Caring for digital data in archaeology: a guide to good reporting practice, Archaeology Data Service

ADS 2015 Guidelines for depositors (Version 3.0), Archaeology Data Service

CIfA 2014a Standard and guidance for archaeological field evaluation, Chartered Institute for Archaeologists, updated October 2020

CIfA 2014b Standard and guidance for the collection, documentation, conservation and research of archaeological materials

CIfA 2014c Standard and guidance for archaeological watching brief, Chartered Institute for Archaeologists, updated October 2020

DCC Standards for all archaeological work in County Durham and Darlington

Historic England 2005 A strategy for the care and investigation of finds

Historic England 2006 Guidelines on the X-radiography of archaeological metalwork

Historic England 2011 Environmental archaeology: a guide to the theory and practice of methods, from sampling and recovery to post-excavation, 2nd edition

Historic England 2015 Management of Research Projects in the Historic Environment: The MoRPHE Project Managers' Guide

Jacobs 2022a Bishop Auckland Bus Station and MSCP: Statement of [Heritage] Significance, Jacobs document reference BL000034-JAC-XX-XX-PP-T-00001

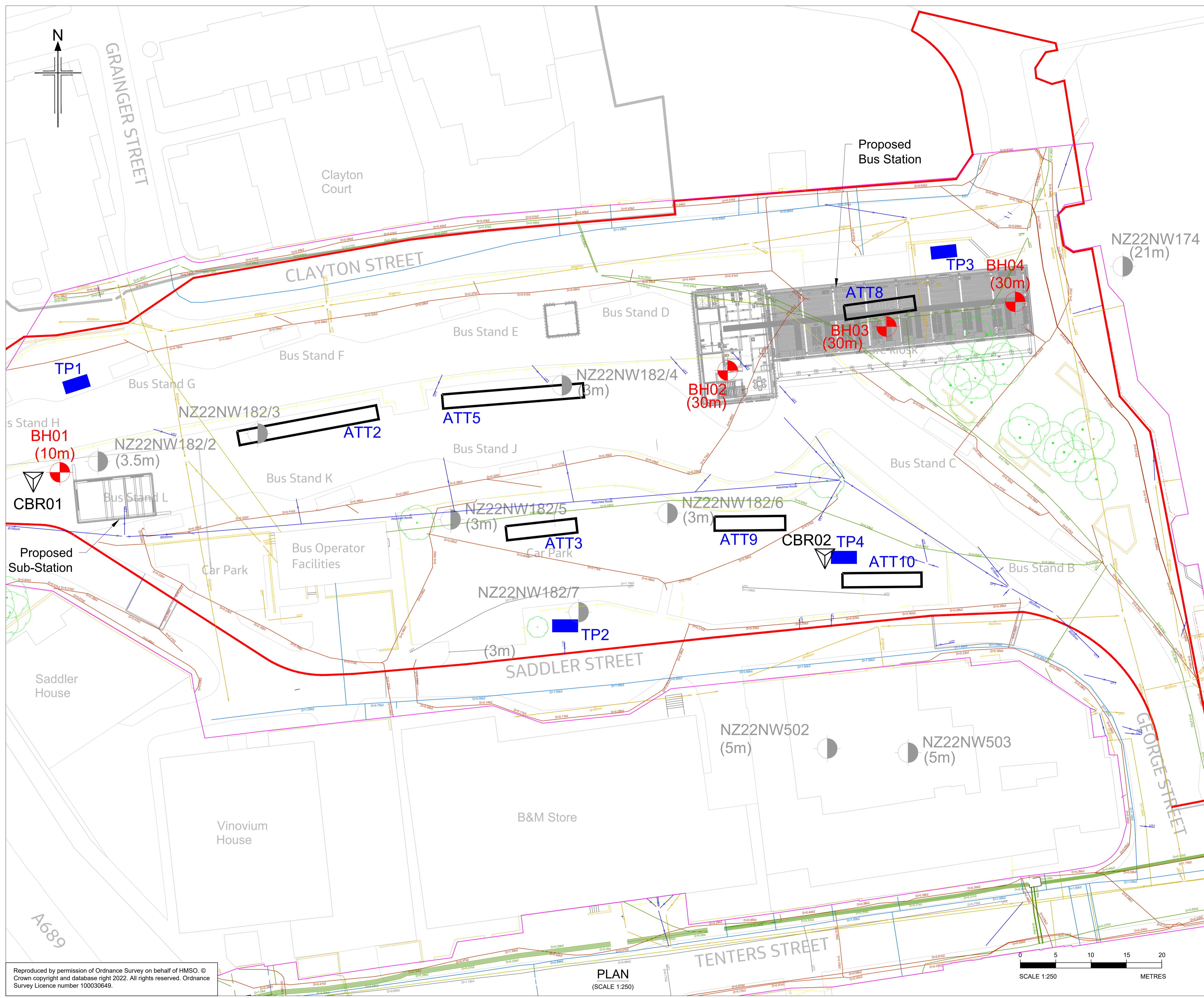
Jacobs 2022b Bishop Auckland Bus Station and MSCP: Archaeological Desk-Based Assessment, Jacobs document reference BL000034-JAC-XX-XX-AS-T-00001

Petts, D with Gerrard, C 2006 Shared Visions: The North-East Regional Research Framework for the Historic Environment

UKIC (UK Institute for Conservation) 2001 Guidelines for the preparation of excavation archives and long-term storage

Appendix A. Figures

BL000034-JAC-ZZ-ZZ-DR-G-01001 Proposed Exploratory Hole Location Plan



1. THIS DRAWING IS TO BE PRINTED IN COLOUR.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
4. ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM.
5. ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING WORK ON SITE. ANY REQUIREMENTS FOR MODIFICATIONS OR ALTERATIONS ARE TO BE CARRIED OUT WITH THE APPROVAL OF PROJECT MANAGER.
6. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR TEMPORARY STABILITY OF THE STRUCTURE DURING ALL STAGES OF THE WORK. THE STEELWORK CONTRACTOR SHOULD ALLOW FOR ALL NECESSARY TEMPORARY BRACING AND PROPPING. DETAILS OF TEMPORARY WORKS TO BE SUBMITTED TO THE ENGINEER PRIOR TO INSTALLATION.

Legend:

- Base Mapping
- Site Boundary
- Borehole Location and Depth
- Trial Pit Location
- Historical Exploratory Hole Location and Depth
- Archaeological Trial Trench Location
- Insitu CBR Test Location

- Notes:**
1. This drawing is for information and it is not for construction.
 2. All dimensions in metres unless otherwise stated.
 3. Do not scale from this drawing. All dimensions must be checked / verified on site.
 4. The utilities shown are based on a desk based search and should be verified in conjunction with responses and disclaimers from utility companies. The accuracy of the utilities shown is not guaranteed. Contractor to ensure up to date service plans are obtained prior to GI works commence (dated within 90 days prior to site works commencing).
 5. Access subject to permissions and site inspection.
 6. A joint site visit involving the Designer, Principal Contractor and Employer is needed to verify conditions on site and to enable investigation locations, compound locations, access routes and the positions of any hazards or constraints to be finalised ahead of any site works.
 7. A UXO pre-desk study has been carried out and a detailed UXO desk study, whilst prudent, is not considered essential for these works.

SAFETY, HEALTH & ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION

- 1) Presence of underground and overhead utilities. Boreholes positioned minimum 5m distance from buried services, 10m from overhead services or as otherwise agreed with the prevailing statutory undertaker/service provider. Utilities plans to be kept on site during the works and all measures possible taken to avoid services working to PAS 128.
- 2) Working in areas where other vehicular movements are anticipated and members of the public may be present.
- 3) Asbestos may be present in Made Ground. Note that contractor to prepare Plan of Work and Risk Assessment to comply with Control of Asbestos Regulations 2012. All site staff to be asbestos awareness trained with key staff Non-Licensed work trained.
- 4) Contaminated land / groundwater. Ground investigation contractor to ensure site operatives have and use suitable PPE for BDA YELLOW site and there are suitable methods for drilling through made ground to reduce risk of contamination migration.
- 5) Low risk of UXO has been identified. Contractor to follow recommendation in risk assessment.
- 6) Open excavations. Excavations to be fenced off from public and strictly no entry to site personnel, then backfilled within the same day.
- 7) Presence of protected species. Contractor to avoid these and / or amend working methods in liaison with Ecological Clerk of Works.
- 8) Glacial Till is heterogeneous and may contain boulders of bedrock which may be problematic during the investigation works.

NOTE: THE HEALTH AND SAFETY INFORMATION SHOWN ON THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE HAZARD/RISK ASSESSMENT AND THE BDA YELLOW SITE OPERATIONAL PLAN. THE BDA YELLOW SITE OPERATIONAL PLAN MAY BE DIFFICULT TO MANAGE. UNUSUAL OR NOT LIKELY TO BE OBSERVED TO A CONTRACTOR OPERATOR MAINTAINER AND IS NOT A DEFINITIVE LIST OF ALL HEALTH AND SAFETY RISKS ARISING FROM THE WORKS.

Rev	Rev. Date	Purpose of revision	Orig	Check'd	Rev'd	Appr'd
P01	17/06/22	ISSUED FOR REVIEW AND COMMENT	JN	SC	SC	DB
P02	16/12/22	ISSUED FOR REVIEW AND COMMENT	JN	SC	SC	DB
P03	13/04/23	ATT LOCATIONS UPDATED TO DCC REQUIREMENTS	SB	IA	SC	GC

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**BISHOP AUCKLAND
 BUS STATION & CAR PARK**

**PROPOSED EXPLORATORY HOLE
 LOCATION PLAN**

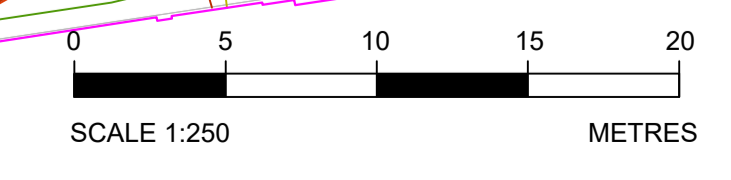
Drawing Status: Suitable for Stage approval
 Suitability: S4

Scale: 1:250
 DO NOT SCALE

Jacobs No. BL000034
 Client No. Rev P03
 Drawing Number BL000034-JAC-ZZ-ZZ-DR-G-01001

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PLAN
 (SCALE 1:250)



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