

A1 Birtley to Coal House

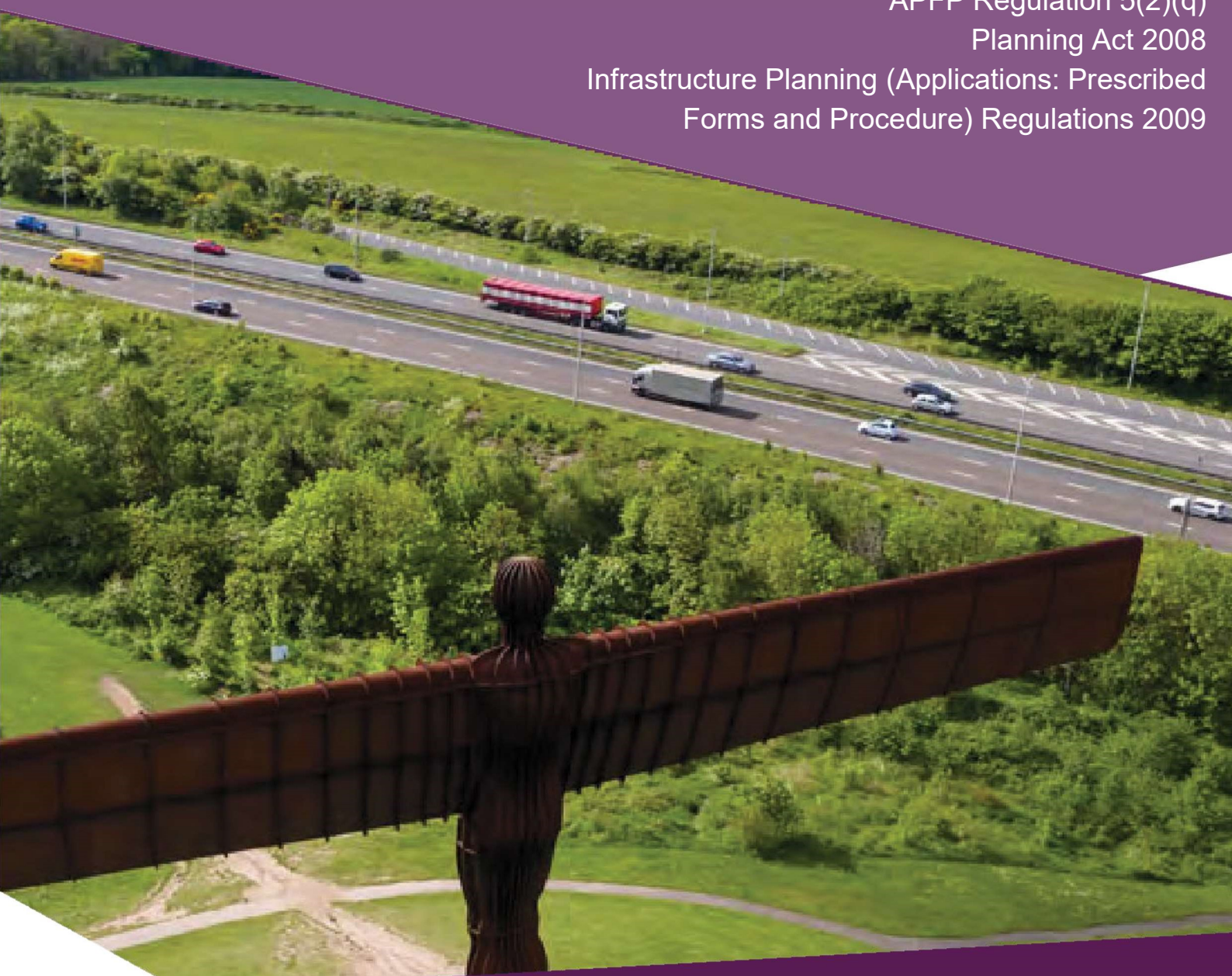
Scheme Number: TR010031

1.3 Introduction to the Application

APFP Regulation 5(2)(q)

Planning Act 2008

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



Infrastructure Planning

Planning Act 2008

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

**The A1 Birtley to Coal House
Development Consent Order 20[xx]**

INTRODUCTION TO THE APPLICATION

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	TR010031/APP/1.3
Author:	A1 Birtley to Coal House Project Team, Highways England

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1 INTRODUCTION

1.1 Purpose of this document

1.1.1 This Introduction to the Application (this “Document”) relates to an application made by Highways England (the “Applicant”) to 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 Applicant to undertake the A1 Birtley to Coal House (the “Scheme”). A detailed description of the Scheme can be found in **Chapter 2** of the Environmental Statement (ES) (**Application Document Reference: TR010031/APP/6.1**).

1.1.2 This Document provides an accessible guide to the Scheme, Applicant and application, and it will assist those in reviewing the application documentation.

1.2 Structure of this document

1.2.1 This document comprises 12 sections as described below:

- Chapter 1 - Introduces this document;
- Chapter 2 - Provides a high-level description of the proposed Scheme;
- Chapter 3 - Introduces Highways England (the Applicant);
- Chapter 4 - Gives an overview of the application;
- Chapters 5 to 11 - These sections explain the purpose of each of the documents submitted; and
- Chapter 12 - A Glossary of the abbreviations used within the Application.

2 THE SCHEME

2.1 Description

- 2.1.1 The Scheme is located between land north of junction 67 (Coal House) and junction 65 (Birtley) of the A1 in Gateshead. It aims to increase capacity and reduce congestion along this section of the A1 trunk road. Most of the work would take place within the existing highway boundary. However, some permanent and temporary land-take would be required alongside the A1 at certain points to enable the additional carriageway to be constructed and for the construction of an offline replacement for Allerdene Bridge.
- 2.1.2 The Scheme would provide additional road capacity by widening of the southbound carriageway from three to four lanes and widening of the northbound carriageway from two to three lanes (with an additional lane between junctions) between junction 67 (Coal House) and junction 65 (Birtley). The additional lane between the junctions would help manage traffic joining and leaving the A1 on the northbound carriageway. The Scheme would also include changes to signage and road markings on the southbound carriageway between just south of junction 68 (Lobley Hill) and junction 67 (Coal House).
- 2.1.3 The Scheme includes a replacement bridge structure where the A1 crosses over the East Coast Main Line (ECML), 40 metres to the immediate south of the existing Allerdene Bridge structure, which would tie into the existing carriageways at junction 67 (Coal House) and north of junction 66 (Eighton Lodge). The Scheme would include a replacement North Dene Footbridge located between junction 66 (Eighton Lodge) and junction 65 (Birtley) to accommodate the widening of the A1. Diversion of existing utilities would also be required as part of the Scheme.
- 2.1.4 A more detailed description of the Scheme can be found in **Chapter 2** of the Environmental Statement (**Application Document Reference: TR010031/APP/6.1**).

2.2 Scheme Objectives

- 2.2.1 The key objectives of the proposed Scheme are:
- **Supporting Economic Growth**—the Scheme forms part of a wider government initiative for growth in the North East and aims to support economic growth by improving the road to the Newcastle and Tyneside Area.
 - **A safe and serviceable network**— the Scheme aims to reduce accidents and improve journey time reliability which will lead to a reduction in driver stress and delays.
 - **A more free-flowing network**—the traffic model used to design the Scheme predicts that road users travelling through the Scheme will benefit significantly from reduced journey times as a result of the proposal.
 - **Improved environment** – the environmental effects resulting from the Scheme have been considered during previous stages of development. Measures to mitigate potential effects on the local environment have been identified and will

be further refined as the Scheme design is finalised. Opportunities to improve the local environment are also being sought as part of the final Scheme design.

- **An accessible and integrated network** – the proposed Scheme will provide improved connectivity with the local road network. Access and safety for pedestrians, cyclists and horse riders will be considered as part of the Scheme. We are upgrading the road to accommodate abnormal loads which will future proof the route and reduce the impact on the local road network.

2.2.2 The need for the Scheme is comprehensively set out in the Planning Statement (**Application Document Reference: TR010031/APP/7.1**) and Statement of Reasons (**Application Document Reference: TR010031/APP/4.1**).

2.3 Scheme History, Timeline and Future Milestones

2.3.1 The history of the Scheme and future milestones are summarised in **Table 1** below.

Table 1: Scheme History and Milestones

Year	Activity
July 1998	<p>‘A New Deal for Trunk Roads in England’</p> <p>Following a change in Government, this White Paper announced a new approach to the appraisal of different solutions to transport problems. It also provided a framework for taking forward multi-modal studies which included the Tyneside Area Multi-Modal Study (TAMMS) which was commissioned in 2000.</p>
November 2002	<p>Tyneside Area Multi-Modal Study (TAMMS)</p> <p>Report published setting out the outcome of the study. The report identified that the A1 Newcastle Gateshead Western Bypass (NGWB) experiences regular peak hour congestion between Blaydon interchange to the north (A695/A694/A1114) and junction 65 (Birtley) due to the conflict in this area between local and longer distance traffic. The report recommended a number of highway measures, including between junction 65 (Birtley) and junction 67 (Coal House) for further study on the A1 NGWB which included:</p> <ul style="list-style-type: none"> • A1 Gateshead Western Bypass Widening • A1 Junction Rationalisation
May 2010	<p>Access to Tyne and Wear City Region Study (undertaken by Aecom on behalf of Department for Transport (DfT) ONE North East)</p> <p>The study provided a review of transport related issues and challenges in the Tyne and Wear Region. The study highlights the A1 NGWB as experiencing significant network stress with corresponding impacts on the economy, environment and quality of life.</p>

<p>June 2010</p>	<p>North East Delivering a Sustainable Transport System (DaSTS) Strategic Connectivity Study Report (undertaken by Atkins on behalf of ONE North East)</p> <p>The DfT and its North-East partners identified 16 high-level city and regional challenges. One of these challenges was to address congestion problems on the A1 NGWB and the difficulties of large numbers of commuter journeys from South East Northumberland and North Durham.</p>
<p>July 2012</p>	<p>Newcastle City Deal</p> <p>The DfT announced that it would work with local partners on the development of measures to address congestion on the A1 NGWB, specifically agreeing to refresh the business case for the proposals at Lobley Hill. This subsequently became the A1 Coal House to Metro Centre scheme which was completed in July 2016.</p> <p>The A1 NGWB is identified as a key link for commuter, freight and business journeys across Tyneside. Congestion on the A1 NGWB is identified as a major constraint in preventing the expansion of the Team Valley Trading Estate (adjacent to junction 67, Coal House) and bringing forward a number of major housing sites needed to accommodate population growth.</p>
<p>March 2013</p>	<p>Highways Agency Pilot Based Strategy Report: A1 West of Newcastle</p> <p>DfT and the Highways Agency undertook a pilot Route Based Strategy of the A1 NGWB. The Strategy identifies considerable delays along the A1 NGWB in its 2019 and 2029 future forecasts including along the Scheme between junction 65 (Birtley) and junction 67 (Coal House) during the weekday morning and evening peaks. The overall condition of Allerdene Bridge is also identified as being of concern, for its long-term serviceability.</p> <p>The Study proposed that future investment is recommended at a number of key locations including Eighton Lodge (junction 66), Coal House (junction 67) and the replacement of Allerdene Bridge.</p> <p>The government subsequently committed to fund the development and delivery of one of the previously identified proposals (Lobley Hill) in the 2012 Autumn Statement and an extension to the scope of the scheme was announced following the 2013 Autumn</p>

	Statement.
April 2013	<p>A1 Newcastle Gateshead Western Bypass – Exploration of Dual 3-lane Provisions Initial Infrastructure Report</p> <p>The Independent Economic Review report produced by the North East Local Enterprise Partnership identified the need to provide greater capacity and reliability on the A1 NGWB. This report sets out how these improvements could be delivered considering a maximum road width of three lanes and identifying the limitations of the corridor’s existing structures, including Allerdene Bridge, junction 66 (Eighton Lodge) and junction 67 (Coal House). The report recognises the Lobley Hill scheme and requirement for greater provision at the Coal House Interchange.</p>
June 2013	<p>Investing in Britain’s Future (produced by HM Treasury)</p> <p>This report was produced following the 2013 Spending Review and sets out details of the Government’s proposed infrastructure investment across the strategic road network. The report proposes a number of feasibility studies to identify and fund solutions to tackle some of the most notorious and long-standing road hot spots in the country, including the A1 NGWB.</p>
April 2014	<p>Highways Agency Route Based Strategy: Evidence Report: London to Scotland East</p> <p>The strategy identifies this part of the A1 as one of the ten least reliable journey time locations on the route between London and Scotland East. Allerdene Bridge is identified as requiring significant ongoing maintenance expenditure and possible replacement within the Strategy period.</p>
2014	<p>Feasibility Study</p> <p>The Feasibility Study (undertaken in 2014 and published in 2015) was produced in response to the Government’s Investing in Britain’s Future Strategy in 2013. The Feasibility Study determined the existing issues on the A1 NGWB and prioritised the sections which most urgently need attention. It recommended that widening the A1 from two lanes to three lanes between junction 67 (Coal House) and junction 65 (Birtley), including replacement of Allerdene Bridge, would help address current congestion and the forecasted traffic demand. These works were proposed to be taken forward in the Roads Investment Strategy (RIS) for delivery in the current road period</p>

	(2015/16 – 2019/20), with start of works by March 2020.
December 2014	<p>Roads Investment Strategy 2015-2020</p> <p>The government published the Roads Investment Strategy (RIS) 2015-2020 on 1 December 2014 which included a commitment to deliver the proposed Scheme in the current roads period.</p>
2015 - 2016	<p>Design development</p> <p>Development of the design options was undertaken, which included gathering any relevant asset information or survey data from relevant authorities.</p>
2016	<p>Non-statutory consultation</p> <p>Non-statutory consultation was undertaken on two options between 26 August and 7 October 2016 with the local community and relevant stakeholders to invite feedback on the Scheme to determine the preferred option.</p> <p>The options included:</p> <ul style="list-style-type: none"> • Option 1a - an offline replacement of Allerdene Bridge to the south of its current location, which would require replacement of Smithy Lane Overbridge; and • Option 1b – an online replacement of Allerdene Bridge in its current location, which would require a temporary bridge to be constructed to carry traffic over the A1 whilst the new bridge was constructed.
July 2017	<p>Preferred Route Announcement</p> <p>The preferred route announcement for the Scheme was made on 24 July 2017 and confirmed Option 1a as the preferred option.</p>
2018	<p>Statutory consultation</p> <p>Full statutory consultation was undertaken between 8 February and 22 March 2018. The deadline was subsequently extended to 29 March 2018 as a result of postponement of the Kibblesworth public consultation event due to severe weather conditions.</p>
2018	<p>Targeted statutory consultation – Design refinement</p> <p>Two targeted statutory consultations were undertaken between 22 June and 20 July 2018 relating to minor refinements of the Scheme design.</p>
2019	<p>Targeted statutory consultation – Grouting Works</p>

	A targeted statutory consultation was undertaken between 11 April and 9 May 2019 with a small number of landowners on the areas of grouting affected by the Scheme, identified following ground investigation works.
2019	Targeted statutory consultation – Category 2 Land Interests A targeted statutory consultation was undertaken between 6 May and 3 June 2019 with additional Category 2 land interests that were identified following a refresh of the Scheme land data records.
2019	Targeted statutory consultation – Category 3 Land Interests A targeted statutory consultation was undertaken with additional Category 3 land interests that were identified following a refresh of the Scheme land data records and a review of the Category 3 boundary. The dates for this consultation were as follows: <ul style="list-style-type: none"> • 2 May to 30 May 2019; • 3 May to 31 May 2019; • 14 May to 11 June 2019; • 15 May to 12 June 2019; • 21 May to 18 June 2019; • 14 June to 12 July 2019.
2019	Targeted statutory consultation – Category 1 Land Interest A targeted statutory consultation was undertaken between 26 June and 24 July 2019 with one additional Category 1 land interest that was identified following a refresh of the Scheme land data records.
August 2019	DCO application submitted
Winter 2020/ 2021	Planned start of construction
Winter 2023/ 2024	Road open to the public

2.4 Qualification as a Nationally Significant Infrastructure Project

2.4.1 The Scheme is a Nationally Significant Infrastructure Project (NSIP) as defined under sections 14(1)(h) and 22(1)(b) of the 2008 Act as:

- It comprises the alteration of a highway;
- The highway to be altered is wholly within England;

- Highways England Company Ltd is the strategic highway authority for the highway; and
- The speed limit is 50mph or greater and the Scheme footprint at 85.57 hectares is greater than the 12.5 hectares threshold.

3 THE APPLICANT

3.1 Highways England

3.1.1 The Applicant is appointed and licensed by the Secretary of State for Transport as the strategic highways company for England. It is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The network is made up of England's motorways and all-purpose trunk roads (the major "A" roads) and the existing A1 is part of the trunk road network for which Highways England is responsible. Following construction of the Scheme, Highways England will be responsible for operating, maintaining and improving (under its general statutory powers in respect of the latter) the new route.

3.1.2 The Scheme contact details are:

A1 Birtley to Coal House Project Team,
Regional Investment Programme, Major Projects
Highways England
Lateral Building
8 City Walk
Leeds
LS11 9AT

Email: A1BirtleytoCoalHouse@highwaysengland.co.uk

Telephone: 0300 470 4548

3.2 The A1 Birtley to Coal House Project Team

3.2.1 The Scheme is managed by Highways England from its Leeds Lateral office by the A1 Birtley to Coal House Project Team, which is responsible for delivering the Scheme in accordance with the Scheme's requirements.

4 APPLICATION DOCUMENTS

- 4.1.1 A list of documents within the application is set out in the Covering Letter (**Application Document Reference: TR010031/APP/1.1**); further detail on the documents within the application is provided in the following chapters.
- 4.1.2 If you require a copy of any of the application documents, or parts of them, please contact the A1 Birtley to Coal House Project Team (contact details at **paragraph 3.1.2**). A DVD containing these documents will be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.

5 VOLUME 1 APPLICATION FORM / INFORMATION / BACKGROUND

- 5.1.1 The **Covering Letter and Section 55 checklist (Application Document Reference: TR010031/APP/1.1)**. This is completed to evidence how the application fulfils the conditions for acceptance by the Inspectorate under Section 55 of the 2008 Act. The Schedule of Compliance with Section 55 will also be completed by the Inspectorate on receipt of the DCO application.
- 5.1.2 The **Application Form (Application Document Reference: TR010031/APP/1.2)** is a standard form and provides a high-level summary of the Scheme and the documents that have been submitted. It is a form that originates from Schedule 2 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
- 5.1.3 The **Introduction to the Application (Application Document Reference: TR010031/APP/1.3)** is this document.
- 5.1.4 The **Guide to Documents to be Certified (Application Document Reference: TR010031/APP/1.4)** is provided to help the Examining Authority and interested parties understand the draft DCO through identifying the latest version of any documents that are to be certified as set out in Schedule 12 of the draft Development Consent Order (**Application Document Reference: TR010031/APP/3.1**).

6 VOLUME 2 PLANS, DRAWINGS AND SECTIONS

- 6.1.1 There are nine sets of plans as described below. Where a plan comprises three or more separate sheets, a key plan is provided, showing the relationship between the different sheets. The exception to this is the **Location Plan**. Each plan (and each sheet within a set of plans) includes a key, which explains the use of symbols/lines/shading to denote features and information in the plans.
- 6.1.2 The **Location Plan (Application Document Reference: TR010031/APP/2.1)** identifies the location of the proposed development in its wider context.
- 6.1.3 The **Land Plans (Application Document Reference: TR010031/APP/2.2)** correspond to the **Book of Reference (Application Document Reference: TR010031/APP/4.3)** and, in summary, set out:
- the limits of land to be acquired or used permanently or temporarily;
 - the land to be acquired or used permanently for construction, operation and maintenance works for the Scheme;
 - any land over which temporary possession may be taken; and
 - any land to be used temporarily and for rights in the land to be acquired permanently.
- 6.1.4 The **Works Plans (Application Document Reference: TR010031/APP/2.3)** show the centre line of the proposed works and the limits of deviation within which the development and works may be carried out. Most importantly, the plans will show the extent of the individual works.
- 6.1.5 The **Streets, Rights of Way and Access Plans (Application Document Reference: TR010031/APP/2.4)** show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishment or creation of rights of way.
- 6.1.6 The **Engineering Section Drawings (Application Document Reference: TR010031/APP/2.5)** show the levels of the proposed works including the ground levels, the height of certain structures and the depths of any cuttings required for the project.
- 6.1.7 The **General Arrangement Plans (Application Document Reference: TR010031/APP/2.6)** provides a technical illustration of the Scheme shown against an Ordnance Survey base map.
- 6.1.8 The **Structures Engineering Drawings and Sections (Application Document Reference: TR010031/APP/2.7)** shows the proposed elevations and sections for the Structures that form part of the Scheme.
- 6.1.9 The **Special Category Land Plans (Application Document Reference: TR010031/APP/2.8)** show the area of special category land within the DCO Order Limits, which is proposed to be compulsorily acquired. Replacement land for the Special Category Land is not required as it does not meet the threshold stated in Section 131(3)(a) and 131(5)(a) of the 2008 Act. Further details are set out in the **Statement of Reasons (Application Document Reference: TR010031/APP/4.1)**.

7 VOLUME 3 DRAFT DEVELOPMENT CONSENT ORDER

7.1.1 The **draft Development Consent Order (Application Document Reference: TR010031/APP/3.1)** sets out the powers that Highways England is seeking to enable it to construct and maintain the Scheme. It sets out the parameters for what development would be permitted. It consists of 7 Parts and is accompanied by 12 schedules as outlined below: -

Parts

- Part 1 – Preliminary
- Part 2 – Principal Powers
- Part 3 – Streets
- Part 4 – Supplemental Powers
- Part 5 – Powers of Acquisition and Possession
- Part 6 – Operations
- Part 7 – Miscellaneous and General

Schedules

- **Schedule 1 Authorised Development** – lists the works that would be authorised by the grant of development consent, which are shown on the works plans, and to which this schedule refers.
- **Schedule 2 Requirements** – sets out the conditions that the Applicant would be required to accord with when implementing the development authorised by the DCO.
- **Schedule 3 Classification of Roads** – lists the road classifications and relevant traffic regulation measures that the new and altered highway would be subject to (e.g. speed limits).
- **Schedule 4 Permanent Stopping up of Streets, Public Rights of Way and Private Means of Access** – sets out the highways, public rights of way and private means of access that would be permanently stopped up as a result of the Scheme (and any relevant replacements).
- **Schedule 5 Public Rights of Way to be Temporarily Stopped up and for which a substitute is to be provided** - sets out the public rights of way to be temporarily stopped up as a result of the Scheme and for which a substitute is to be provided.
- **Section 6 Land in Respect of which only New Rights etc. May Be**

Acquired - sets out the land in which the Applicant is only seeking to acquire new rights or impose restrictive covenants (such as a right to maintain new infrastructure) rather than acquiring the entire freehold interest in that land.

- **Schedule 7 Modification of Compensation and Compulsory Purchase Enactments for Creation of New Rights and Imposition of Restrictive Covenants** – amends relevant compulsory acquisition legislation to ensure that it can apply to the DCO (particularly in relation to compensation provisions in connection with land and rights to be compulsorily acquired under the DCO).
- **Schedule 8 Land of which Temporary Possession May Be Taken** –sets out the land which the Applicant is seeking to possess temporarily for the purposes of constructing the Scheme.
- **Schedule 9 Trees Subject to Tree Preservation Orders** - sets out the trees subject to tree preservation orders in respect of which the Applicant may exercise powers.
- **Schedule 10 Scheduled Monuments** - sets out the scheduled monuments in respect of which the Applicant may exercise powers.
- **Schedule 11 Protective Provisions** – includes provisions to protect the interests of various bodies (e.g. statutory undertakers) in the context of the Scheme.
- **Schedule 12 Documents to be Certified** – sets out those documents to be certified by the Secretary of State for the purposes of the DCO.

7.1.2 The **Explanatory Memorandum (Application Document Reference: TR010031/APP/3.2)** to the draft Development Consent Order explains the purpose and effect of each provision in the draft order including why it is considered necessary.

7.1.3 The **Consents and Agreements Position Statement (Application Document Reference: TR010031/APP/3.3)** sets out the intended strategy for obtaining the consents and associated agreements needed to implement the proposed Scheme.

8 VOLUME 4 COMPULSORY ACQUISITION INFORMATION

- 8.1.1 In order to implement the Scheme, Highways England will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. Highways England is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a **Statement of Reasons (Application Document Reference: TR010031/APP/4.1)**, **Funding Statement (Application Document Reference: TR010031/APP/4.2)** and **Book of Reference (Application Document Reference: TR010031/APP/4.3)** as explained below.
- 8.1.2 The **Statement of Reasons (Application Document Reference: TR010031/APP/4.1)** explains that there is a compelling case in the public interest which would justify Highways England's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the Scheme.
- 8.1.3 The **Funding Statement (Application Document Reference: TR010031/APP/4.2)** explains how the Scheme, including any compulsory purchase acquisition, would be funded.
- 8.1.4 The **Book of Reference (Application Document Reference: TR010031/APP/4.3)** identifies all Parties who own or occupy land and/or have an interest in or right over the land affected by the Scheme, and/or who may be entitled to make a 'relevant claim' as defined in Section 57 of the 2008 Act. It is structured in five parts in accordance with relevant regulatory requirements. The five parts are:
- **Part 1:** Names and addresses for service of each person / organisation within Categories 1 and 2 as defined in Section 57 of the 2008 Act in respect of any land which it is proposed shall be subject to:
 - powers of compulsory acquisition;
 - rights to use land, including the right to attach brackets or other equipment to buildings; or
 - rights to carry out protective works to buildings;
 - Category 1 interests are owners, lessees, tenants, or occupiers of land. Category 2 interests are those who have an interest in the land or who have the power to sell and convey the land or release the land.
 - **Part 2:** Names and addresses for service of each person / organisation within Category 3. These are interests who might be entitled to make a relevant claim if the DCO were consented and implemented, e.g. potential claimants under Part 1 of the Land Compensation Act 1973 (c. 26), Section 10 of the Compulsory Purchase Act 1965, Section 152(3) of the 2008 Act. Category 3 interests also includes certain Category 1 'Owners' whose land is only affected temporarily (or that permanent rights are required over); all Category 1 'Lessees and Tenants'; and any Category 2 interests for land within the DCO boundary.
 - **Part 3:** Names of all those entitled to enjoy easements or other private rights over land (including private rights of navigation over water) which it is

proposed shall be extinguished, suspended or interfered with in the proposed DCO. Category 2 interests included within Part 1 of the Book of Reference have also been included within Part 3 where their rights may be affected.

- **Part 4:** Owner of any Crown interest in the land which it is proposed to be used for the purposes of the order for which the application is being made. There are no entries in Part 4 of the Book of Reference for the Scheme as there is no Crown Land present.
- **Part 5:** Land the acquisition of which could be subject to special parliamentary procedure, is special category land, or is replacement land.

9 VOLUME 5 REPORTS / STATEMENTS

9.1.1 The **Consultation Report (Application Document Reference: TR010031/APP/5.1)** provides an account of the pre-application consultation undertaken on the Scheme. The report includes details of the statutory consultation which Highways England is required to undertake in accordance with the 2008 Act, the informal engagement that has taken place, and how the comments received have been taken into account when developing the Scheme.

9.1.2 A range of annexes that support the report are described below in **Table 2:**

Table 2: Consultation Report Annexes

Annex Number	Annex Name
Annex A	Options Consultation Brochure
Annex B	The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) Letter to the Inspectorate
Annex C	Copy of the draft SoCC provided to local authorities <ul style="list-style-type: none"> Annex C1 –Mailing list target area Annex C2 - Statement of Community Consultation (SoCC) (Draft) Annex C3 - Statement of Community Consultation (SoCC) (Final Draft)
Annex D	Emails to local authorities for SoCC Consultation <ul style="list-style-type: none"> Annex D1 – Gateshead SoCC email 03/05/2017 Annex D2 – Sunderland SoCC email 03/05/2017 Annex D3 – Gateshead SoCC email 05/05/2017 Annex D4 – Durham SoCC email 20/11/2017 Annex D5 – Gateshead SoCC email 20/11/2017 Annex D6 – Sunderland SoCC email 20/11/2017 Annex D7 – Gateshead minor update email 23/01/2018
Annex E	Response from local authorities on the draft SoCC <ul style="list-style-type: none"> Annex E1 – Gateshead SoCC response 23/05/2017 Annex E2 – Gateshead SoCC response 18/12/2017 Annex E3 – Gateshead response 20/11/2017 (Emma Lucas) Annex E4 – Gateshead response 20/11/2017 (Andrew Softley)
Annex F	Published SoCC (with location and date)

Annex G	List of statutory consultees compared to the Inspectorate's Scoping List and Schedule 1 of the APFP Regs
Annex H	<p>Targeted consultation material</p> <ul style="list-style-type: none"> • Annex H1 – Targeted email to statutory consultees (2018) • Annex H2 – Targeted letter to statutory consultees (2018) • Annex H3 – S42(1)(d) consultation letter to CAT1 land interests (25/06/2019) • Annex H4 - S42(1)(d) consultation letter to CAT2 land interests (03/05/2019) • Annex H5 - S42(1)(d) consultation letter to CAT3 land interests (01/05/2019) • Annex H6 - S42(1)(d) consultation letter to CAT3 land interests (02/05/2019) • Annex H7 - S42(1)(d) consultation letter to CAT3 land interests (13/05/2019) • Annex H8 - S42(1)(d) consultation letter to CAT3 land interests (14/05/2019) • Annex H9 - S42(1)(d) consultation letter to CAT3 land interests (20/05/2019) • Annex H10 - S42(1)(d) consultation letter to CAT3 land interests (13/06/2019) • Annex H11.1 – S42(1)(d) consultation letter re: grouting (10/04/2019) - 1 • Annex H11.2 – S42(1)(d) consultation letter re: grouting (10/04/2019) - 2 • Annex H12.1 – Zone 1 targeted leaflet (2018) • Annex H12.2 – Zone 2 targeted leaflet (2018)
Annex I	<p>S42 letter and email (with date)</p> <ul style="list-style-type: none"> • Annex I1 –S42 email announcing the opening of the consultation period (redacted) • Annex I2 – S42 letter announcing the opening of the consultation period (redacted)
Annex J	S46 letter sent to the Inspectorate (with date)

Annex K	<p>S47 consultation material</p> <ul style="list-style-type: none"> • Annex K1 – Consultation boards • Annex K2 – Consultation brochure • Annex K3 – Consultation questionnaire • Annex K4 – Kibblesworth email 12/03/2018 • Annex K5 – Kibblesworth letter 12/03/2018 • Annex K6 – PEIR Appendix A (Glossary of Acronyms) • Annex K7 – PEIR Appendix B (References) • Annex K8 – PEIR Appendix C (Design Plans) • Annex K9 – PEIR Appendix D (Scoping Report) • Annex K10 – PEIR Appendix E (Scoping Opinion) – refer to Appendix 4.1 of the ES (Application Document Reference: TR010031/APP/6.3) for this document • Annex K11 – PEIR full document • Annex K12 – PEIR non-technical summary
Annex L	<p>S47 and S48 newspaper notices (with locations and dates)</p> <ul style="list-style-type: none"> • Annex L1 – Press notice • Annex L2 – S47 and S48 (Chronicle, 01/02/2018) • Annex L3 - S47 and S48 (Chronicle, 08/02/2018) • Annex L4 – S47 (Chronicle and Journal, 15/03/2018) • Annex L5 – S47 (Journal, 01/02/2018) • Annex L6 – S47 (Journal, 08/02/2018) • Annex L7 – S47 notice • Annex L8 – S48 (Journal, 01/02/2018) • Annex L9 – S48 (Journal, 08/02/2018) • Annex L10 – S48 (Gazette, 01/02/2018) • Annex L11 – S48 (Guardian, 01/02/2018) • Annex L12 – S48 notice
Annex M	List of any additional consultation recipients (noting their Interest)
Annex N	Tables evidencing regard had to consultation responses (in accordance with s49 of the 2008 Act)

9.1.3 **A Statement Relating to Statutory Nuisance (Application Document Reference: TR010031/APP/5.2)** identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers, whether the proposed development would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them.

10 VOLUME 6 ENVIRONMENTAL IMPACT ASSESSMENT (EIA) INFORMATION

10.1.1 Highways England has undertaken an environmental impact assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The **Environmental Statement (Application Document Reference: TR010031/APP/6.1)** reports the findings of the EIA.

10.1.2 The Environmental Statement also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics. This chapter provides an overview of the structure of the document to assist with navigation.

10.1.3 The Environmental Statement includes the following Chapters:

- Chapter 0 Table of Contents, Glossary and Abbreviations
- Chapter 1 Introduction
- Chapter 2 The Scheme
- Chapter 3 Assessment of Alternatives
- Chapter 4 Environmental Assessment Methodology
- Chapter 5 Air Quality
- Chapter 6 Cultural Heritage
- Chapter 7 Landscape and Visual
- Chapter 8 Biodiversity
- Chapter 9 Geology and Soils
- Chapter 10 Material Resources
- Chapter 11 Noise and Vibration
- Chapter 12 Population and Human Health
- Chapter 13 Road Drainage and the Water Environment
- Chapter 14 Climate
- Chapter 15 Cumulative and Combined Assessment
- Chapter 16 Summary

10.1.4 The Environmental Statement is accompanied by a series of Figures (**Application Document Reference: TR010031/APP/6.2**) which support the Environmental Statement Chapters.

10.1.5 The Environmental Statement is accompanied by a series of Appendices (**Application Document Reference: TR010031/APP/6.3**) which support the findings of the EIA as shown in **Table 3**.

Table 3: Environmental Statement Appendices

Appendix	Appendix Name
Appendix 4.1	Scoping Opinion and Scoping Opinion Response Table
Appendix 4.2	Transboundary Screening
Appendix 4.3	Major Accidents and Disasters Assessment Report
Appendix 4.4	Environmental Consultation
Appendix 5.1	Screening for PM10 and PM2.5
Appendix 5.2	Construction Traffic Assessment
Appendix 5.3	Traffic Data
Appendix 5.4	Human Receptors
Appendix 5.5	Ecological Receptor Transects
Appendix 5.6	Model Methodology
Appendix 5.7	Model Verification
Appendix 5.8	Highways England Monitoring
Appendix 5.9	Model Results - Human Receptors
Appendix 5.10	Model Results - Ecological Receptors
Appendix 5.11	Model Results - PCM Compliance
Appendix 6.1	Historic Environment Desk Based Assessment
Appendix 6.2	Geophysical Survey Report
Appendix 6.3	Bowes Railway Retaining Wall Survey Report
Appendix 7.1	Visual Effects Schedule
Appendix 7.2	Arboricultural Report
Appendix 8.1	Preliminary Ecological Appraisal
Appendix 8.2	Habitats Regulations Assessment
Appendix 8.3	Bat Activity Survey Report
Appendix 8.4	Preliminary Roost assessment
Appendix 8.5	Bat Survey Report
Appendix 8.6	Great Crested Newt Survey Report (2017)
Appendix 8.7	Great Crested Newt Survey Report (2018)
Appendix 8.8	Reptile Survey Report
Appendix 8.9	Breeding Bird Report
Appendix 8.10	Wintering Bird Survey Report
Appendix 8.11	Badger Report
Appendix 8.12	Red Squirrel Report

Appendix 8.13	Biodiversity Net Gain Report
Appendix 8.14	Draft European Protected Species Licence
Appendix 9.1	Agricultural Land Assessment
Appendix 9.2	Ground Investigation Factual Report
Appendix 9.3	Coal Mining Risk Assessment Report
Appendix 10.1	Material Resources
Appendix 11.1	Noise and Vibration Glossary
Appendix 11.2	Legislation, Policy and Guidance
Appendix 11.3	Addressbase Data Categorisation
Appendix 11.4	Noise and Vibration Level Prediction and Modelling Methods
Appendix 11.5	Construction Criteria, Data and Prediction Results
Appendix 11.6	Baseline Noise Survey - Details
Appendix 11.7	Baseline Noise Survey - Meteorological Data
Appendix 11.8	Noise Consultation
Appendix 11.9	Sensitive Receptors
Appendix 11.10	Noise Important Areas
Appendix 11.11	Baseline Noise Survey – Measurement Data
Appendix 11.12	Construction Phase Traffic Diversions
Appendix 11.13	Construction Traffic Noise
Appendix 11.14	Construction Vibration
Appendix 11.15	Wider Area 50m Buffers and Property Counts
Appendix 11.16	Noise Nuisance
Appendix 11.17	Vibration Nuisance
Appendix 12.1	Walking Cycling and Horse Riding Assessment (WCHAR)
Appendix 13.1	Flood Risk Assessment (FRA)
Appendix 13.2	Water Framework Directive Assessment (WFDa)
Appendix 13.3	Highways Agency Water Risk Assessment Tool (HAWRAT)
Appendix 14.1	Description of the Climate Baseline
Appendix 15.1	Long List of Proposed Developments
Appendix 15.2	Short List of Proposed Developments
Appendix 15.3	Assessment of Cumulative Effects

10.1.6 For the Non-Technical Summary (**Application Document Reference:**

TR010031/APP/6.4), the following sections are included;

- Introduction
- Why the Scheme is needed?
- Scheme Objectives
- Scheme History and Development
- Alternatives Considered
- Scheme Description
- Environmental Effects
- The Application Documents

10.1.7 The **Scoping Opinion (ES Appendix 4.1 (Application Document Reference: TR010031/APP/6.3))** received from the Inspectorate is a report produced to identify the scope and content of the EIA. The **Scoping Opinion Response Table (Appendix 4.1)** demonstrates how the Applicant has had regard to the Scoping Opinion.

11 VOLUME 7 OTHER DOCUMENTS

- 11.1.1 A range of additional documents have been submitted with the DCO application. These documents are not legally required, but are intended to provide useful information on the Scheme and aid detailed understanding of the application and its justification.
- 11.1.2 The **Planning Statement (Application Document Reference: TR010031/APP/7.1)** and **National Networks National Policy Statement (NNNPS) Accordance Table (Application Document Reference: TR010031/APP/7.2)** sets out the need for the Scheme, the objectives that it seeks to address, options and alternatives considered and an explanation of the Scheme over time. It sets out how the Scheme meets its objectives and how it aligns with government policy in the NNNPS.
- 11.1.3 The **Transport Assessment Report (Application Document Reference: TR010031/APP/7.3)** assesses the impact of the Scheme on the strategic and local highway network, road safety and local sustainable modes of transport.
- 11.1.4 The **Outline Construction Environmental Management Plan (CEMP) (Application Document Reference: TR010031/APP/7.4)** provides an essential Scheme specific tool to manage on-site construction activities that may affect the environment. The key aims of the Outline CEMP are to ensure all environmental mitigation, DCO requirements and consents and licences are met and to minimise and manage the risk of adverse environmental impacts.

12 GLOSSARY

12.1 Abbreviations used through the DCO application documents for the Scheme are shown below in **Table 4**.

Table 4: List of Abbreviations

Acronym	Definition
AADT	Annual Average Daily Traffic
AD	Anno Domini
ADMS	Advanced Dispersion Modelling System
ADS	Advanced Direction Signage
AEP	Annual Exceedance Probability
AGI	Above Ground Installation
AIP	Approval in Principle
ALC	Agricultural Land Classification
AM	Ante meridiem
AMAA	Ancient Monuments and Archaeological Areas Act 1979
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
APFP	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
APIS	Air Pollution Information System
APP	Appendix
AQ	Air Quality
AQMA	Air Quality Management Area
AQU	Air Quality Unit
ARN	Appraised Road Network
ARW	Ancient Replanted Woodland
ASNW	Ancient Semi Natural Woodland
BA	Bachelor of Arts
BAI	Bat Activity Index
BAP	Biodiversity Action Plan
BC	Before Christ
BCH	Birtley to Coal House
BCR	Benefit to Cost Ratio
BCT	Bat Conservation Trust
BGL	Below Ground Level

Acronym	Definition
BGS	British Geological Survey
BMV	Best and Most Versatile
BNL	Basic Noise Level
BoCC	Birds of Conservation Concern
BPM	Best Practicable Means
BS	British Standard
BSc	Bachelor of Science
BSI	British Standards Institute
CA	Conservation Area
CBC	Common Bird Census
CCTV	Closed Circuit Television
CDE	Construction, Demolition and Excavation
CDF	Collaborative Delivery Framework
CDM	Construction Design and Management
CEDA	Centre for Environmental Data Analysis
CEMP	Construction Environmental Management Plan
CIEEM	Chartered Institute of Ecology and Environmental Management
CifA	Chartered Institute for Archaeologists
CIRIA	Construction Industry Research and Information Association
CIWEM	Chartered Institution of Water and Environmental Management
CKDU	Combined Kerb and Drainage Units
CL:AIRE	Contaminated Land: Applications in Real Environments
CMLI	Chartered Members of the Landscape Institute
CMRA	Coal Mining Risk Assessment
ComMA	Combined Modelling and Appraisal
CO ₂	Carbon Dioxide
COPA	Control of Pollution Act 1974
CRoW	Countryside and Rights of Way Act
CRTN	Calculation of Road Traffic Noise
CSS	Countryside Stewardship Scheme
CSUCP	Core Strategy and Urban Core Plan
CTMP	Construction Traffic Management Plan
DBA	Desk Based Assessment
dBA	A-weighted decibels
DC	Development Consent
DCLG	Department for Communities and Local Government

Acronym	Definition
DCO	Development Consent Order
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DG	District Governor
DM	Do Minimum
DMRB	Design Manual for Roads and Bridges
DNA	Deoxyribonucleic acid
DPD	Development Plan Document
DS	Do Something
DTM	Digital Terrain Model
EA	Environment Agency
EAR	Environmental Assessment Report
EC	European Commission
ECML	East Coast Main Line
ECoW	Ecological clerk of works
EEA	European Economic Area
EEC	European Economic Community
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EIA Regulations	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
EMC	Event Mean Concentrations
EMSC	Event Mean Sediment Concentrations
END	Environmental Noise Directive
EPA	Environmental Protection Act 1990
EPDs	Environmental Product Declarations
EPS	European Protected Species
EQS	Environmental Quality Standard
ERIC	Eliminate, Reduce, Isolate, Control
ES	Environmental Statement
ESS	Environmental Stewardship Scheme
EU	European Union
FRA	Flood Risk Assessment
FRGS	Fellowship of the Royal Geographical Society
FUL	Full (planning permission)
GA	General Arrangement

Acronym	Definition
GC	Gateshead Council
GCN	Great crested newt
GCR	Geological Conservation Review
GCSE	General Certificate of Secondary Education
GDMS	Highways Agency Geotechnical Data Management System
GHG	Greenhouse Gas
GI	Ground Investigation
GIR	Ground Investigation Report
GIS	Geographical Information Systems
GLVIA	Guidelines for Landscape and Visual Impact Assessment
GNFH	Great North Forest Heritage (Trail)
GPP	Guidance for Pollution Prevention
GRP	Glass-reinforced Plastic
ha	Hectares
HADDMS	Highways Agency Drainage Data Management System
HAWRAT	Highways Agency Water Risk Assessment Tool
HDV	Heavy Duty Vehicle
HE	Highways England
HEDP	Highways England Delivery Plan
HEMP	Handover Environmental Management Plan
HER	Historic Environment Record
HGV	Heavy Goods Vehicle
HM	Her Majesty's
HMSO	Her Majesty's Stationary Office
HP	High Pressure
HPI	Habitats of Principal Importance
HRA	Habitats Regulation Assessment
HS	Health & Safety
HSE	Health and Safety Executive
HSI	Habitat Suitability Index
IAN	Interim Advice Note
IAQM	Institute of Air Quality Management
ICE	Institute of Chartered Engineers
ICM	Integrated Catchment Modelling
ID	Identifier
IEA	Institute of Environmental Assessment

Acronym	Definition
IEMA	Institute of Environmental Management and Assessment
IMD	Indices of Multiple Deprivation
IP	Intermediate Pressure
JNCC	Joint Nature Conservation Committee
JSNA	Joint Strategic Needs Assessment
KPI	Key Performance Indicators
LAQM	Local Air Quality Management
LBAP	Local Biodiversity Action Plan
LCA	Land Compensation Act 1973
LDF	Local Development Frameworks
LDP	Local Development Plan
LED	Light Emitting Diode
LLCA	Local Landscape Character Area
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LOAEL	Lowest Observed Adverse Effect Level
LoD	Limits of Deviation
LP	Low Pressure
LPA	Local Planning Authority
LSOA	Lower-layer Super Output Area
LTT	Long Term Trends
L VIA	Landscape and Visual Impact Assessment
LWS	Local wildlife site
MAC	Managing Agent Contractor
MAD	Major Accidents and Disasters
MAGIC	Multi Agency Geographic Information for the Countryside
MCHW	Manual of Contract Documents for Highway Works
MCIEEM	Member of CIEEM
MCIfA	Member of the Chartered Institute for Archaeologists
MCIWEM	Member of CIWEM
MICE	Member of ICE
MIDAS	Motorway Incident Detection Automatic Signalling
MIOA	Member of the Institute of Acoustics
MMP	Material Management Plan
MoRLiCS	Motorway Road Lighting Control System
MP	Medium Pressure

Acronym	Definition
MRSS	Maintenance and Repair Strategy Statement
MSc	Master of Science
MSGP	Making Spaces for Growing Places
MSP	Maintenance service provider
MT	Motorised Travellers
MW	Megawatt
NCA	National Character Area
NCB	National Coal Board
NCC	Newcastle City Council
NE	Natural England
NERC	Natural Environment and Rural Communities
NEWP	Natural Environment White Paper
NGN	Northern Gas Networks
NGWB	Newcastle Gateshead Western Bypass
NHBC	National House-Building Council
NHLE	National Heritage List for England
NIA	Noise Important Area
NIR	Noise Insulation Regulations 1975
NMT	Non-Motorised Traveller
NMU	Non-Motorised User
NN	National Networks
NNR	National Nature Reserve
NO	Nitrogen Oxide
NO ₂	Nitrogen Dioxide
NOEL	No Observed Effect Level
NOx	Oxides of Nitrogen
NP	National Parks
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NNNPS	National Policy Statement for National Networks
NPSE	Noise Policy Statement for England (published March 2010)
NRTM	Northern Regional Transport Model
NRW	Natural Resources Wales
NS	Not Significant
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary

Acronym	Definition
NVQ	National Vocational Qualification
NVZ	Nitrate Vulnerable Zone
NW	North-west
ODPM	Office of the Deputy Prime Minister
ONS	Office for National Statistics
OS	Ordnance Survey
OUT	Outline (planning permission)
PA	Planning Act 2008
PAH	Polycyclic aromatic hydrocarbons
Part IIA	Part IIA of the Environmental Protection Act 1990
PCE	Pedestrians, Cyclists and Equestrians
PCM	Pollution Climate Mapping
PDR	Project Design Report
PEA	Preliminary Ecological Appraisal
PEIR	Preliminary Environmental Information Report
PHE	Public Health England
PIEMA	Practitioner in IEMA
PM	Post meridiem
PM _{10,2.5}	Particulate matter
PMCM	Pennine Middle Coal Measures
PPE	Personal Protective Equipment
PPG	Planning Practice Guidance
PPS	Planning Policy Statements
PPV	Parts Per Volume
PRA	Preliminary Risk Assessment
PRF	Potential Roof Features
ProW	Public Right of Way
pSAC	Possible Special Areas of Conservation
pSPA	Potential Special Protection Areas
PSSR	Preliminary Sources Study Report
PWMS	Precautionary working method statement
RAMS	Risk Assessments and Method Statements
RBMP	River Basin Management Plan
RCB	Rigid concrete barrier
REAC	Register of Environmental Actions and Commitments
REM	Reserved matters (planning permission)

Acronym	Definition
RIGS	Regionally Important Geological Site
RIS	Road Investment Strategy
RP	Road Period
RPA	Root Protection Area
RPE	Respiratory Protective Equipment
RST	Runoff specific thresholds
SAC	Special Area of Conservation
SCC	Sunderland City Council
SCI	Sites of Community Importance
SCL	Special Category Land
SEE	Suitably experienced ecologist
SFAIRP	So far as is reasonably practicable
SFRA	Strategic Flood Risk Assessment
SGAR	Stage Gate review
SINC	Site of Importance for Nature Conservation
SM	Scheduled monument
SMP	Smart Motorway Programme
SNB	Scotswood and North Brunton
SNCI	Sites of Nature Conservation Importance
SNRHW	Stable Non-Reactive Hazardous Waste
SOAEL	Significant Observed Adverse Effect Level
SOBC	Strategic Outline Business Case
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
SOP	Standard Operating Procedure
SoS	Secretary of State
SPA	Special Protection Area
SPI	Species of Principal Importance
SPZ	Source Protection Zone
SR	Scoping Report
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
SuDS	Sustainable drainage system
SW	South-west
SWMP	Site Waste Management Plan
TA	Transport Assessment

Acronym	Definition
TAG	Transport and Analysis Guidance
TCPO	The Town and Country Planning (Development Management Procedure) (England) Order 2015
TM	Traffic Management
TMP	Traffic Management Plan
TPO	Tree Protection Order
TRA	Traffic Reliability Area
TSCS	Thin Surface Course System
UDP	Unitary Development Plan
UK	United Kingdom
UKCP	United Kingdom Climate Projections Programme
UV	Ultraviolet
UXO	Unexploded Ordnance
VED	Visual Effects Drawings
VMS	Variable Messaging Signs
WCA	Wildlife and Countryside Act 1981
WCH	Walking, Cycling and Horse Riding
WCHAR	Walking, Cycling and Horse Riding Assessment and Review
WFD	Water Framework Directive
WTN	Waste transfer note
WWTW	Waste Water Treatment Works
ZOI	Zone of Influence
ZVI	Zone of Visual Influence