

Our Ref: 12444-2 Devizes Castle Moat Bridge

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Comment in reply to Historic England – Ancient Monuments Comment No. WC-26-02-363280 by Joanne Fisher dated 13/02/2026

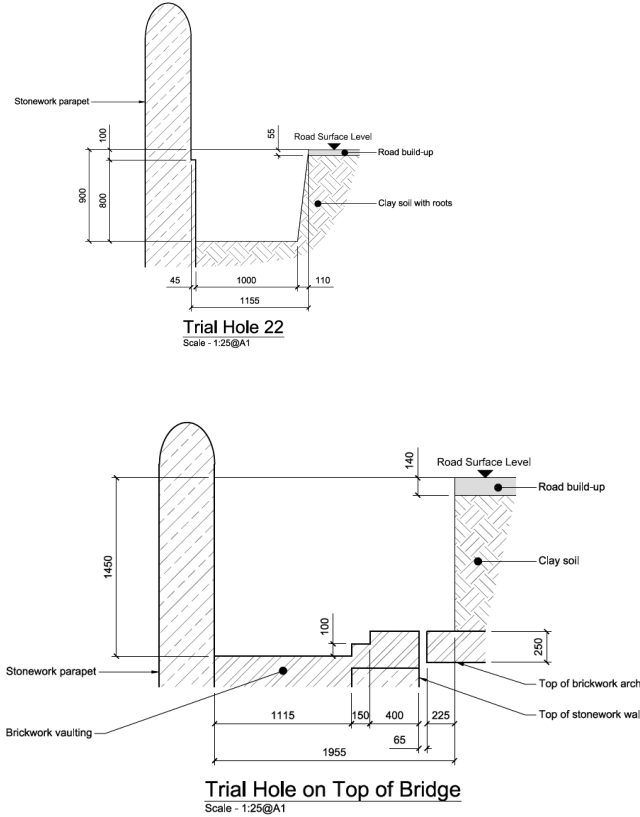
Ref	Historic England Comment	Clive Haywood Response	Comment
1	The structural repairs are shown on the Scott & Twine drawings which refer to a 'structural specification' in several places. A structural specification has not been included in the information submitted for the listed building consent.	Specification now attached	
2	The drawings do not pick up all of the structural work recommended to the main structure of the bridge in the structural report. • Cintec anchors are only shown on the west side of the bridge • No grouting is recommended	Correct, on review, when the drawings were produced it was considered that the eastern elevation did not require tying and the main intervention was the western elevation where there is a clear separation between the various phases of building. Now included in the specification and the gap of concern is to the western arches as shown on photographs No.48 to No.50 in the report.	

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	- No pinning of the stonework on the south side of the west elevation is recommended. - The blockwork piers and steel beams are proposed to be removed but no additional investigation or consolidation work is specified. - The recommended infilling of openings on the inner wall of the chambers is not depicted.	Further investigations are considered to be required once the elevation has been fully scaffolded and the principle is to retain the existing historic fabric and repair insitu. Until the blockwork and steels have been removed the repairs behind will not be known and this will be the time that these are specified. The Architect has specified for these to be rebuilt rather than the option for the arches to be stabilised by infilling so as not to lose the historic impact of the openings.	We would ask that this is conditioned and once inspected the final details submitted. We would ask that this is conditioned and once the blockwork is removed the final details submitted.
3	The Cintec anchors are shown on a regular grid across the east elevation of the bridge. They extend from the arch to the underside of the parapet. A masonry arch bridge is normally constructed with rings of masonry spanning between masonry piers, sometimes with a coursed masonry backing over the supports extending up to a portion of the height of the arch. Above the backing and arch there is normally a backfill material which supports the road deck. It is not clear what the anchors will be secured to above the arch and masonry backing material.	It is assumed this is a typo as there are no Cintec anchors on the eastern elevation and it is accepted this was referencing the western elevation. The western elevation is of noticeable thickness and as noted in the report the principle is to ensure all masonry is tied together as per the detail below. Typical Cintec Anchor Installation	

4	The Cintec anchors are described as 1.1m long. No dimensions are provided on the drawings, but the west elevation appears to be less than 1.1m wide. If this is the case the anchors will protrude from the inner face of the masonry.	Once the elevation is fully scaffolded the exact length of the anchor can be determined by test drills as would normally be expected.	The principle is as proposed and the final depths will be recorded on an as built drawing.
5	The Design & Access statement suggests that the blockwork piers and steel beams can be removed following the installation of the Cintec anchors but it is not clear how the Cintec anchors affect the structure in this area.	Agreed this is slightly ambiguous and the proposal is that once the outer wall is stabilised that the inner works can then be carried out.	
6	It is proposed to remove the bridge deck to facilitate repairs and to resurface the deck to match the existing finish which has been surfaced in tarmac since 2023. Annotation on the proposed road level plan states 'Refer to the Structural Engineer's specification' but, as noted above, this is not included in the information submitted for listed building consent.	Architectural drawing now amended to remove this comment, as it is now not applicable	
7	It is not clear from the information provided whether any historic fabric, below the tarmac finish, would need to be removed from the bridge deck. It is also unclear if the current tarmac finish has listed building consent. As the tarmac finish needs to be removed the potential to investigate and reinstate the historic deck finish should be explored.	Trial holes have been taken through the upper deck as part of the approved overall archaeological investigations and this has revealed a 140mm macadam finish on clay backfill.	

		 Trial Hole 22 Scale - 1:25@A1 Trial Hole on Top of Bridge Scale - 1:25@A1	
8	The structural specification for the work should be provided.	Now provided	
9	The current grid of Cintec anchors shown on the west elevation appears excessive, particularly above the arch rings where there will be no solid structure to anchor the facing masonry back to.	The principle of the repair is to reinstate the structural integrity of the bridge, which is in a poor condition, and of leaving as much of the historic fabric undisturbed as possible. There is clear separation between various elements of the bridge and especially the arches and the tufa on the western side and therefore for a long term repair the proposal is to ensure these elements are acting as a monolithic structure.	

		The grid of Cintec anchors is a worst case scenario and the proposal was that with the nature of the tufa and the brickwork that a 1m grid will ensure that these elements are connected. Rather than intrusive rebuilding, the anchors are a more discreet intervention where a series of 32mm-40mm holes being drilled through the gaps in the tufa which will not be visible and ensure that the historic elevation is retained. Once full access of the bridge is available then number of fixings will be fully reviewed and the likelihood is that the number will be reduced.	We would asked that this is conditioned and once inspected the final layout submitted.
10	There is currently not enough information provided to comment on the appropriateness of the use of Cintec anchors as a method of stabilising the west elevation, but it is possible that a small number of anchors could be used to sensitively tie the elevations into the structure beyond with minimal loss of historic fabric.	Cintec anchors are a commonly used solution for tying historic structures as the use of a non resin binder is advantageous. The degree of separation noted in the report and as per the reference photos has led to the closely spaced grid across the elevation. This can be reviewed once full scaffold access is available.	We would asked that this is conditioned and once inspected the final layout submitted.
11	Evidence of any investigation work already undertaken should be provided, particularly where the structural report has indicated that work is required but no work has been specified.	It is noted the review is a desk top study and once inspected on site there is clear separation of different phases of the construction where there is no horizontal tie between these phases. As part of the approved overall archaeological investigations, trial holes have shown that the outer leaf is founded at a very shallow level therefore prone to displacement.	

		▲ A ▲ C Brickwork wall Stonework facing Ground Level Section A-A Section B-B Section C-C <u>Trial Hole Under Bridge</u> Scale = 1:25@A1	
12	The removal of the blockwork piers and steel beams on the basis of the installation of Cintec anchors has not been adequately explained and justified.	As per note 5	