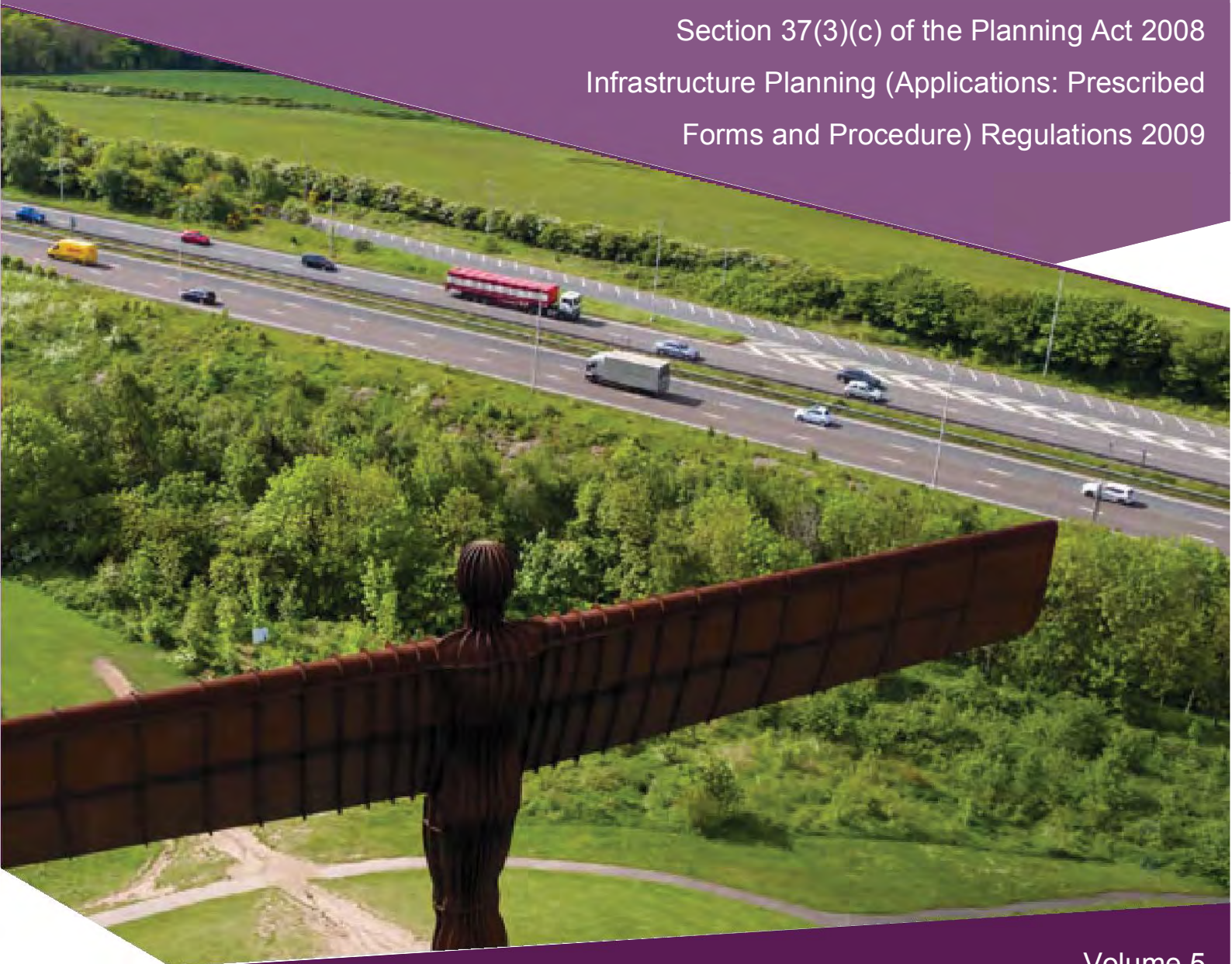


# A1 Birtley to Coal House Scheme Number: TR010031 5.1 Consultation Report

APFP Regulation 5(2)(q)  
Section 37(3)(c) of the 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]**

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### **CONSULTATION REPORT**

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010031
<b>Application Document Reference</b>	TR010031/APP/5.1
<b>Author</b>	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 Consultation Report (this “Report”) 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 In seeking the legal powers to construct the Scheme, the Applicant is making an application for a DCO to the Secretary of State. Section 37(3)(c) of the 2008 Act requires the Applicant to submit this Report as part of the DCO application. This Report will explain how the Applicant has complied with the consultation requirements set out in the 2008 Act. Guidance about this Report and the pre-application process, including statutory consultation, is found in the *‘Department for Communities and Local Government’s document Planning Act 2008: guidance on the pre-application process’* (DCLG pre-application Guidance).

1.1.3 This Report provides an account of:

- The non-statutory engagement undertaken;
- Statutory consultation carried out in compliance with section 42, section 47 and section 48 of the 2008 Act between February and March 2018;
- Additional targeted statutory consultation undertaken during the preparation for the DCO application;
- A summary of responses received during all of the consultation exercises (both non-statutory and statutory); and
- How the Applicant had regard to those responses in compliance with section 49 of the 2008 Act.

### 1.2 Summary of Consultation Activities

1.2.1 A summary of the consultation activities undertaken for both non-statutory and statutory consultation is shown in **Table 1** below.

**Table 1 - Summary of Consultation Activities**

**Non-Statutory Consultation – Q2-Q3 2016**

<b>Date:</b>	<b>Consultation Activity Undertaken:</b>
<p>26 August 2016 - 7 October 2016</p>	<p><b>Non-Statutory Options Consultation</b></p> <p>Two options were presented for non-statutory consultation.</p> <p>The non-statutory consultation included the distribution of approximately 3,500 consultation brochures and questionnaires to local residents, businesses, organisations, political representatives, statutory bodies and potentially affected land interests in close proximity to the Scheme on 26 August 2016.</p> <p>Consultation events were held at:</p> <ul style="list-style-type: none"> <li>• Chowdene Children’s Centre, Waverley Road, Harlow Green, NE9 7TU (Friday 9 September 2016); and</li> <li>• Birtley East Community Primary School, Highfield, Birtley East, DH3 1QQ (Saturday 10 September 2016)</li> </ul> <p>Further details about the non-statutory consultation can be found in <b>Chapter 2</b> of this Report.</p>
<p><b>Statutory Consultation under 2008 Act – Q4 2017/2018</b></p>	
<p>8 February 2018 – 22 March 2018</p>	<p><b>Full Statutory Consultation under section 42 and section 47 and publicised under section 48 of the 2008 Act.</b></p> <p>The statutory consultation included the distribution of approximately 27,000 brochures and questionnaires on 6 February 2018 to prescribed consultees, statutory bodies, local residents, businesses and organisations, land interests, political representatives and local authorities in close proximity to the Scheme (within a 2km radius and key areas identified).</p> <p>Consultation events were held at:</p> <ul style="list-style-type: none"> <li>• Chowdene Children’s Centre, Waverley Road, Harlow Green, NE9</li> </ul>

	<p>7TU (Friday 23 February 2018, 1 – 8pm);</p> <ul style="list-style-type: none"><li>• Washington Leisure Centre, Town Centre, Washington, NE38 7SS (Saturday 24 February 2018, 10am – 4pm);</li><li>• Team Valley Trading Estate, Axis Building, Maingate, Kingsway North, Gateshead, NE11 0BE (Friday 2 March 2018, 10am – 1.30pm);</li><li>• Metrocentre, intu Metrocentre, Gateshead, NE11 9YG (Friday 2 March 2018, 4pm – 8pm);</li><li>• Birtley East Primary School, Highfield, Birtley East, DH3 1QQ (Saturday 3 March 2018, 10am – 4pm);</li><li>• Birtley Community Hub, The Hub Resource Centre, Birtley Community Partnership, 16 Harraton Terrace, Durham Road, Birtley, DH3 2QG (Wednesday 7 March 2018, 4 – 8pm);</li><li>• Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN (Thursday 22 March 2018, 10am – 4pm) – rescheduled from 1 March.</li></ul> <p>Due to adverse weather conditions, the event scheduled to take place on 1 March 2018 at Kibblesworth was postponed. The event was rescheduled to take place at the same venue on 22 March 2018 and as a consequence, the statutory consultation period was extended by 7 days to 29 March 2018.</p> <p>Further details about the statutory consultation can be found in <b>Chapter 3</b> of this Report.</p>
<b>Targeted Statutory Consultation under 2008 Act – Q1–Q2 2018</b>	



<p>22 June – 20 July 2018</p>	<p><b>Targeted Statutory Consultation under section 42 and section 47 of the 2008 Act.</b></p> <p>The targeted statutory consultation included the distribution of approximately 160 letters and explanatory leaflets on 21 June 2018 to nearby residents and section 42 prescribed consultees on the proposal to install two new sign gantries at the side of the A1, on the approach to junction 67 (Coal House).</p> <p>Further details about the targeted statutory consultation can be found in <b>Chapter 3</b> of this Report.</p>
<p>22 June – 20 July 2018</p>	<p><b>Targeted Statutory Consultation under section 42 and section 47 of the 2008 Act.</b></p> <p>The targeted statutory consultation included the distribution of approximately 880 letters and explanatory leaflets on 21 June 2018 to affected residents and prescribed consultees on the proposal for the temporary use of additional land to the north-east of Allerdene Bridge for a construction compound and access track.</p> <p>Further details about the targeted statutory consultation can be found in <b>Chapter 3</b> of this Report.</p>
<p><b>Non-statutory consultation – Q2 2018</b></p>	
<p>7 – 9 September 2018</p>	<p><b>Non-statutory consultation.</b></p> <p>The non-statutory consultation included three regional stakeholder events in Gateshead and Newcastle.</p> <p>An information brochure was produced which covered the Scheme and eight other highway improvements planned for the north-east region. The events were advertised on the Highways England Scheme webpage, posters in the local area and social media. The Applicant contacted councillors to ask them to</p>

	<p>attend an event and distribute a poster which promoted the events. Posters were also displayed at Washington Leisure Centre and Kibblesworth Millennium Centre.</p> <p>Consultation events were held at:</p> <ul style="list-style-type: none"> <li>• Intu Metrocentre Green Car Park, 93-97 Street Michaels Way, Metro Centre, Gateshead, NE11 9YA (Friday 7 September 2018, 11.30am – 6.30pm);</li> <li>• Great North Run Quayside Pasta Party, Mill Road Car Park, Gateshead, Quayside, NE8 5JB (Saturday 8 September 2018, 9.30am – 5.30pm);</li> <li>• Great North Run finish line, Coast Road, South Shields, NE33 3NG (Sunday 9 September 2018, 8.30am – 4pm).</li> </ul>
<b>Targeted Statutory Consultation under 2008 Act – Q1–Q2 2019</b>	
<p>11 April – 9 May 2019</p>	<p><b>Targeted Statutory Consultation under section 42(1)(d) of the 2008 Act.</b></p> <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.</p> <p>Further details about the targeted statutory consultation can be found in <b>Chapter 3</b> of this Report.</p>
<p>6 May – 3 June 2019</p>	<p><b>Targeted Statutory Consultation under section 42(1)(d) of the 2008 Act.</b></p> <p>A targeted statutory consultation was undertaken between 6 May and 3 June 2019 with two additional Category 2 land interests that were identified following a refresh of the Scheme land data records.</p>

	<p>Further details about the targeted statutory consultation can be found in <b>Chapter 3</b> of this Report.</p>
2 May to 12 July 2019	<p><b>Targeted Statutory Consultation under section 42(1)(d) of the 2008 Act.</b></p> <p>A targeted statutory consultation was undertaken with some 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:</p> <ul style="list-style-type: none"> <li>• 2 May to 30 May 2019;</li> <li>• 3 May to 31 May 2019;</li> <li>• 14 May to 11 June 2019;</li> <li>• 15 May to 12 June 2019;</li> <li>• 21 May to 18 June 2019;</li> <li>• 14 June to 12 July 2019.</li> </ul> <p>Further details about the targeted statutory consultation can be found in <b>Chapter 3</b> of this Report.</p>
26 June to 24 July 2019	<p><b>Targeted Statutory Consultation under section 42(1)(d) of the 2008 Act.</b></p> <p>A targeted statutory consultation was undertaken with one Category 1 land interest that was identified following a refresh of the Scheme land data records.</p> <p>Further details about the targeted statutory consultation can be found in <b>Chapter 3</b> of this Report.</p>

### 1.3 Covering Letter and Completed Section 55 Checklist

- 1.3.1 A Covering Letter and completed section 55 checklist is submitted within the application documents (**Application Document Reference: TR010031/APP/1.1**).
- 1.3.2 The completed section 55 checklist provides evidence of compliance with the pre-application consultation requirements within the 2008 Act.



## 2 Non-statutory Consultation

### 2.1 Overview of the Non-Statutory Consultation

- 2.1.1 This chapter describes the non-statutory consultation that the Applicant has undertaken in identifying a preferred option for the Scheme. It also sets out the continuing engagement with statutory bodies and the steps undertaken in relation to environmental screening.
- 2.1.2 The non-statutory consultation was carried out in the same spirit as the statutory consultation undertaken for the Scheme in that the Applicant sought the views of various interested parties and stakeholders as well as gauging public opinion having regard to these in the selection of the preferred option.
- 2.1.3 The non-statutory consultation ran between 26 August and 7 October 2016 allowing a total of 42 days for responses to be received.
- 2.1.4 A consultation brochure and response form was produced describing the options and providing details of the consultation events. A copy of the Options Consultation brochure can be found at **Annex A** of this Report. These were distributed to the following groups:
- Local community including residents, businesses and organisations;
  - Local political representatives including Gateshead Council, Sunderland City Council, Lamesley Parish Council and local Members of Parliament (MPs);
  - Statutory bodies, for example, Historic England and Statutory Undertakers; and
  - Land interests potentially affected by the proposed Options.
- 2.1.5 A number of landowners who had been identified at that stage and the Applicant considered likely to be subject to compulsory acquisition as a result of the Scheme options were also contacted prior to the non-statutory consultation and were invited to the consultation events and offered one to one meetings.

### 2.2 Options consultation

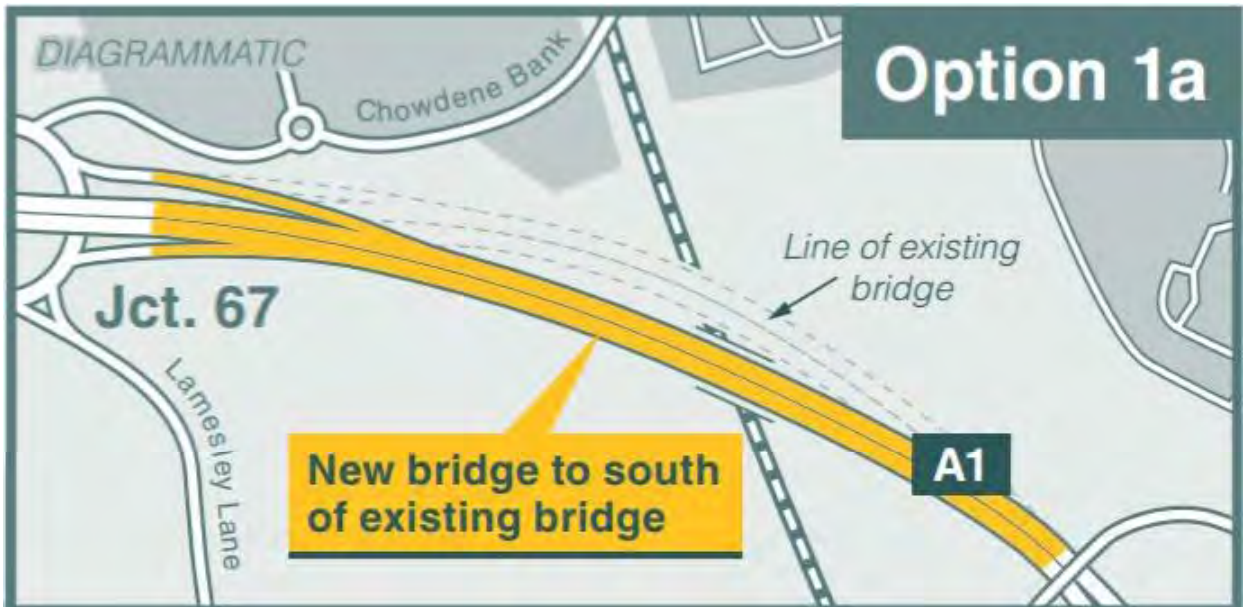
- 2.2.1 Three options for the improvement of the A1 between junction 65 (Birtley) and junction 67 (Coal House) were identified and assessed between 2015 and 2016. All options involved the widening of the existing A1 with modifications to structures at junctions 65, 66 and 67 to accommodate the additional lanes. As a result, the option selection was therefore focused on the different approaches to the replacement of Allerdene Bridge where the A1 crosses over the East Coast Main Line (ECML). The assessment concluded that two of the three options considered

should be taken forward to non-statutory consultation. Further details about the assessment, alternative proposals and the case for the Scheme can be found in the Planning Statement (**Application Document Reference: TR010031/APP/7.1**). A summary of the options taken to non-statutory consultation can be found below.

### Option 1a – Offline replacement of Allerdene Bridge

- 2.2.2 This option proposed that the existing Allerdene Bridge would be reconstructed south of its current location, improving the existing alignment of the A1. To accommodate the new alignment, Smithy Lane Overbridge (which is shown on **Figure 2-1** crossing the A1 to the east of the existing Allerdene Bridge) would have to be replaced.

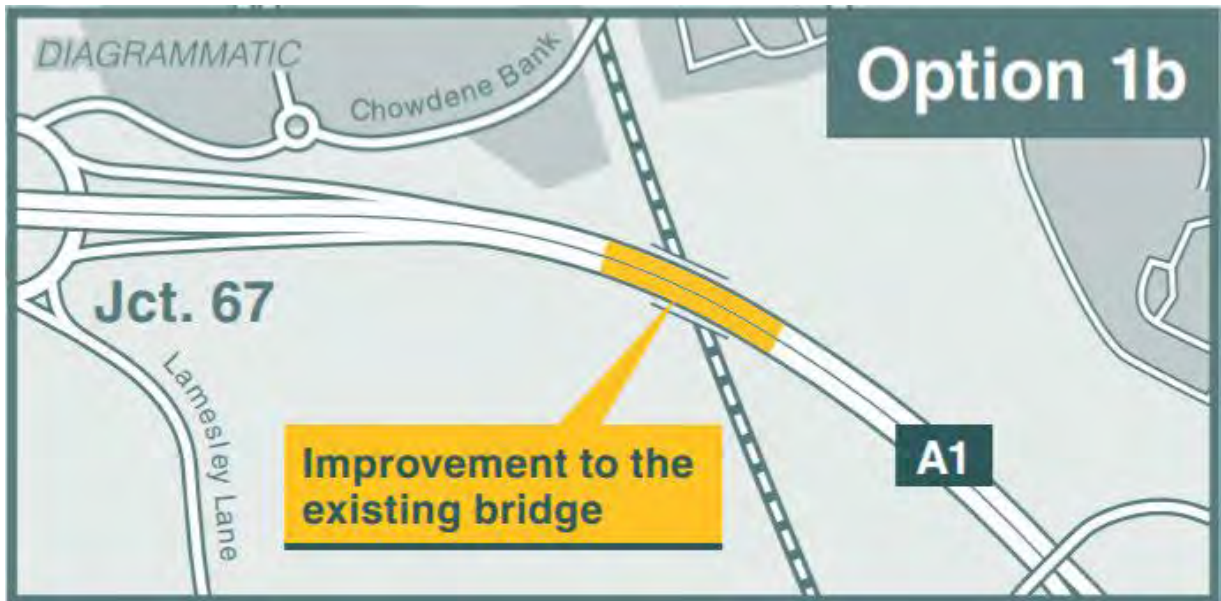
**Figure 2-1 Option 1a**



### Option 1b – Online replacement of Allerdene Bridge

- 2.2.3 This option proposed that the existing Allerdene Bridge would be replaced in its current location. This would require a temporary bridge to be constructed to carry traffic over the A1 while the new bridge was constructed.

Figure 2-2 - Option 1b



- 2.2.4 A total of 115 completed response forms were received. A further 25 comments were also documented at the consultation events.
- 2.2.5 Overall, 73% of the responses received favoured Option 1a with 10% favouring Option 1b. Option 1a was also the preferred option by all stakeholders who responded including North East Combined Authority, Go North East and Northern Gas Networks Ltd.
- 2.2.6 Members of the general public and stakeholders raised other issues in relation to the non-statutory consultation which are listed below in **Table 2**. The Applicant’s responses are those provided at the time of the consultation.

Table 2 - Summary of main themes raised during non-statutory consultation and Applicant’s response		
Theme	Issue/Concern	Applicant’s Response
Scheme wide comments	Improvements are required on this section of the A1 due to ‘bottlenecks’, even with the completion of the Coal House to Metrocentre scheme.	The Applicant confirmed that the comments had been noted. A key objective of the Scheme is to ensure a more-free flowing network and that road users travelling through the Scheme will benefit significantly from reduced journey times as a result of the proposal.



Noise impacts	Concerns over increase in noise pollution as a result of the Scheme. Respondents asked what mitigation will be in place, some requested the use of noise barriers.	The Applicant has commenced surveys to investigate the noise impact of the Scheme which will be used to inform the Environmental Impact Assessment (EIA). Due consideration has been given to the use of noise barriers and low noise road surfacing.
Landscape and visual impact	Concerns about visual impact of the Scheme and potential loss of landscaping/removal of mature trees, particularly at Crathie. Some thought that vegetation acted as a noise barrier. Others objected to the use of retaining walls adjacent to Birtley as they were unattractive.	The Applicant will minimise vegetation and tree loss on the Scheme as much as possible. The Applicant has carried out a landscape and visual impact assessment as part of the EIA. This will be used to inform the landscape mitigation for the Scheme.
Construction disruption	Concern over disruption to residential properties adjacent to the A1 during construction. Respondents were concerned at the potential for construction noise and night works, and the impact on quality of life.	The Applicant will endeavour to minimise disruption from construction as much as reasonably possible. Details are not available at this stage as the Scheme is still in an early stage of development and a contractor has yet to be appointed. Investigation into the limitation of night works will be undertaken when a contractor has been appointed.
Encroachment on residential land	Concern from residents that the Scheme would encroach on land to the south of the Scheme between junction 65 (Birtley) and junction 66 (Eighton Lodge). Preference from Crathie residents for the widening to take place on land to the north of the Scheme.	The development of the Scheme is still at a very early stage and the final alignment is not yet agreed. The purpose of the consultation is to seek feedback on the proposed options and use this to inform the preferred route.
Property prices	Concerns over effect of the works on property prices.	The consultation events were attended by staff from the

		Valuation Office Agency who were able to advise residents of their rights and how to make an application for compensation in the event that their property value has been affected the Scheme.
Safety issues	Suggestions to use speed cameras or install hard shoulders to alleviate the current problems on the A1. Concerns over tight spaces under structures for HGVs.	<p>It is proposed to implement an urban cross section in line with highways design standards on this section of the A1 which are adopted for carriageways with a 50mph speed limit. This will lead to a more constrained feel / cross section and compliance of speed limits than the standards adopted for a 70mph dual carriageway and therefore leads to lower speeds, thereby obviating the need for traffic enforcement through the use of speed cameras.</p> <p>The junctions on this section of the A1 are closely spaced and therefore due to space constraints, it is not appropriate to provide any Emergency Refuge Areas or hard shoulders. In particular, the constraints adjacent to the A1, particularly over the existing structures and the close proximity of residential properties to the A1 (especially between junction 65 and 66) mean that the construction of hard shoulders would not be possible.</p>
Non-motorised users	Comments asking for more provision for cyclists and pedestrians, especially around junctions. Consideration should also be given to equestrian facilities and access, particularly at	At this early stage of development, the main focus has been the feasibility of the Scheme. When the Applicant has determined the preferred route, a Non-Motorised User (NMU) Context Report will be prepared which assesses the

	<p>Longbank Bridleway which has drainage issues.</p>	<p>current NMU provisions within the footprint of the Scheme and any additional provisions required.</p> <p>Once this is completed, NMU audits (an ongoing review of user opportunities throughout the design process) will be undertaken on the design proposals throughout the development of the Scheme.</p>
<p>Junction 65 (Birtley)</p>	<p>Concerns raised regarding existing issues at junction 65 (Birtley). The majority of comments related to the 'Arnold Clark roundabout' which is used to access the A1 northbound, with traffic merging with the A1231 which causes congestion issues.</p> <p>Issues at the junction 65 southbound exit-slip road and approach to Mill House roundabout were also mentioned.</p>	<p>The issues at Arnold Clark Roundabout will be addressed by the proposed Scheme which will adopt two lanes along the length of the A1231 northbound slip road at junction 65 (Birtley), removing the need for the uncontrolled merge on the existing slip road.</p> <p>It is considered that the proposed improvements to the off-slip road at junction 65 will increase capacity and alleviate the issues on the A1231.</p> <p>The Mill House roundabout is the responsibility of Gateshead Council. However, the Applicant will work with Gateshead Council to review and understand the issues raised.</p>
<p>Junction 66 (Eighton Lodge)</p>	<p>Concern over rat-running as drivers use the lane drop and slip roads at junction 66 (Eighton Lodge) to bypass traffic on the mainline A1 when there is congestion. This creates traffic problems on the A167 Durham Road for residents.</p>	<p>The Applicant is aware of this issue and will continue to discuss with Gateshead Council who have responsibility for the A167 Durham Road. The final proposed Scheme is dependent on traffic data which is currently being assessed. However, by providing additional capacity, the Scheme should reduce congestion on the A1 and</p>

		encourage drivers to stay on the mainline and provide improvements for the local network.
Junction 67 (Coal House)	Suggestion to implement full-time signals at junction 67 (Coal House), and improve pedestrian crossings in this location.	The final proposed Scheme is dependent on traffic data which is currently being assessed. Once the data is available, the Applicant will use this to inform the final design at this location

2.2.7 The non-statutory options consultation outcome together with the technical appraisal, economic and environmental assessments were used to inform the Applicant's option selection process. The Preferred Route Announcement (PRA) was made in July 2017 and Option 1a was confirmed as the preferred option for the Scheme.

## 2.3 Ongoing Engagement

2.3.1 As part of the development of the Scheme, the Applicant has continued to engage outside the non-statutory and statutory advertised consultation periods. These discussions and the key areas focused on are set out in **Table 3** below.

**Table 3 – Summary of Engagement with local authorities, other statutory consultees and landowners**

Consultee	Summary of discussion/ topics raised	Outcome
<b>Local Authorities</b>		
Gateshead Council (also land interest)	<p>The Applicant has had ongoing engagement with Gateshead Council including a series of meetings between 2016 and 2019 to discuss the following issues relevant to the Scheme:</p> <p>Review of the current and existing provisions in place for Walkers, Cyclists and Horse-riders.</p> <p>Flood risk/drainage meetings with Gateshead Council and Environment Agency ("EA") to discuss proposed works that</p>	<p>Early engagement enabled the sharing of preliminary design and survey information with Gateshead Council to gain their technical advice and input prior to statutory consultation, as well as up to DCO submission.</p> <p>At the request of Gateshead Council, a meeting was set up with Historic England to seek their views on the physical impact of the works on the Bowes Railway SM and obtaining SM consent.</p> <p>Gateshead Council was invited to attend a DCO event with the</p>

	<p>may affect the water environment and betterment opportunities to reduce flood risk downstream.</p> <p>Discussion of the impact on Bowes Railway Scheduled Monument (“SM”). Gateshead Council also requested consideration of tree removal to improve views towards the Angel of the North. They raised concerns about drainage and public access to Longbank Bridleway.</p> <p>DCO meetings were arranged with the purpose of updating Gateshead Council on the DCO process, programme, feedback from the statutory consultation, findings from traffic modelling and proposed environmental mitigation.</p> <p>Documents and assessment methodology for the Environmental Impact Assessment (“EIA”) have also been shared with Gateshead Council to invite their feedback.</p> <p>Proposals to introduce lighting to the Longbank Bridleway as part of the Scheme were also discussed with Gateshead Council to seek their views.</p>	<p>Applicant in June 2018. They were also invited to attend the Stakeholder Reference Group and Risk workshops.</p> <p>Regular catch up meetings are ongoing with Gateshead Council (2<sup>nd</sup> August 2018, 1<sup>st</sup> November 2018, 12<sup>th</sup> March 2019).</p> <p>Following advice from Gateshead Council, lighting for Longbank Underpass was included in the Scheme design. For further details, refer to <b>Annex N, Table 29 and Table 30</b> of this Report.</p> <p>The plans detailing both the proposed permanent and temporary land to be acquired for this Scheme were sent to Gateshead Council in November 2018. The Council has yet to respond to further attempts to communicate with them and establish their stance, which were made in December 2018 and February 2019. The Applicant’s legal representatives sent a letter to Gateshead Council on 8 July 2019 to formally ask for a response. Draft versions of the Land Plans, Works Plans, General Arrangement Plans and the draft DCO schedules were also included with the request.</p> <p>A Statement of Common Ground (SoCG) is being prepared with Gateshead Council.</p>
<p>Sunderland City Council</p>	<p>The Applicant has engaged with Sunderland City Council several times between 2016 and 2018.</p> <p>DCO meetings were arranged with the purpose of updating Sunderland City Council on the DCO process, programme, feedback from the statutory</p>	<p>Early engagement enabled the Applicant to share preliminary design and survey information with Sunderland City Council officers to gain their technical advice and input prior to statutory consultation, as well as up to DCO submission.</p>

	<p>consultation and findings from traffic modelling.</p> <p>Documents and assessment methodology for the EIA have also been shared with Sunderland City Council to invite their feedback.</p>	<p>Sunderland City Council was invited to attend the DCO event with the Applicant in June 2018. They were also invited to the Stakeholder Reference Group and Risk workshops.</p>
Newcastle City Council	<p>The Applicant held a meeting with the Tyne and Wear Archaeology Officer in February 2018 to discuss impacts on non-designated heritage assets and potential need for investigation.</p>	<p>Recommended that investigation works be carried out as part of the ES. This is addressed in <b>Chapter 6: 'Cultural Heritage'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Durham County Council	<p>Durham County Council was invited to comment on the final draft Statement of Community Consultation (SoCC) on 20 November 2017.</p>	<p>Durham County Council did not respond to the request for comments on the final draft SoCC.</p>
<b>Statutory Undertakers</b>		
<p>Northern Gas Networks Ltd (Statutory undertaker/land interest)</p>	<p>The Applicant has had ongoing engagement with Northern Gas Networks (NGN) Ltd since 2014 to obtain existing stats information, provide details on the Scheme design and obtain information on possible diversion routes required. A refresh of the stats information was carried out in late 2017 to capture updates to the design.</p> <p>The Applicant held a series of meetings with NGN Ltd between 2016 and 2019 to discuss their proposed gas plant and pipeline diversion works planned prior to the start of the Scheme's construction.</p> <p>The meetings covered the design coordination of the new Above Ground Installation ("AGI") south of the existing A1 and the Low Pressure ("LP") mains site located west of junction 67 (Coal House)</p>	<p>Early engagement enabled the Applicant to share preliminary design information and drawings with NGN to assist with the design of the proposed diversion works.</p> <p>Discussions with NGN and their land agent have taken place in relation to proposals for protective provisions contained in Schedule 11 of the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>). Discussions are ongoing in respect of specific terms which may be required.</p>



	<p>roundabout. Items discussed included the programme, coordination of design elements to avoid interface issues with NGN works and geotechnical investigations including updates on the embankment settlement issue and the viaduct option for Allerdene Bridge.</p>	
<p>Network Rail (Statutory undertaker/land interest)</p>	<p>The Applicant set up a number of meetings with Network Rail between 2016 and 2019 to discuss the proposals for the Allerdene Bridge demolition and rebuild over the ECML and to share the latest design information.</p> <p>Items discussed include agreeing the constraints and parameters for the new bridge, design and installation of Overhead Line Equipment (“OLE”), possessions on the ECML, programme updates, land agreements and Ground Investigation (“GI”) works including updates on the embankment settlement issue and the viaduct option for Allerdene Bridge.</p>	<p>Early engagement enabled the Applicant to share preliminary design information and drawings with Network Rail to assist with the design of the Allerdene Bridge and OLE works.</p> <p>Network Rail have made the Applicant aware of a number of matters but confirmed they have no particular objections to the proposed Allerdene Bridge design covering both the Embankment and Viaduct options.</p> <p>Discussions with Network Rail have taken place in relation to an agreement for Allerdene Bridge and the protective provisions contained in Schedule 11 of the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>). Those discussions on ongoing.</p>
<p>Northumbrian Water Limited (Statutory undertaker/ land interest)</p>	<p>The Applicant has had ongoing engagement with Northumbrian Water (“NW”) since 2014 to obtain existing stats information, provide details on the Scheme design and obtain information on possible diversion routes required. A refresh of the stats information was carried out in late 2017 to capture updates to the design.</p> <p>The Applicant held a meeting in 2018 with NW to ensure that appropriate arrangements</p>	<p>The Applicant has had ongoing engagement with NW in relation to the strategic main pipeline (Derwent Pipeline) located under the A1 adjacent to Smithy Lane.</p> <p>The Applicant has provided details (including cross-sections) of the proposed works to NW. Due to limited information on the pipeline depth, Ground Penetrating Radar (“GPR”) surveys have been undertaken. Trial hole works are</p>

	<p>were in place for protection of their apparatus. Items discussed included the proposed diversion works, potential trial holes and the Scheme's interface with NW assets.</p>	<p>being planned to establish the need for the diversion fully.</p> <p>Discussions with NW have taken place in relation to draft protective provisions contained in Schedule 11 of the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>). Those discussions continue.</p>
<p>Northern Powergrid Limited (Statutory undertaker/land interest)</p>	<p>The Applicant has had ongoing engagement with Northern Powergrid ("NPG") since 2014 to obtain existing stats information, provide details on the Scheme design and obtain information on possible diversion routes required for the Extra High Voltage ("EHV") equipment that interfaces with the Scheme. A refresh of the stats information was carried out in late 2017 to capture updates to the design.</p> <p>The Applicant has held a number of discussions with NPG in 2018 to provide them with an overview of the progress made to date on the design. NPG provided feedback on the General Arrangement ("GA") Plans (<b>Application Document Reference: TR010031/APP/2.6</b>) provided and conditions for the contractor.</p>	<p>The Applicant has shared design information and drawings with NPG for comment. The Applicant's engagement with NPG helped to identify the assets within the scope of the Scheme. The current design has assumed that stats diversion works are not required for NPG's EHV equipment as part of the Scheme. This is to be reviewed at detailed design stage and an appropriate method of construction will be used around the EHV.</p> <p>Further consultation will be undertaken with NPG at detailed design stage.</p>
<p>Openreach Limited (Statutory undertaker/ land interest)</p>	<p>The Applicant has engaged with Openreach Limited since 2014 to obtain existing stats information, provide details on the Scheme design and obtain information on possible diversion routes required. A refresh of the stats information was carried out in late 2017 to capture updates to the design.</p>	<p>The Applicant has shared design information and drawings with Openreach Limited for comment. The Applicant's engagement has helped to identify the assets within the scope of the Scheme and assisted the design of the diversion works.</p>

	The Applicant has had several meetings with Openreach Limited in 2018 to give them an overview of the stats diversion works and progress with the Scheme design.	Further consultation will be undertaken with Openreach Limited at detailed design stage.
Instalcom Limited (Statutory undertaker/ land interest)	The Applicant has engaged with Instalcom Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme.	The Applicant has shared design information and drawings with Instalcom Limited for comment. The Applicant's engagement has helped to identify the assets within the scope of the Scheme.  Further consultation will be undertaken with Instalcom Limited at detailed design stage.
Virgin Media Limited (Statutory undertaker/ land interest)	The Applicant has engaged with Virgin Media Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme.	The Applicant has shared design information and drawings with Virgin Media Limited for comment. The Applicant's engagement has helped to identify the assets within the scope of the Scheme.  Further consultation will be undertaken with Virgin Media Limited at detailed design stage.
Vodafone Limited (Statutory undertaker/ land interest)	The Applicant has engaged with Vodafone Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme.	The Applicant has shared design information and drawings with Vodafone Limited for comment. The Applicant's engagement has helped to identify the assets within the scope of the Scheme.  Further consultation will be undertaken with Vodafone Limited at detailed design stage.
<b>Statutory Bodies / Other</b>		
Environment Agency (also land interest)	The Applicant has engaged with the Environment Agency ("EA") during design development to inform the EIA methodology and assessment, as well as the proposed	Early engagement enabled the sharing of preliminary design and survey information with the EA to gain their technical advice and input prior to statutory consultation, as well as up to DCO submission.

	<p>environmental mitigation for the Scheme.</p> <p>The Applicant has held several meetings with the EA between 2017 and 2019 (alongside Gateshead Council) on the water and ecology receptors potentially affected by the Scheme (see entry above for Gateshead Council).</p> <p>The Applicant has shared the following documents with the EA for comment (working draft versions):</p> <ul style="list-style-type: none"> <li>• <b>Chapter 13</b> of the ES (Road Drainage and Water Environment) (<b>Application Document Reference: TR010031/APP/6.1</b>);</li> <li>• <b>Chapter 13 ES Figures</b> (<b>Application Document Reference: TR010031/APP/6.2</b>);</li> <li>• HAWRAT (Highways Agency Water Risk Assessment Tool), in <b>Appendix 13.3</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>);</li> <li>• Water Framework Directive Assessment, in <b>Appendix 13.2</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>); and</li> <li>• Flood Risk Assessment, in <b>Appendix 13.1</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</li> </ul>	<p>The Applicant held a meeting with the EA on 11 April 2019 to discuss their feedback on the ES documents. A number of queries were discussed at the meeting including the modelling for Kingsway Viaduct piers, climate change guidance, flood maps, Lady Park Burn and flood plain compensation. The EA also asked the Applicant to add text or provide clarification on some sections of the documents.</p> <p>Further details of the items discussed and actions agreed at the meeting is provided in <b>Appendix 4.4</b> (Environmental Consultation) of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p> <p>The District Valuer contacted the EA on 9 July 2019 to discuss their land plots near to the River Team and land take requirements for the Scheme.</p> <p>A SOCG is being prepared between the Applicant and the EA to confirm where agreement has been reached between the two parties.</p>
<p>Natural England</p>	<p>The Applicant has engaged with Natural England (“NE”) during design development to</p>	<p>Early engagement enabled the sharing of preliminary design and survey information with NE to gain</p>

	<p>inform the EIA methodology and assessment, as well as the proposed environmental mitigation for the Scheme.</p> <p>The Applicant also used NE's discretionary advice service to inform the EIA.</p> <p>The Applicant has shared the following documents with NE for comment (working draft versions):</p> <ul style="list-style-type: none"> <li>• <b>Chapter 8</b> of the ES (Biodiversity) (<b>Application Document Reference: TR010031/APP/6.1</b>);</li> <li>• Habitat Regulations Assessment, in <b>Appendix 8.2</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>);</li> <li>• Biodiversity Net Gain Report, in <b>Appendix 8.13</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</li> </ul>	<p>their technical advice and input prior to statutory consultation, as well as up to DCO submission.</p> <p>The Applicant held a meeting with Natural England on 7 March 2019 to discuss the findings of the ecological surveys undertaken as part of the EIA, proposed mitigation, biodiversity net gain calculations and the options for Allerdene Bridge.</p> <p>Further details of the items discussed and actions agreed in the meeting is provided in <b>Appendix 4.4</b> (Environmental Consultation) of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p> <p>The Applicant is also seeking a Letter of No Impediment. Natural England confirmed on 25 April 2019 that they would want to see a full European Protected Species licence application to be submitted to inform the Letter of No Impediment. A draft Licence Application has been prepared by the Applicant and is provided in <b>Appendix 8.14</b> (Protected Species Licence) of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p> <p>A SOCG is being prepared between the Applicant and Natural England to confirm where agreement has been reached between the two parties.</p>
Historic England	<p>The Applicant has engaged with Historic England during design development to inform the EIA methodology and assessment, as well as the proposed environmental mitigation for the Scheme.</p>	<p>Early engagement enabled the sharing of preliminary design and survey information with Historic England to gain their technical advice and input prior to statutory consultation, as well as up to DCO submission.</p>

	<p>The Applicant has held several meetings with Historic England in 2018 and 2019 to discuss the proposed works to Longbank Underpass, the scope of the Bowes Railway SM assessment, the proposed mitigation of impacts, and potential drainage and lighting issues in the area. Historic England raised no objections to the proposals but made recommendations for surveys and mitigation measures, assuming SM Consent is granted as part of the DCO.</p> <p>The Applicant has shared the following documents with Historic England for comment on 26 February 2019 (working draft versions):</p> <ul style="list-style-type: none"> <li>• <b>Chapter 6</b> of the ES (Cultural Heritage) (<b>Application Document Reference: TR010031/APP/6.1</b>);</li> <li>• Historic Environment Desk Based Assessment, in <b>Appendix 6.1</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>); and</li> <li>• Bowes Railway Retaining Wall Survey Report, in <b>Appendix 6.3</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</li> </ul>	<p>Historic England provided a response by letter on 13<sup>th</sup> March 2019 (in response to the working draft documents shared by the Applicant) confirming that the ES clearly presents the impact of the proposal on the designated heritage assets. Historic England also provided further advice on the proposed mitigation and monitoring for the Scheme.</p> <p>The Applicant held meetings in April, May and July 2019 with Historic England to discuss their recommendations. Further details of the items discussed and actions agreed in the meetings is provided in <b>Appendix 4.4</b> (Environmental Consultation) of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p> <p>The Applicant is also seeking a Letter of No Impediment from Historic England to consent to the inclusion of SM consents in the draft DCO. This was discussed with Historic England at a meeting on 16 July 2019. The Applicant followed up with an email on 17 July 2019 to share the documents discussed, namely:</p> <ul style="list-style-type: none"> <li>• A copy of the Letter of No Impediment (updated following the meeting);</li> <li>• Relevant extracts of the Outline CEMP (<b>Application Document Reference: TR010031/APP/7.4</b>); and</li> <li>• Relevant extracts of the Draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>).</li> </ul> <p>Historic England responded on 23 July 2019 with suggested</p>
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		<p>amendments and comments on the three documents.</p> <p>A SOCG is being prepared between the Applicant and Historic England to confirm where agreement has been reached between the two parties.</p>
Coal Authority	<p>The Applicant has had discussions with the Coal Authority in 2018, in relation to the potential effects from changes to the mine water pumping regime as a result of the Scheme. Items discussed included an overview of the groundwater modelling, data availability and discussions on GI works. Discussions have also taken place on the mine shafts within or in close proximity to the Scheme.</p>	<p>The Applicant has shared design information and drawings with the Coal Authority for comment and it is understood that any changes associated with rising mine waters will not impact the above ground features of the Scheme. Therefore, no further consultation on this particular topic is required at this stage.</p> <p>As the construction method for the Allerdene Bridge (Embankment or Viaduct option) and the Kingsway Viaduct pier widening will involve piling, further consultation is proposed with the Coal Authority once the detailed design is progressed.</p>
Team Valley Flood Alleviation Steering Group risk workshops.	<p>The Applicant attended the Team Valley Flood Alleviation Steering Group risk workshops starting in 2017 to discuss the risks relating to ten projects including the proposed Scheme. In particular, the Kingsway and Lamesley Pastures schemes were of relevance. Risks discussed included land acquisition, programme clashes, re-use of material and linking drainage works.</p>	<p>Through attendance at the workshops, a potential opportunity was raised to share one compound between the Scheme, NGN works and Lamesley Pastures scheme. This is being investigated but the compound for the Scheme has been included in this application should the opportunity highlighted above not be realised.</p>
Residents at Lady Park	<p>On-site meetings with Lady Park residents in 2018 to discuss their concerns over land take and tree loss near junction 67 (Coal House). Items raised about replanting with mature trees, extension of</p>	<p>The Applicant amended the Scheme design to reduce the amount of permanent land take at Lady Park (see <b>Chapter 4, Table 20 and Annex N (Table 29)</b>). The Applicant provided additional drawings to the residents showing</p>

	<p>the existing noise barrier and request for more details on tree preservation.</p> <p>The aspiration to avoid impacting the trees around Lady Park during diversion works was also discussed with statutory undertakers NGN and NPG at their meetings in 2018.</p>	<p>the revised proposals and received positive feedback on the changes.</p>
<b>Land Interests</b>		
<p>Ann Adlington and Arthur Robert Adlington (land interest)</p>	<p>A meeting was held with Mr and Mrs Adlington in 2018 to explain the changes in the Scheme and that their land would no longer be affected. In April 2019, the Applicant contacted Mr and Mrs Adlington as part of the targeted statutory consultation in relation to the grouting works which only requires subsoil rights and no permanent acquisition.</p>	<p>The Applicant has contacted Mr and Mrs Adlington as part of the targeted statutory consultation but did not receive a response. It is the Applicant's understanding that the Adlingtons are outside of the country for weeks at a time.</p>
<p>Arqiva No. 2 Limited (Statutory undertaker/ land interest)</p>	<p>The Applicant has engaged with Arqiva No. 2 Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme.</p>	<p>The Applicant has shared design information and drawings with Arqiva No.2 Limited for comment. The Applicant's engagement has helped to identify the assets within the scope of the Scheme.</p> <p>Further consultation will be undertaken with Arqiva No.2 Limited at detailed design stage.</p>
<p>Brett Morland Askew, Christopher Askew and Glenn Clifford Askew (land interest)</p>	<p>Early engagement with the Askews via their land agent to arrange access for environmental surveys and to invite to the non-statutory and statutory consultations.</p> <p>Outside the consultation period, the Applicant has met with the Askews' land agent to discuss the impact of the Scheme on their land.</p>	<p>Ongoing engagement with the Askews to continue discussions to seek to acquire the land required for the Scheme by agreement.</p> <p>The District Valuer received written confirmation on 19 October 2018 that Brett Morland Askew, Christopher Askew and Glenn Clifford Askew were willing to engage in negotiations providing their legal fees for completing a land interest questionnaire were</p>

		met which the Applicant is not able to do. The District Valuer contacted the Askews' land agent on 9 July 2019 to confirm the land interest questionnaire does not require completion and asked their land agent to confirm if they have any additional interests not captured in the Land Registry records and to clarify any objections.
Christopher Wilson and Marie Wilson (land interest)	<p>Early engagement with Mr Wilson to arrange access for environmental surveys and to invite to the non-statutory and statutory consultations.</p> <p>During the statutory consultation, Mr Wilson requested that an embankment, fencing and an access road in front of his property be included in the Scheme design.</p> <p>Outside the consultation period and in response to comments provided during the 2018 targeted statutory consultation, the Applicant met with Mr Wilson and his land agent in 2018 to discuss concerns over the extent of land take to the south of his property. Items discussed included the potential impact on consented development to build a new dwelling, potential issues with servicing and sewer works and a request for a new retaining wall at the property.</p>	<p>The Applicant and District Valuer have met with Mr Wilson and his land agent following the targeted statutory consultation in 2018, to discuss the Scheme and provide plans to Mr Wilson showing the potential area required for works and the fence line boundary.</p> <p>A further meeting was held on 19 June 2019 with Mr Wilson and his land agent to discuss the request for a retaining wall and fencing. Mr Wilson was advised by the Applicant that we had considered a retaining wall but were unable to provide it due to the costs compared to the embankment. Mr Wilson was also advised that the ES showed no requirement for a noise fence so this would not be provided. The Applicant confirmed to Mr Wilson that the embankment will be in the DCO application and he can make a representation if required at Examination.</p> <p><b>Annex N (Table 28 and Table 30)</b> of this Report set out the responses provided by Mr Wilson and the Applicant as part of the full statutory and targeted consultations.</p>
David Auld and Dawn Auld (land interest)	An initial meeting was held in February 2018 with Mr and Mrs Auld to discuss temporary and permanent land take requirements.	Following the meeting in February 2018, the District Valuer has sought written confirmation of Mr and Mrs Auld's stance on numerous occasions with attempts

		to contact via telephone and in writing proving unsuccessful. The most recent attempt to was made in writing and sent via post to Mr Auld's home address on 4 April 2019.
David Herbert Hankey (land interest)	Early engagement with Mr Hankey to discuss temporary and permanent land take requirements.	The District Valuer has sought written confirm of Mr Hankey's stance. No objections have been raised to date with the permanent acquisition and temporary possession of his interests. The most recent attempt to contact Mr Hankey was via his land agent by email on 11 June 2019, no response has yet been received.
David Meldrum (land interest)	Early engagement with Mr Meldrum to discuss temporary land requirements of the Scheme.	The District Valuer has received written confirmation from Mr Meldrum on 7 May 2019 that he has no objections to the permanent acquisition and temporary occupation of his land at this stage. Discussions are ongoing.
DB Cargo (UK) Limited (land interest)	The District Valuer had early discussions with DB Cargo (UK) Limited to discuss geotechnical investigation works.	The District Valuer contacted DB Cargo again on 4 July 2019 asking them to confirm a written response. DB Cargo confirmed on the same day that they received the request and are currently drafting a response.
Gala Unity Limited (land interest)	The District Valuer has made two attempts to contact Gala Unity Limited in writing at their given address.	No response has been received to the District Valuer's attempts to make contact with Gala Unity Limited, with the most recent letter being sent in February 2019.
Jackelyn Paleaz McLean and James Frederick McLean (land interest)	Early engagement with Mr and Mrs McLean to discuss temporary land requirements of the Scheme.	Highways England representatives have met with Mr McLean at his home address to discuss the Scheme. The District Valuer received written confirmation on 14 September 2018 that Mr and Mrs McLean have no objections and have agreed proposed compensation relating to the temporary occupation of land

		required for the Scheme. Discussions are ongoing.
James Jones & Sons (Pallets and Packaging) Limited (land interest)	Early engagement with landowner to discuss temporary and permanent land requirements.	Ken Taylor of James Jones & Sons Limited confirmed on 31 January 2019 that they have no objections to the Scheme and have no issue with the temporary possession of their interests. They have asked that the Applicant keeps them informed on the traffic management plans once these are available. Discussions are ongoing.
Kenneth Long c/o Patricia Long (land interest)	Early engagement with Mr and Mrs Long via their land agent to arrange access for environmental surveys and to invite to the non-statutory and statutory consultations.  Outside the consultation period, the Applicant has met with Mr and Mrs Long to discuss the impact of the Scheme on their land.	The District Valuer and Highway England representatives met with Mr and Mrs Long in October 2018 to explain the Scheme and discuss the land take required.
Key Inns Limited (trading as Bowes Incline Hotel) (land interest)	Early engagement with Mr Salicki of Key Inns Limited to arrange access for environmental surveys and to invite to the non-statutory and statutory consultations.  Outside of the consultation period, the Applicant has met with Mr Salicki (and family) to discuss the impact of the Scheme on his land and agree temporary and permanent land requirements.	The District Valuer received written confirmation on 15 November 2018 that Mr Salicki has no objections to the Scheme at this stage.  A further meeting is due to be arranged with Mr Salicki to inform him of the plans to close North Dene Footbridge during construction. Discussions are ongoing.
Margaret Ann Bond and Emma Elizabeth Bond (land interest)	Early engagement with Emma Bond via land agent to arrange access for environmental surveys and to invite to the non-statutory and statutory consultations.  Outside the consultation period, the Applicant has met with Emma Bond to discuss	Ongoing engagement with Emma Bond who has requested a new stable block be constructed outside the Scheme boundary to replace the existing arrangement which will be removed as a consequence of the Scheme.  The District Valuer received written confirmation on 24 October 2018

	the impact of the Scheme on her land.	that Margaret Ann Bond and Emma Elizabeth Bond are willing to engage in negotiations and no objections have been raised to the Scheme. Discussions are ongoing and the Applicant has agreed the claimant will be compensated for the reinstatement of their stable building elsewhere on their land.
Mark Llewelyn (land interest)	Early engagement with Mr Llewelyn to discuss temporary land requirements of the Scheme. It was indicated that there were no objections to the temporary occupation of Mr Llewelyn's land.	Mr Llewelyn provided written confirmation on 1 July 2019 that he had no objections to the proposed use of his land.
Maureen Watts and Caroline Watts (land interest)	Engagement with Maureen Watts and Caroline to discuss the permanent and temporary land requirements of the Scheme.	Maureen Watts and Caroline Watts have raised an objection to losing the land they occupy under licence from National Grid Networks (NGN) Limited, as the licence was terminated by NGN in 2018, ahead of the Scheme. Discussions are ongoing.
Persimmon Homes Limited (land interest)	Early engagement with landowner to discuss temporary and permanent land requirements of the Scheme.	Persimmon Homes declined an invite to meet and discuss the Scheme proposals with the Applicant. Plans of the proposed temporary occupation of their land have been sent to them and a written response detailing any objections was last requested in January 2019. No response has been received.
Robert Henderson (land interest)	Early engagement with Mr Henderson via his land agent to arrange access for environmental surveys and to invite to the non-statutory and statutory consultations.  Outside the consultation period, the Applicant has met with Mr Henderson to discuss the impact of the Scheme on their land.	The District Valuer sent an email to Mr Henderson's land agent on 3 January 2019 to establish if he had any objections or concerns in relation to the Scheme but no response was received. The District Valuer has been chasing up a response and the most recent email was sent on 9 July 2019.



Septimus Watts (land interest)	Engagement with Septimus Watts to discuss the permanent and temporary land requirements of the Scheme.	Septimus Watts has raised an objection to losing the land he occupies under licence from National Grid Networks (NGN) Limited, as the licence was terminated by NGN in 2018, ahead of the Scheme. Discussions are ongoing.
Shenstone Properties Limited (land interest)	Early engagement with Shenstone Properties Limited to discuss temporary and permanent land requirements of the Scheme.	The District Valuer received written confirmation on 15 November 2018 that Shenstone Properties Limited are willing to engage in negotiations (the land agent also confirmed this on 3 January 2019). No objections to the Scheme have been raised to date.
St Mary Magdalene and Holy Jesus Trustee Limited (land interest)	Early engagement with St Mary Magdalene and Holy Jesus Trustee Limited to discuss temporary and permanent land requirements of the Scheme.	The Applicant received written confirmation from St Mary Magdalene and Holy Jesus Trustee Limited on 12 October 2018 that the landowner has no objections to the Scheme and they are willing to engage in negotiations.
Team Valley S.A.R.L c/o Area Management Limited (land interest)	Engagement with Team Valley S.A.R.L to discuss permanent rights required for the Scheme.	The District Valuer has sought written confirmation from Team Valley S.A.R.L on their stance in relation to the Scheme proposals. The District Valuer sought instructions from the landowner's agent in April 2019 and requested a response in May 2019.
Thomas Arthur Hamish Ninth Baron Ravensworth (as executor for Lord Arthur Waller Eighth Baron) (land interest)	Engagement with the Baron of Ravensworth via his minerals agent, to agree access to land for surveys and to discuss temporary and permanent land requirements.	Ongoing engagement continues with Baron Ravensworth to seek to enter an agreement on the land required for the Scheme.  The Applicant received written confirmation from Thomas Arthur Hamish Ninth Baron Ravensworth on 11 January 2019 that there are no objections to the Scheme and he is willing to engage in negotiations.

## 2.4 Regional Stakeholder Events

2.4.1 A series of three regional stakeholder events were held in September 2018 in Gateshead and Newcastle to promote nine highway schemes across north-east England (see **Table 1** of this Report). The purpose of the events was to encourage collaborative stakeholder engagement across the region and engage with the public in a joined-up way. The Applicant recorded feedback and comments from the events but there were none specific to the Scheme.

## 2.5 EIA Screening

2.5.1 The Applicant notified the Planning Inspectorate (the “Inspectorate”) under Regulation 8(1) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regs”) of the proposed DCO application for the Scheme on 16 October 2017. In this notification the Applicant also informed the Inspectorate of the requirement for an Environmental Statement.

2.5.2 A copy of the letter is provided within **Annex B**.

## 3 Statutory Consultation

### 3.1 Overview of the Statutory Consultation

- 3.1.1 This chapter sets out how the Applicant has complied with the requirements set out in section 42, section 47 and section 48 of the 2008 Act.
- 3.1.2 Following the Preferred Route Announcement (PRA) in July 2017, the Applicant has undertaken one advertised period of full statutory consultation as well as five targeted statutory consultations to seek views and allow an opportunity for prescribed consultees, stakeholders, land interests and the wider local community to comment on the proposals for the Scheme.
- 3.1.3 The Applicant planned statutory consultation to run between 8 February 2018 and 22 March 2018 to allow a total of 42 days for responses to be received. However, due to severe weather conditions, the consultation event arranged at Kibblesworth for 1 March 2018 was postponed. The event was rescheduled at Kibblesworth to take place on 22 March 2018. To accommodate the rescheduled event, the statutory consultation period was extended to 29 March 2018 to allow sufficient time following the event for comments to be received.
- 3.1.4 This chapter sets out the preparation of the Statement of Community Consultation (see section 3.2), section 42 consultation (see section 3.3), section 47 consultation (see section 3.5), section 48 consultation (see section 3.6) and additional targeted statutory consultation (see section 3.7). An analysis of the responses received at consultation and any changes made to the Scheme as a result are provided in **Chapter 4** and **Annex N** of this Report.

### 3.2 Preparation of Statement of Community Consultation

- 3.2.1 Prior to commencing statutory consultation, the Applicant is required to prepare a Statement of Community Consultation (SoCC) in accordance with section 47(1) of the 2008 Act. The purpose of the SoCC is to set out how the Applicant intends to consult with people living in the vicinity of the Scheme.
- 3.2.2 To support the preparation of the SoCC, the Applicant consulted, under section 47(2) of the 2008 Act, with each of the relevant local authorities identified within section 43(1) of the 2008 Act about the proposed content of the SoCC. The local authority identified under section 43(1) of the 2008 Act was Gateshead Council as the only administrative area under which the proposed Scheme sits. However, as the A1 is a major arterial route for the region it was recognised that the Scheme could have an impact on neighbouring local authority areas, specifically Sunderland City Council. Therefore, Sunderland City Council was also consulted on the draft SoCC.
- 3.2.3 The draft SoCC was sent to Gateshead Council and Sunderland City Council, by email, on 2 May 2017 (with a follow up email on 3 May clarifying the deadline) requesting comments on the draft by 30 May 2017, allowing 28 days in which to

respond. This was circulated prior to the PRA to give both local authorities an early opportunity to review and provide comments on the draft SoCC. A copy of the draft SoCC is provided in **Annex C2** of this Report. A copy of the emails is provided in **Annex D1, D2 and D3** of this Report. A response was received from Gateshead Council on 23 May 2017 and this is provided at **Annex E1** to this Report.

- 3.2.4 Following the PRA, a copy of the final draft SoCC was sent to Gateshead Council on 20 November 2017 requesting comments by 18 December 2017, allowing a further total of 28 days for a response. A copy of the email is saved in **Annex D5** of this Report. The final draft SoCC was sent to Gateshead Council to show how their previous feedback had been incorporated into the document and to invite further comments. An acknowledgement was received from Gateshead Council on 20 November 2017 and a response was received on 18 December 2017 confirming no further comments. A copy of the final draft SoCC is provided in **Annex C3** of this Report. A copy of the emails is provided in **Annex E2 to E4** of this Report.
- 3.2.5 Sunderland City Council did not respond to the request for comments on the draft SoCC sent on 2 May 2017. A further email was sent on 20 November 2017 requesting comments on the final draft SoCC but no response was received. A copy of this email is provided in **Annex D6** of this Report.
- 3.2.6 As part of Gateshead Council's response on the draft SoCC they advised that the Applicant should also consult Durham County Council (see **Table 4** below). Therefore, Durham County Council was offered the opportunity to provide comments on the final draft SoCC, as a neighbouring authority. An email was sent to Durham County Council on 20 November 2017 requesting comments by 18 December 2017, allowing a total of 28 days in which to provide a response. A copy of the email is provided in **Annex D4** of this Report.
- 3.2.7 Durham County Council did not respond to the request for comments on the final draft SoCC.
- 3.2.8 **Table 4** below summarises the suggestions and comments received from Gateshead Council on the draft SoCC and how the Applicant had regard to them.

**Table 4 - SoCC Consultation with Local Authority**

Name of Local Authority: Gateshead Council			
Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
<i>The Application</i>	Gateshead Council noted that Durham County Council had not contributed to the draft SoCC and that if they had not already, be given the opportunity, as an adjoining authority, to	Suggestion accepted and Durham County Council was invited to comment on the	Final SoCC amended to show that Durham County Council had also been consulted in the preparation of the SoCC about the proposals.

	comment due to their proximity to the Scheme.	final draft SoCC on 20 November 2017.	
N/A	Gateshead Council stated the SoCC is comprehensive and is equivalent to the approach the Council takes on consultation of its plans/Statement of Community Involvement /Consultation Strategies. A link <sup>1</sup> was enclosed to the Councils Statement of Community Involvement for the plan making process for information.	Agreed to review the Gateshead Council Statement of Community Involvement.	Considered that no amendment to the SoCC was necessary. The Statement of Community Involvement/Consultation Strategies was similar to the Applicant's approach to the consultation set out in the SoCC.
<i>How we will consult (council and community/area forum briefings)</i>	Gateshead Council advised that it would be useful to be more specific when talking about 'the Council' and 'community forums', as there could be confusion if this meant Lamesley Parish Council (Parish Council under which the Scheme sits) who should be offered a community forum briefing. Also advised that it would be useful to brief councillors covering the Lamesley, Birtley and Chowdene wards.	Suggestion accepted.	SoCC amended to state that Gateshead Council and Sunderland City Council are within the Scheme area and that briefings will be offered during the statutory consultation period. Lamesley Parish Council also to be offered the opportunity for a briefing. The SoCC also confirmed that Durham County Council and Newcastle City Council would be consulted on the Scheme proposals as part of the statutory consultation.

<sup>1</sup> <https://www.gateshead.gov.uk/article/3015/Statement-of-Community-Involvement>



<p><i>How we consult (establishing stakeholder groups)</i></p>	<p>Gateshead Council confirmed that stakeholders should include the business forum for the Team Valley Trading Estate and that UK Land Estates is a major landowner in the Team Valley.</p>	<p>N/A – The SoCC confirmed that a Stakeholder Reference Group had been established. However, it was considered that UK Land Estates did not need to be specifically named as part of that group in the SoCC.</p>	<p>SoCC updated to confirm that the Stakeholder Reference Group established would hold its first meeting in March 2018.</p>
<p><i>How to consult (media)</i></p>	<p>Gateshead Council requested what is meant by Local Press and how far a radius of people/users are you trying to reach? Happy to see that there is a big focus on Gateshead, but that users of the A1 will extend much further into Durham, Newcastle and Northumberland and beyond which have access to different local press. Confirmed that Gateshead Council usually publish their notifications in The Newcastle Journal.</p>	<p>Suggestion accepted.</p>	<p>SoCC amended to state the statutory consultation would be advertised for two successive weeks in local newspapers The Newcastle Evening Chronicle and The Newcastle Journal. The SoCC also confirmed that Council news could be used, in agreement with Gateshead Council, which is distributed to every household in the borough.</p>
<p>N/A</p>	<p>Gateshead Council asked if there is going to be readable notices on the road itself?</p>	<p>N/A – no notices to be displayed on the road.</p>	<p>SoCC was not updated as there is no statutory requirement to display notices on the road (A1) and that both the section 47 and section 48 notices would be published in the local media and on the Highways England Scheme webpage prior to the start of the statutory consultation.</p>

<p><i>How to consult (media)</i></p>	<p>Gateshead Council confirmed that other media could include the Council News which goes to every household in the Borough and ourgateshead.org which is a separate Gateshead Community Website.</p>	<p>Suggestion accepted in relation to the potential to publish the SoCC in the Council News.</p> <p>All consultation materials were sent to Gateshead Council should they wish to publish the documents on their Community website but considered the SoCC did not need to be updated to reflect this.</p>	<p>SoCC updated to confirm that Council News may be used subject to approval of Gateshead Council.</p>
<p><i>Documents available for inspection</i></p>	<p>Gateshead Council confirmed their agreement to the deposit locations identified but also requested consideration should be given to making information available in Kibblesworth Millennium Centre due to its remote location away from Birtley and Gateshead centres.</p>	<p>Suggestion accepted.</p>	<p>SoCC updated to include Kibblesworth Millennium Centre as a deposit location. Following the suggestion received from Gateshead Council, it was also decided to include Kibblesworth as a consultation venue in the SoCC (as detailed in <b>Table 8</b> of this Report).</p>

- 3.2.17 The SoCC was subsequently amended in January 2018 after Washington Leisure Centre declined their venue as a deposit point. The Applicant emailed Gateshead Council on 23 January 2018 to inform them that Washington Leisure Centre deposit location was being removed from the SoCC, consultation brochure and section 48 notice. A copy of the email is provided in **Annex D7** of this Report.
- 3.2.18 A copy of the published SoCC is provided in **Annex F** of this Report.
- 3.2.19 The SoCC was made available in the vicinity of the proposed Scheme. The dates and locations are detailed in **Table 5** below.

**Table 5 - Availability of the SoCC in the vicinity of the proposal**

Dates available:	Location:
Monday – Friday 09.00– 17.00	Gateshead Civic Centre Regent Street

	Gateshead, NE8 1HH Tel: 0191 433 3000
Monday, Tuesday & Thursday 09.00 – 17.00 Wednesday & Friday 09:00 – 15:45  Saturday CLOSED	Birtley Library, Durham Road, Birtley Chester-le-Street, DH3 1LE Tel: 0191 433 6101
Monday, Tuesday, Thursday and Friday 09.30 – 15.30 Wednesday 09.30 – 12.00 Saturday CLOSED	The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2QG Tel: 0191 492 0434
Monday and Friday 10.00- 15.00  Tuesday, Wednesday 10.00- 16.00 Thursday 09.00- 17:00  Saturday CLOSED	Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193
By prior arrangement: Monday to Friday 09.00 – 17.00	Highways England Lateral 8 City Walk Leeds LS11 9AT Tel: 0300 470 4548

3.2.20 **Table 6** below shows the newspapers and dates that the section 47 notice for the SoCC was published. The SoCC notice was published at the same time in the same publication as the section 48 notice for the statutory consultation (see **Table 10** below for further details).

**Table 6 - SoCC Notice publication dates**

<b>Date published:</b>	<b>Newspapers:</b>
1 February 2018	The Newcastle Evening Chronicle
1 February 2018	The Newcastle Journal
8 February 2018	The Newcastle Evening Chronicle
8 February 2018	The Newcastle Journal

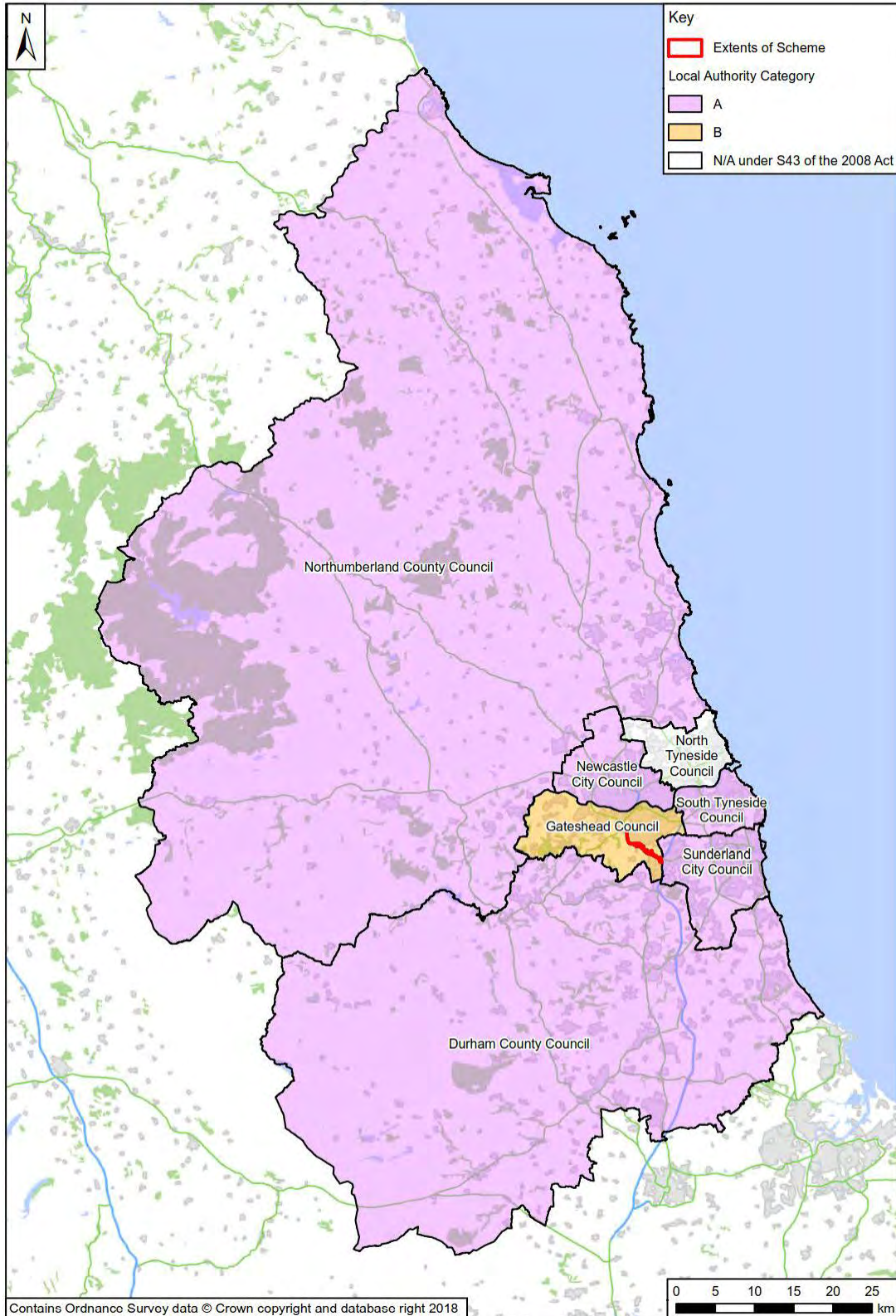
3.2.21 The SoCC was also published on the Highways England Scheme webpage on 1 February 2018. Copies of the published SoCC notices are provided at **Annex L2, L3, L5 and L6** of this Report. The section 47 notice is provided at **Annex L7** of this Report.

### **3.3 Section 42 (Letters and Consultation Documents)**

3.3.1 **Annex G** of this Report provides details of the prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 (“APFP Regs”) and the justification for their inclusion or otherwise against the “circumstances” test.

3.3.2 **Figure 3-1 – Plan of Relevant Local Authorities** below identifies the relevant local authorities for the Scheme, as defined by section 43 of the 2008 Act according to whether they are an ‘A’, ‘B’, ‘C’ or ‘D’ local authority.

**Figure 3-1: Plan of Relevant Local Authorities**



3.3.3 **Table 7** below identifies how the Applicant applied section 43 of the 2008 Act and whether local authorities fall within the categories of an 'A', 'B', 'C' or 'D' local authority. The relevant local authority boundaries are shown in **Figure 3-1** above.



<b>Table 7 - Identification of Relevant Local Authorities</b>		
<b>Name:</b>	<b>A, B, C or D Authority:</b>	<b>Criteria for identification:</b>
Gateshead Council	B	The land to which the proposed application relates is in Gateshead Council's ('host authority') area, and this authority is a lower-tier district council as defined under section 43(1) of the 2008 Act.
Sunderland City Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council as defined under section 43(2)(b) of the 2008 Act.
Newcastle City Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council as defined under section 43(2)(b) of the 2008 Act.
Durham County Council	A	Identified as sharing a boundary with a category "B" host authority and is a unitary council as defined under section 43(2)(b) of the 2008 Act.
Northumberland County Council	A	Identified as sharing a boundary with a category "B" host authority and is a unitary council as defined under section 43(2)(b) of the 2008 Act.
South Tyneside Council	A	Identified as sharing a boundary with a category "B" host authority and is a lower-tier district council as defined under section 43(2)(b) of the 2008 Act.

- 3.3.4 The methodology for identifying land interests as defined in section 42(1)(d) and section 44 of the 2008 Act is described further in the Statement of Reasons (**Application Document Reference: TR010031/APP/4.1**).
- 3.3.5 A list of land interest parties consulted can be found within the Book of Reference (**Application Document Reference: TR010031/APP/4.3**).
- 3.3.6 Statutory consultation under section 42 of the 2008 Act with prescribed bodies, local authorities and land interests was carried out between 8 February and 22 March 2018 allowing a total of 42 days in which to respond. However, the deadline for responses was extended to 29 March 2018 following the re-arrangement of the Kibblesworth consultation event and the Applicant had regard to all responses received up to the 13 April 2018.



- 3.3.7 A letter and consultation pack was sent out to all section 42 consultees on 8 February 2018 by email and hard copies were sent in the post. This included:
- A cover letter (see **Annex I2** of this Report);
  - A consultation brochure, including land plan and consultation questionnaire (see **Annex K2 and K3** of this Report);
  - The section 48 notice (see **Annex L12** of this Report); and
  - Confirmation that the Preliminary Environmental Information Report (PEIR) and associated non-technical summary could be viewed on the Highways England Scheme webpage (see **Annex K6 to K12** of this Report).

3.3.8 Copies of the letter and email sent to section 42 consultees for the statutory consultation is provided within **Annex I1 and I2** of this Report.

### 3.4 Section 46 (Notifying the Inspectorate)

3.4.1 On 6 February 2018, the Applicant notified the Inspectorate under section 46 of the 2008 Act of the upcoming statutory consultation. Enclosed with the letter was the following information:

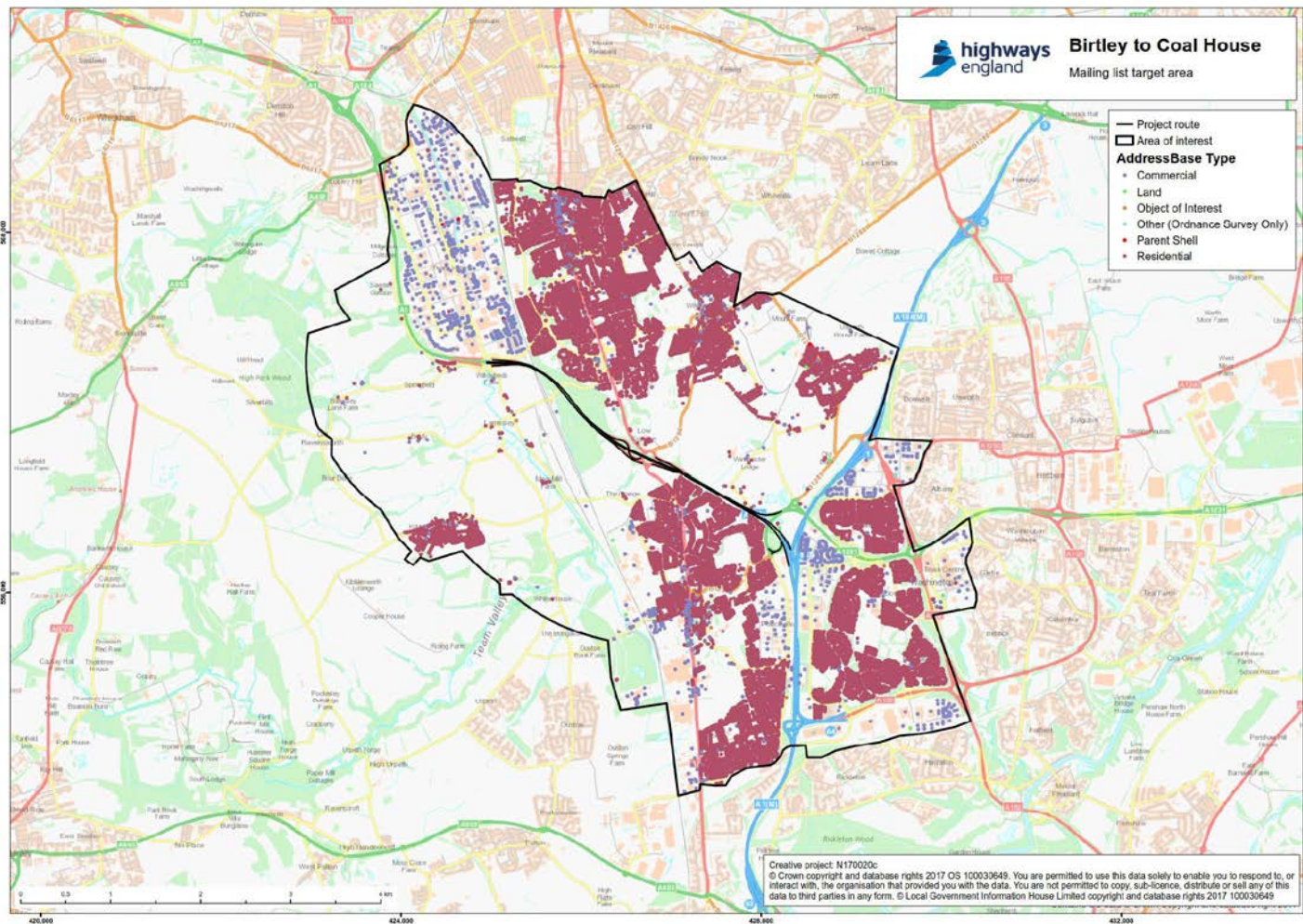
- A copy of the letter sent to section 42 consultees (see **Annex I2** of this Report);
- A consultation brochure, including land plan and consultation questionnaire (see **Annex K2 and K3** of this Report);
- The section 47 notice (see **Annex L7** of this Report);
- The section 48 notice (see **Annex L12** of this Report);
- The SoCC (see **Annex F** of this Report); and
- Non-technical summary of the PEIR (see **Annex K12** of this Report).

3.4.2 A copy of the letter to the Inspectorate is provided at **Annex J** of this Report.

### 3.5 Section 47 (Local Community Consultation)

3.5.1 As part of the statutory consultation, a total of approximately 27,000 consultation brochures providing information about the proposals were distributed to section 47 consultees including local residents, businesses and special interest groups shown on the plan at **Figure 3-2 – Section 47 distribution area** with the black line showing the Scheme boundary. This Figure is also provided at **Annex C1** of this Report. The distribution area was defined as a minimum 2km buffer from the A1 with the exception of the Team Valley Trading Estate where the area was expanded to capture all businesses within the estate.

Figure 3-2 – Section 47 distribution area



- 3.5.2 This consultation was carried out at the same time as the section 42 consultation between 8 February 2018 and 22 March 2018 thereby allowing a total of 42 days in which to respond.
- 3.5.3 Due to severe weather conditions, the consultation event at Kibblesworth planned to take place on 1 March 2018 was postponed (as detailed in **Table 8** below). The event was rescheduled to take place on 22 March 2018 at the same venue. Therefore, the consultation period was extended by one week to 29 March 2018 to allow the local community to provide their comments in sufficient time. This extension therefore allowed a total of 49 days for responses to be received.
- 3.5.4 The rescheduled event and changes to the deadline for responses were advertised on the Highways England Scheme webpage and a notice was displayed at Kibblesworth Millennium Centre. A letter was sent to residents in Kibblesworth and emails sent to Gateshead Council, Sunderland City Council, local MPs and Councillors. An updated section 47 notice was displayed in the Newcastle Evening Chronicle and the Newcastle Evening Journal on 15 March 2018 and is provided in **Annex L4** of this Report.

- 3.5.5 Although the statutory consultation period was extended specifically to allow those who wished to attend the Kibblesworth event an opportunity to respond, the Applicant has treated all responses received up to 13 April 2018 (the date of the final response received) as being in response to the section 47 statutory consultation.
- 3.5.6 A number of consultation events within the local community were also held during the statutory consultation advertised period. The details of the events held are set out in **Table 8** below.

<b>Table 8 - Events Undertaken within the Local Community</b>		
<b>Title of Event</b>	<b>Date</b>	<b>Location</b>
Consultation Event	Friday 23 February 2018 1pm- 8pm	Chowdene Children's Centre, Waverley Road, Harlow Green, NE9 7TU
Consultation Event	Saturday 24 February 2018 10am - 4pm	Washington Leisure Centre, Town Centre, Washington, NE38 7SS
Consultation Event	Thursday 1 March 2018 10am - 4pm  <b><i>Postponed due to adverse weather</i></b>	Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN
Consultation Event	Friday 2 March 2018 10am-1.30pm	Team Valley Trading Estate, Axis Building, Maingate, Kingsway North, Gateshead, NE11 0BE
Consultation Event	Friday 2 March 2018 4pm-8pm	Metrocentre, intu Metrocentre, Gateshead, NE11 9YG
Consultation Event	Saturday 3 March 2018 10am-4pm	Birtley East Primary School, Highfield, Birtley East, DH3 1QQ
Consultation Event	Wednesday 7 March 2018 4pm-8pm	Birtley Community Hub, The Hub Resource Centre, Birtley Community Partnership, 16 Harraton Terrace, Durham Road, Birtley, DH3 2QG

Consultation Event	Thursday 22 March 2018 10am-4pm  <b>Rescheduled from 1 March 2018</b>	Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN
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3.5.7 The following consultation materials were provided at the events:

- Seven exhibition boards;
- Large scale table maps;
- Posters;
- Pop up banners;
- Copies of the consultation brochure, including land plans and consultation questionnaire; and
- A virtual fly-through video of the Scheme.

3.5.8 Copies of the consultation materials including the brochure and questionnaire can be found in **Annex K** of this Report.

3.5.9 To assist consultees who were unable to attend the consultation events, all consultation materials were available on the Scheme webpage. This also included the questionnaire which could be completed online. Paper copies were available on request and for inspection at locations shown in **Table 5** of this Report.

3.5.10 Technical complications were encountered at the start of the consultation period which prevented access to the virtual fly-through on the Scheme webpage. This was uploaded on 21 February 2018 which meant it could be viewed for the minimum 28-day statutory period.

3.5.11 **Table 9** below sets out the commitments the Applicant made in the SoCC and how it complied with those commitments in carrying out the statutory consultation.

Table 9 - SoCC Compliance Table	
Commitment within the SoCC:	Accordance with commitment:
<b>Consulting the community</b>	
We want to make sure that the local community, the residents, local interest groups, businesses, visitors and road users, have the opportunity to fully understand the scheme and comment on our proposals.	<b>Chapter 3</b> of this Report sets out how the Applicant has consulted the local community in accordance with section 47 of the 2008 Act.



<p>To do this we are holding a six-week public consultation starting on 8 February 2018 and ending on 22 March 2018, during which we will provide consultation information on various issues including:</p> <ul style="list-style-type: none"> <li>● Junction Layouts</li> <li>● Works to the existing road and slip roads</li> <li>● Environmental assessments and potential environmental impacts</li> <li>● Environmental mitigation measures</li> <li>● Arrangements during construction of the Scheme</li> </ul>	<p>The full statutory consultation was planned to run from 8 February to 22 March 2018 and this was advertised in the consultation brochure, on the Applicant webpage and in national and local newspapers.</p> <p>However, due to adverse weather conditions, the Kibblesworth event planned for 1 March 2018 was postponed and subsequently rescheduled to take place on 22 March 2018. The acceptance period for comments was extended by one week to 29 March 2018 to allow sufficient time to receive comments. This meant the full consultation period was 49 days in total.</p> <p>The consultation materials included the information highlighted in the SoCC and can be found at <b>Annex K</b> of this Report.</p>
<p><b>Public Information Exhibition</b></p>	
<p>A public information exhibition will be held in various locations in February and March 2018. Two well-attended venues from the previous consultation (Birtley East Primary School and Chowdene Children’s Centre) will be used along with a few others further to feedback received from the consultation in September 2016. It will be a mixture of week days and evenings. Events will also be held over two consecutive Saturdays.</p>	<p>Public exhibition events took place in February and March 2018 – as noted above one event was rescheduled due to adverse weather conditions but still took place within the advertised statutory consultation period. <b>Table 8</b> of this Report sets out the dates the events took place in line with those set out in the SoCC.</p>
<p>The public will be informed of the exhibition through channels including: advertisements in appropriate local newspapers, notice in a national newspaper (where appropriate) and appropriate local newspaper(s), via the Scheme webpage, social media shared via stakeholders, the media, direct communications and direct mailings.</p>	<p>The Scheme was advertised in national and local newspapers in accordance with section 48 of the 2008 Act. Further information can be found at <b>Table 10</b> and <b>Annex L</b> of this Report. All consultation materials were also published on the Scheme webpage.</p>
<p>A number of copies of the full suite of consultation documents will be available at this exhibition including: preliminary environmental information report, summary of the Scheme, copies of the supporting Scheme documents and a questionnaire.</p>	<p>Hard copies of the full suite of consultation materials were provided at all public consultation events. These are provided at <b>Annex K</b> of this Report.</p>

<p>Questionnaires will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.</p>	<p>The consultation questionnaire was available at the consultation events for the public to record their comments. Attendees also had the option to complete the questionnaire and return to a freepost address provided.</p>
<p><b>Scheme webpage</b></p>	
<p>A full summary of the Scheme, copies of the supporting documents and a consultation response form will be provided on a dedicated website:</p> <p><a href="http://www.highways.gov.uk/a1birtleytocoalhouse">www.highways.gov.uk/a1birtleytocoalhouse</a></p>	<p>A Scheme webpage was set up and updated with the full suite of consultation materials including an online questionnaire.</p>
<p><b>Public consultation brochure</b></p>	
<p>A public consultation brochure and details of the planned exhibitions will be delivered to over 23,000 local residents, homes and businesses in close proximity to the Scheme (within a 2km radius and key areas identified) as shown on the consultation zone plan at Appendix 1.</p>	<p>The consultation brochure and cover letter was delivered to approximately 27,000 residents to the distribution area shown at <b>Figure 3-2</b> of this Report.</p>
<p><b>Council and community/area forum briefings</b></p>	
<p>Gateshead and Sunderland Council are within the area the Scheme is located and will be offered briefings to discuss the proposal during the formal consultation period. Lamesley Parish Council will also be offered this opportunity. We will also consult with Durham and Newcastle Councils about our proposals.</p>	<p>Gateshead Council and Sunderland City Council were offered briefings during the statutory consultation period.</p> <p>Lamesley Parish Council was offered a briefing during the statutory consultation period.</p> <p>Durham County Council and Newcastle City Council were consulted as part of the section 42 consultation on 8 February 2018.</p>
<p><b>Stakeholder briefings</b></p>	
<p>When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the Scheme during the consultation period.</p>	<p>The project team has met with the local community and relevant stakeholders as set out in <b>Table 3</b> of this Report.</p>
<p><b>Establishing stakeholder groups</b></p>	
<p>A stakeholder reference group has been established for the Scheme and the first meeting will be held in March 2018 in Newcastle. This will be an opportunity to</p>	<p>A stakeholder reference group meeting was held on 8 March 2018 to explain the Scheme proposals and the DCO process to section 42 consultees including the local authorities.</p>



<p>discuss terms of reference and progress to date. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.</p>	<p>Subsequent to this, the Applicant has met with individual stakeholders to discuss requirements and some have attended and taken part in risk review workshops.</p>
<p><b>Consultation feedback</b></p>	
<p>Written comments can be made in writing to the following address:</p> <p>A1 Birtley to Coal House Scheme Highways England Lateral 8 City Walk Leeds LS11 9AT or via email at:</p> <p><a href="mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk">A1BirtleytoCoalhouse@highwaysengland.co.uk</a></p>	<p>The Applicant's postal address and email address was publicised in the consultation brochure, at the public exhibition events, on the Applicant's website and the letters and emails sent to consultees.</p>
<p><b>Media</b></p>	
<p>The consultation will be advertised for two successive weeks in two local newspapers (The Chronicle and The Journal), once in a national newspaper and once in the London Gazette. Adverts will be placed in local venues, such as libraries and community centres, prior to the launch of the consultation.</p> <p>A press release detailing the public consultation period and how the community and road users can participate will be issued.</p> <p>Council news could be used, in agreement with Gateshead Council, which is distributed to every household in the borough.</p>	<p>Advertisement of the Scheme complied with section 48 requirements (see <b>Table 10</b> and <b>Annex L2 to L3, and Annex L8 to L12</b> of this Report).</p> <p>A press notice was issued on 1 February 2018 to advise the local media of the upcoming statutory consultation. A copy of the press notice can be found at <b>Annex L1</b> of this Report.</p>
<p><b>Documents available for inspection</b></p>	
<p>The full suite of consultation materials, including Scheme summary information, this updated SoCC, policy guidance documents and other relevant technical documents listed in Appendix 3 will be available online at <a href="http://www.highways.gov.uk/a1birtleytocoalhouse">www.highways.gov.uk/a1birtleytocoalhouse</a> and will be available to view, free of charge</p>	<p>The full suite of consultation materials was available to view during the full statutory consultation advertised period, apart from the virtual flythrough video which was uploaded on 21 February 2018 due to technical complications. However, the fly-through was available to view for the minimum 28-day</p>

during the consultation, at the deposit points listed below:

Location	Viewing Times
Gateshead Civic Centre, Regent Street, Gateshead, NE8 1HH Tel: 0191 433 3000	<ul style="list-style-type: none"> <li>Monday – Friday: 9am – 5pm</li> <li>Saturday, Sunday: Closed</li> </ul>
Birtley Library, Durham Road, Birtley, Chester-le-Street, DH3 1LE Tel: 0191 433 6101	<ul style="list-style-type: none"> <li>Monday, Tuesday and Thursday: 9am – 5pm</li> <li>Wednesday and Friday: 9am-3.45pm</li> <li>Saturday, Sunday: Closed</li> </ul>
The Hub Resource Centre, Birtley Community Partnership, 16 Harraton Terrace, Durham Road, Birtley, DH3 2QG Tel: 0191 492 0434	<ul style="list-style-type: none"> <li>Monday, Tuesday, Thursday and Friday: 9.30am – 3.30pm</li> <li>Wednesday: 9.30am – 12 noon</li> <li>Saturday, Sunday: Closed</li> </ul>
Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN Tel: 0191 411 1193	<ul style="list-style-type: none"> <li>Monday and Friday: 10am – 3pm</li> <li>Tuesday and Wednesday: 10am – 4pm</li> <li>Thursday: 9am – 5pm</li> <li>Saturday, Sunday: Closed</li> </ul>
Highways England Lateral, 8 City Walk, Leeds, LS11 9AT Tel: 0300 470 4548	By prior arrangement.  <ul style="list-style-type: none"> <li>Monday – Friday: 9am – 5pm</li> <li>Saturday, Sunday: Closed</li> </ul>

statutory period. **Table 5** of this Report sets out the deposit locations in line with those advertised in the SoCC.

## Next steps

Comments made during the consultation will be recorded and carefully considered by Highways England and will be taken into account when further developing the Scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether Highways England's pre-application consultation has been adequate.

We need to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, we are asking for feedback to be submitted by the close of the consultation period on **23:59 22 March 2018**.

A summary of the consultation responses received and how regard has been had to these responses is explained in **Chapter 4** and **Annex N** of this Report. This Report has been prepared and submitted with the DCO application.

The deadline for the statutory consultation period was stated in the consultation materials as 23.59 on 22 March 2018.

This was extended by one week following the rescheduled Kibblesworth event to allow extra time for people to provide comments. The revised deadline for comments was therefore 23.59 on 29 March 2018.

3.5.12 As set out in **paragraph 3.5.3** of this Report due to severe weather conditions, the event due to take place at Kibblesworth on 1 March 2018 as committed to in the SoCC was postponed and rearranged to take place on 22 March 2018. As a

result, the end of the advertised statutory consultation period was also extended to 29 March 2018.

### 3.6 Section 48 (Newspaper Notices)

3.6.1 Section 48 of the 2008 Act requires the Applicant to publicise the proposed application in the prescribed manner in national and regional newspapers as set out in Regulation 4 of the APFP Regulations.

3.6.2 The names of the newspapers used to publicise the statutory consultation, are provided in **Table 10** below.

Table 10 - Newspaper Notices Table		
National Newspaper(s)		
Name:	Week 1:	Week 2 (local only):
<i>The Guardian</i>	<i>1 February 2018</i>	<i>N/A</i>
<i>The London Gazette</i>	<i>1 February 2018</i>	<i>N/A</i>
Local Newspaper(s)		
<i>Newcastle Evening Chronicle</i>	<i>1 February 2018</i>	<i>8 February 2018</i>
<i>The Newcastle Journal</i>	<i>1 February 2018</i>	<i>8 February 2018</i>

3.6.3 Copies of the newspaper notices provided in **Table 10** are available within **Annex L2 to L3 and Annex L8 to L11** of this Report. The section 48 notice is provided in **Annex L12** of this Report.

### 3.7 Targeted Statutory Consultation

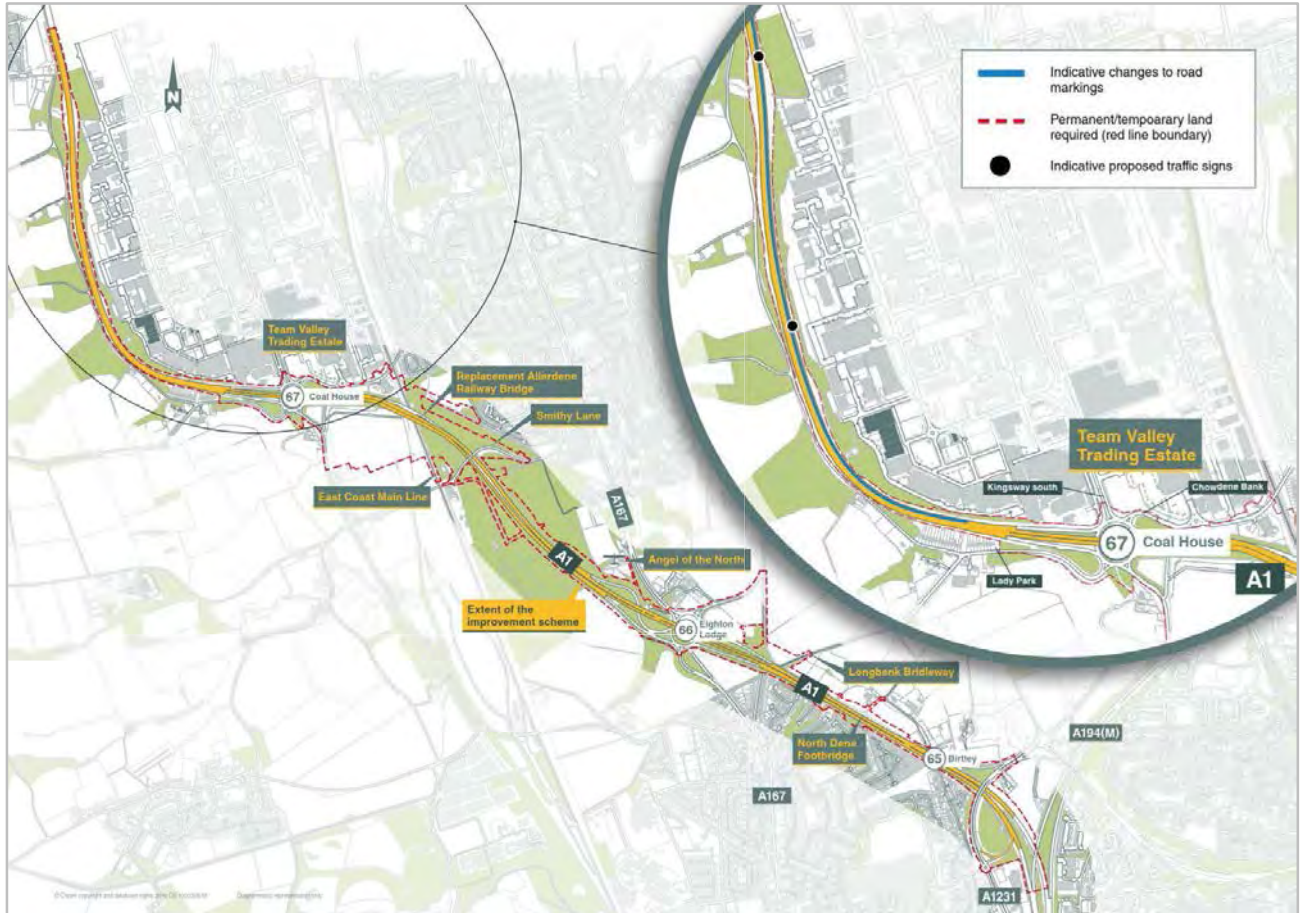
#### a) June – July 2018 (Design refinement)

3.7.1 A targeted statutory consultation was undertaken between 22 June 2018 and 20 July 2018 thereby allowing a total of 28 days in which to respond. The targeted consultation related to a minor refinement of the Scheme design that covered two proposals:

- **Zone 1 - Junction 67 sign gantries** – proposal to install two new sign gantries at the side of the A1, north of and on the approach to junction 67 (Coal House) which will involve relocating two existing signs and modifications to road markings. Part of the effect of this would be to bring the Scheme into closer proximity with properties north of junction 67. The Zone 1 proposals are shown in **Figure 3-3** below and a copy of the leaflet sent to consultees is provided in **Annex H12.1** of this Report.

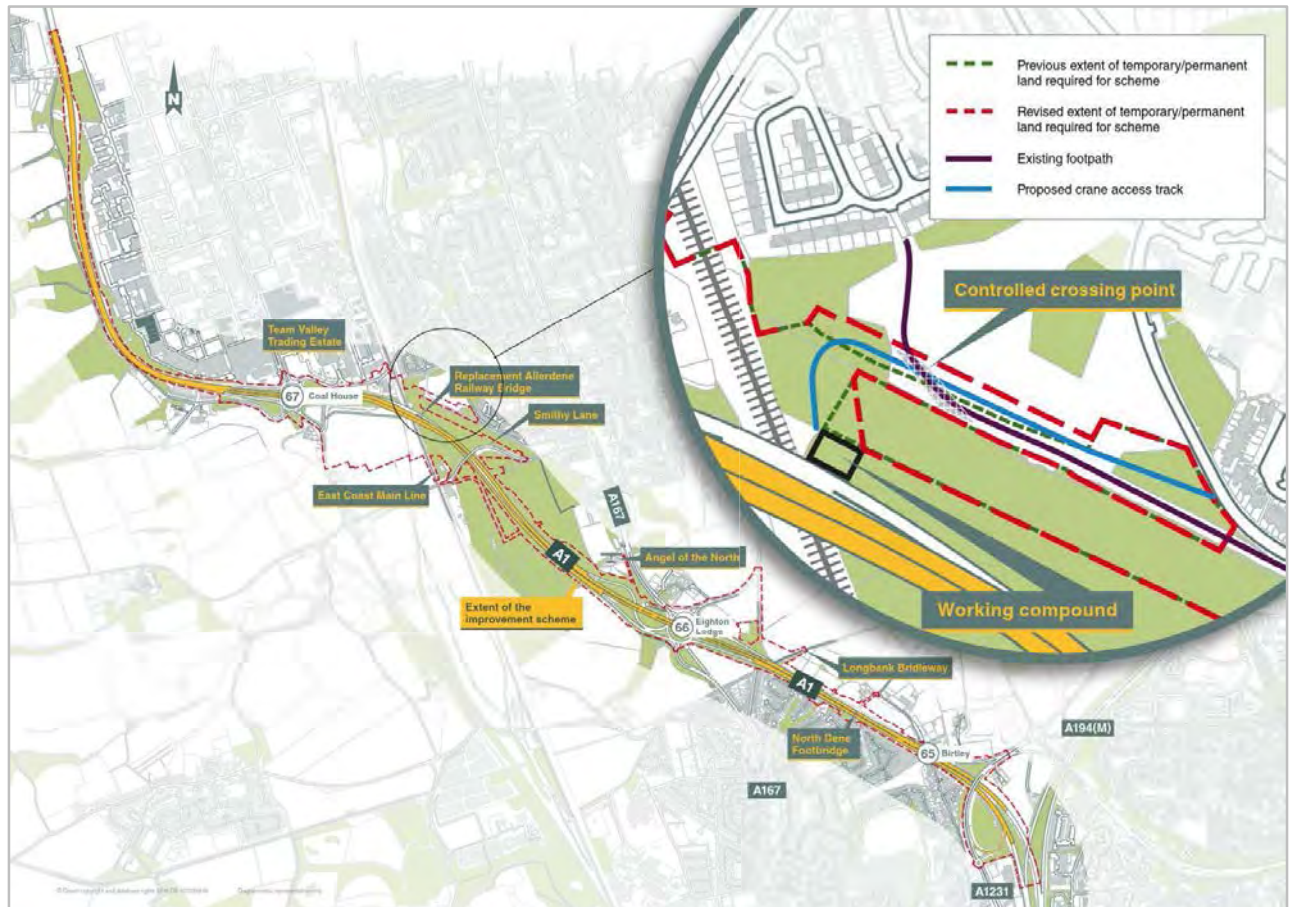
- **Zone 2 - Allerdene Bridge compound and access** – proposal for temporary use of additional land to the north-east of Allerdene Bridge for a working compound, together with an access track to the compound from Woodford along the footpath to the east of the bridge. The adjacent footpath would be closed during the bridge demolition. The Zone 2 proposals are shown in **Figure 3-4** below and a copy of the leaflet sent to consultees is provided in **Annex H12.2** of this Report.

**Figure 3-3 - Zone 1 proposals (junction 67 sign gantries)**



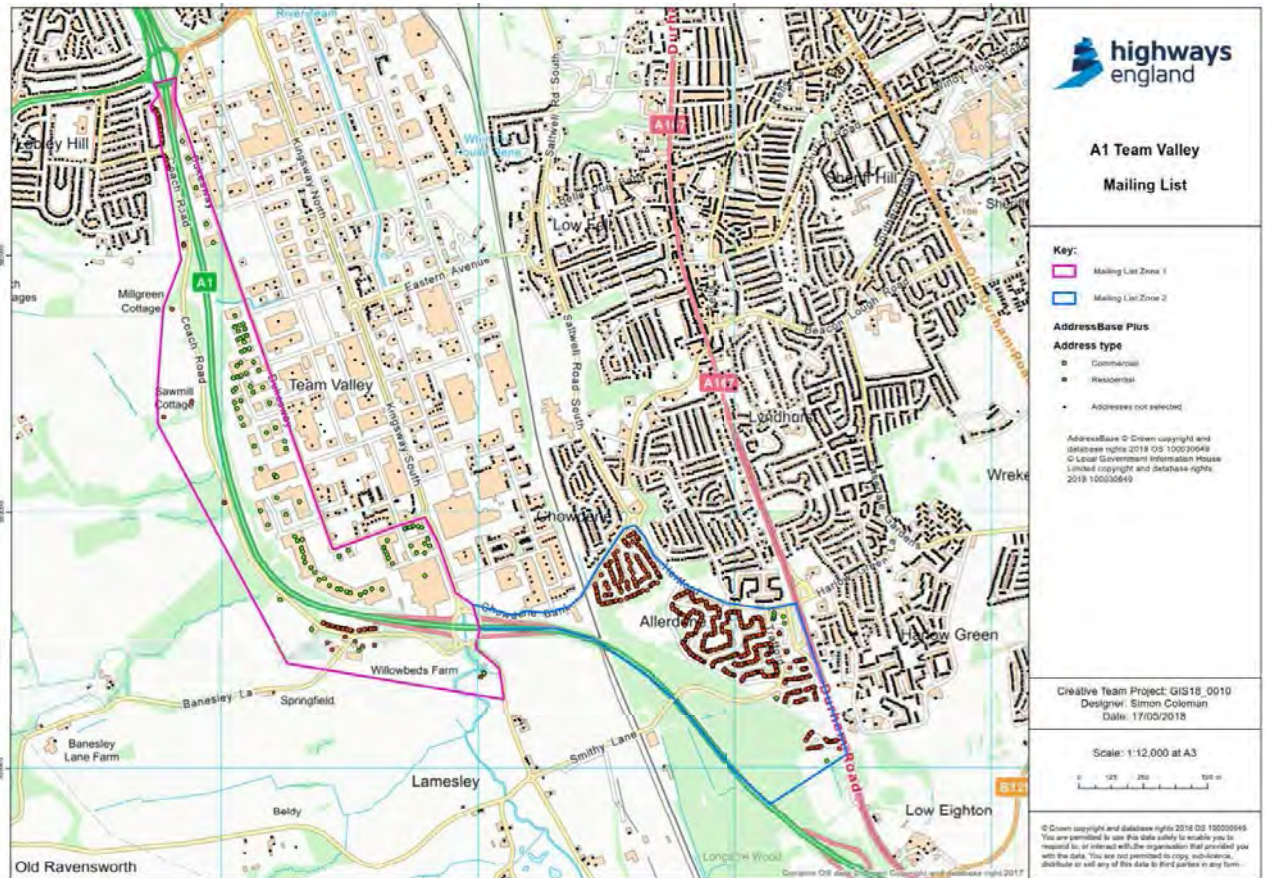


**Figure 3-4 - Zone 2 proposals (Allerdene Bridge compound and access)**



- 3.7.2 Approximately 900 letters and leaflets (160 letters to those potentially affected by design changes in Zone 1; and 880 letters to those potentially affected by the design changes in Zone 2) were sent out to the local community that provided information on the proposed works in the vicinity of the Zone 1 and Zone 2 areas. A distribution plan of the areas targeted is shown in **Figure 3-5 –Distribution Area for the 2018 Targeted Statutory Consultation**, with Zone 1 shown by a pink boundary and Zone 2 by a blue boundary. The distribution area targeted those residents and businesses that were located closest to the works and would be specifically affected by them.
- 3.7.3 The Applicant also contacted section 42(1)(a) statutory bodies and section 42(1)(b) local authorities by email on 22 June 2018 to give them an opportunity to comment. Section 42(1)(d) land interests were not consulted as they were not affected by either of the Zone 1 or Zone 2 works.
- 3.7.4 Each consultee received a cover letter and explanatory leaflet and map covering the relevant zone. Section 42 consultees received a letter and leaflets for both zones. Copies of the email sent to consultees, the letter and leaflets for Zones 1 and 2 are provided in **Annex H1 to H2 and Annex H12.1 to H12.2** of this Report.

**Figure 3-5 – Distribution Area for the 2018 Targeted Statutory Consultation**



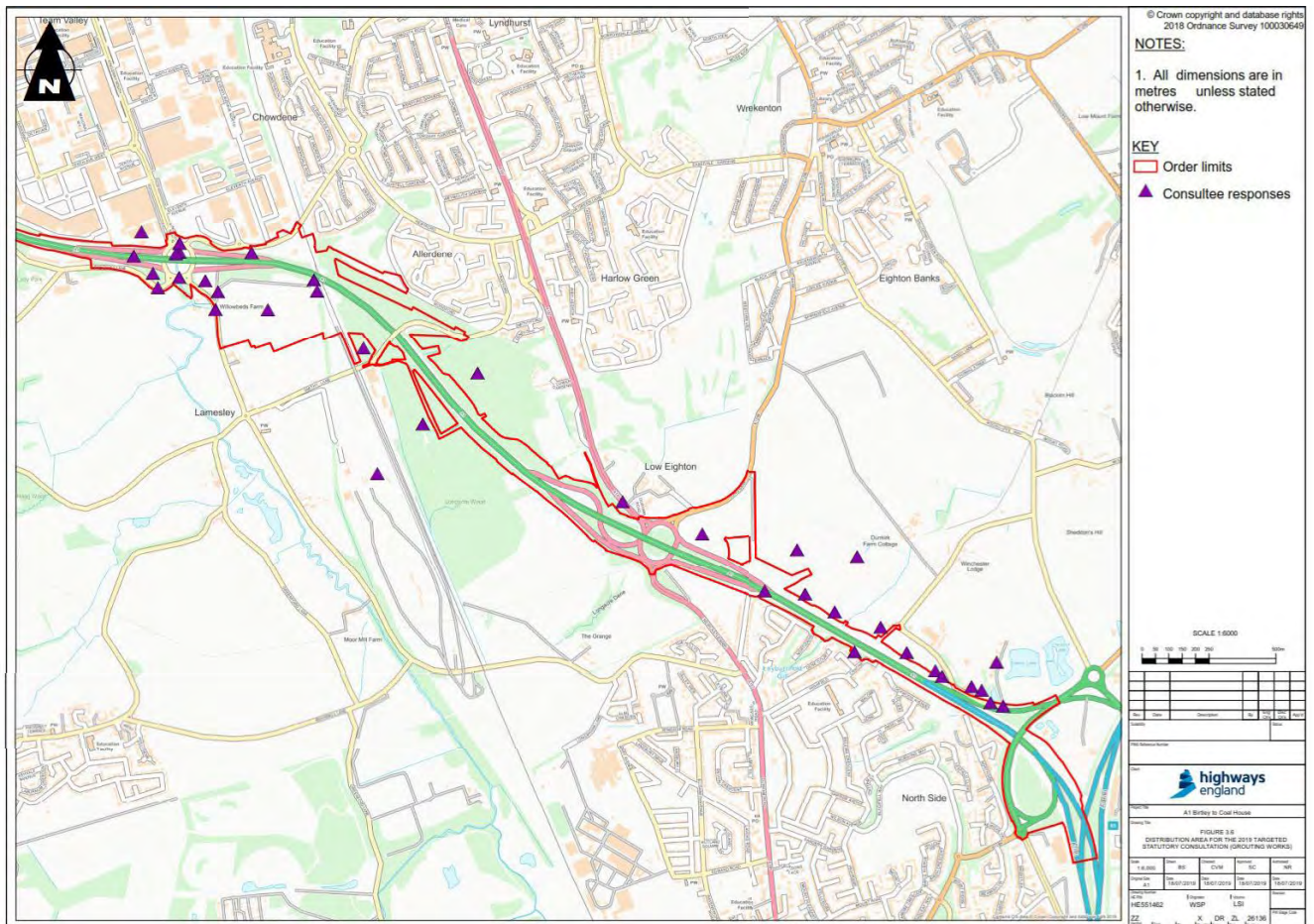
**b) April – May 2019 (Grouting Works)**

- 3.7.5 A targeted statutory consultation was undertaken between 11 April 2019 and 9 May 2019, thereby allowing a total of 28 days in which to respond. The targeted consultation related to areas of grouting affected by the Scheme, identified following ground investigation works.
- 3.7.6 Following the statutory consultation, the Applicant continued to refine the Scheme design and as a result identified the need to acquire subterranean rights beneath land that was previously outside of the Scheme Order Limits or permanent land acquisition boundary. This is necessary to strengthen the ground by means of grouting. As part of the design, the Applicant proposes to construct a retaining wall adjacent to the southbound exit slip road at junction 65 (Birtley) of the A1. This is to reduce the amount of permanent land take and ensure that properties will not be directly affected by the Scheme. Following a comprehensive ground investigation that took place in 2018, the Applicant identified the possibility of encountering historic coal seams near to these proposed works. The seams may have been worked in the past leaving voids under the ground that will need to be grouted and strengthened. The Applicant completed analysis in accordance with industry standards to identify the zone that would potentially need to be strengthened, should any voids exist. This zone potentially encroaches underneath properties and therefore the Applicant has included powers in the draft DCO (**Application Document Reference: TR010031/APP/3.1**) to undertake this work if required.



- 3.7.7 A total of 13 letters and plans were sent to the relevant section 42(1)(d) land interests affected by the grouting works on 10 April 2019. A distribution plan of the areas targeted is shown in **Figure 3-6 Distribution Area for the 2019 Targeted Statutory Consultation (Grouting Works)**.
- 3.7.8 Each consultee received a letter and a plan showing the affected land parcel(s). The consultees included section 42(1)(a) prescribed consultees (Northern Powergrid, Northumbrian Water and Openreach Limited) and one section 42(1)(b) local authority (Gateshead Council). Two sample copies of the letters sent to property owners and land interests are provided in **Annex H11.1 and H11.2** of this Report.

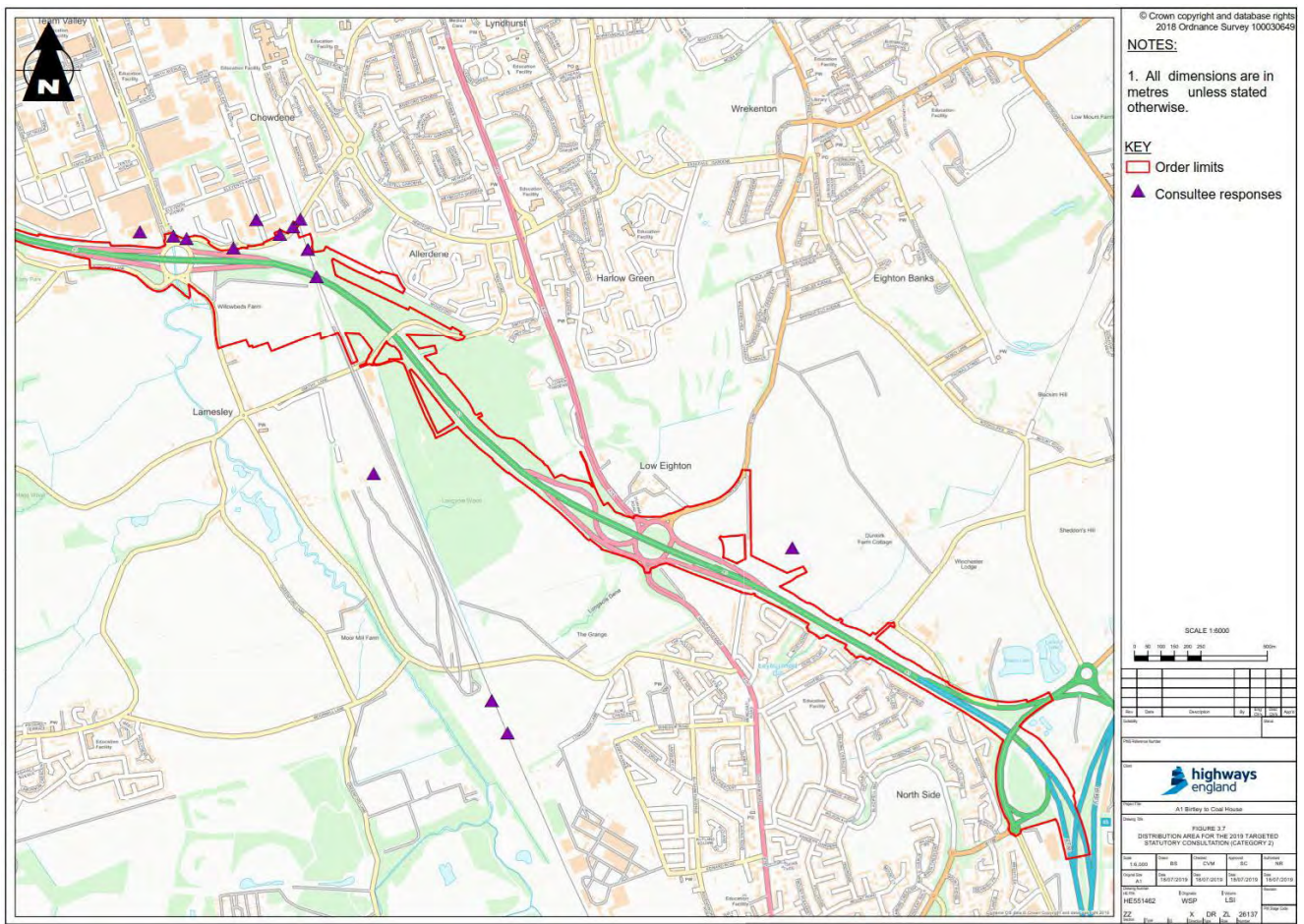
**Figure 3-6 – Distribution Area for the 2019 Targeted Statutory Consultation (Grouting Works)**



c) May – June 2019 (Category 2 land interests)

- 3.7.9 A targeted statutory consultation was undertaken between 6 May 2019 and 3 June 2019, thereby allowing a total of 28 days in which to respond. The targeted consultation related to additional Category 2 land interests (under section 42(1)(d) of the 2008 Act) that were identified following a refresh of the Scheme land data records.
- 3.7.10 A total of 2 letters for Category 2 interests were sent out on 3 May 2019. A distribution plan of the areas targeted is shown in **Figure 3-7 Distribution Area for the 2019 Targeted Statutory Consultation (Category 2)**.
- 3.7.11 Each consultee received a letter and a plan showing the affected land parcel(s). A sample copy of the letter sent to Category 2 land interests is provided in **Annex H4** of this Report.

**Figure 3-7 – Distribution Area for the 2019 Targeted Statutory Consultation (Category 2)**





d) May – July 2019 (Category 3 land interests)

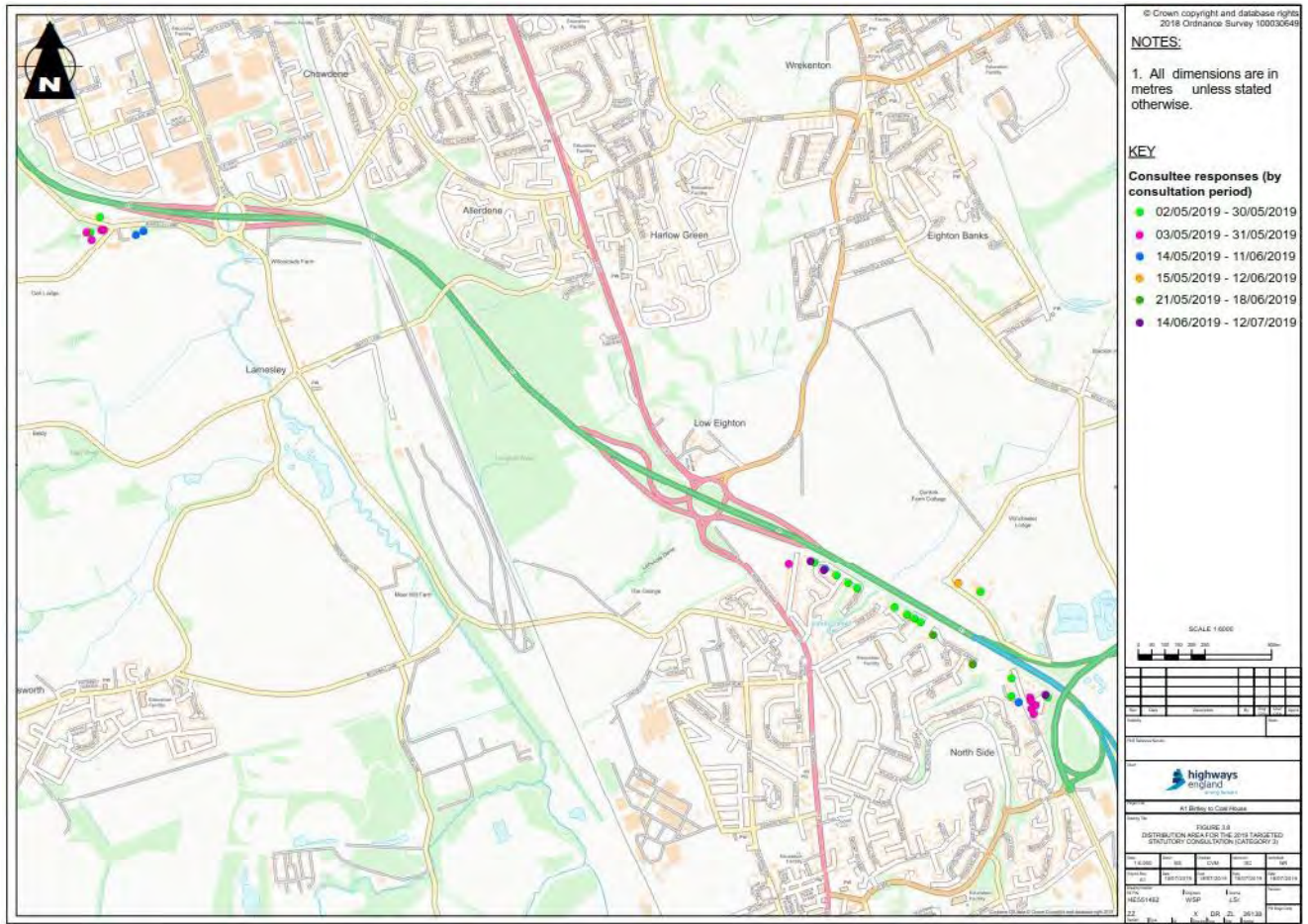
3.7.12 A targeted statutory consultation was undertaken with some additional Category 3 land interests. The dates of the consultation were:

- 2 May to 30 May 2019 (21 letters issued on 1 May 2019);
- 3 May to 31 May 2019 (17 letters issued on 2 May 2019);
- 14 May to 11 June 2019 (4 letters issued on 13 May 2019);
- 15 May to 12 June 2019 (2 letters issued on 14 May 2019);
- 21 May to 18 June 2019 (4 letters issued on 20 May 2019);
- 14 June to 12 July 2019 (5 letters issued on 13 June 2019).

3.7.13 The consultation period for each of these letters allowed 28 days to respond. The targeted consultation related to additional Category 3 land interests (under section 42(1)(d) of the 2008 Act) that were identified following a refresh of the Scheme land data records and a review of the Category 3 boundary including information obtained from the District Valuer. A distribution plan of the areas targeted is shown in **Figure 3-8 Distribution Area for the 2019 Targeted Statutory Consultation (Category 3)**.

3.7.14 Each consultee received a letter and a plan showing the affected land parcel(s). Six sample copies of the letters sent to Category 3 land interests for the dates above is provided in **Annex H5 to H10** of this Report.

**Figure 3-8 – Distribution Area for the 2019 Targeted Statutory Consultation (Category 3)**

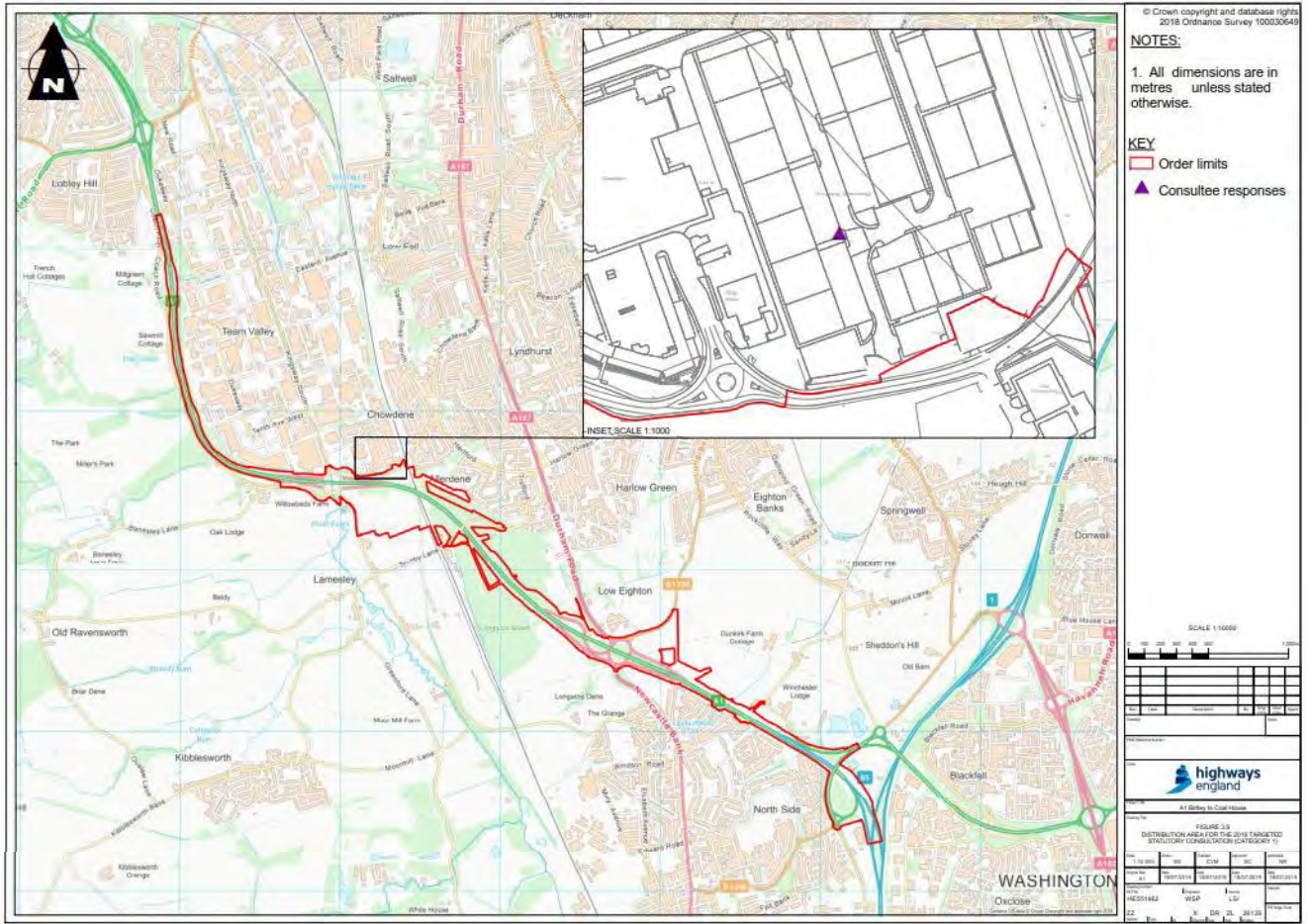


**e) June- July 2019 (Category 1 land interests)**

- 3.7.15 A targeted statutory consultation was undertaken between 26 June 2019 and 24 July 2019, thereby allowing a total of 28 days in which to respond. The targeted consultation related to an additional Category 1 land interest (under section 42(1)(d) of the 2008 Act) that was identified following a refresh of the Scheme land data records. The Occupier that was previously consulted during the 2018 statutory consultation had gone into liquidation, and so the new Occupier was sent a consultation letter (however, note that both companies have the same Director).
- 3.7.16 One letter for the Category 1 interest was sent out on 25 June 2019. A distribution plan of the area targeted is shown in **Figure 3-9 Distribution Area for the 2019 Targeted Statutory Consultation (Category 1)**.
- 3.7.17 The consultee received a letter and a plan showing the affected land parcel(s). A sample copy of the letter sent to the Category 1 interest is provided in **Annex H3** of this Report.



**Figure 3-9 – Distribution Area for the 2019 Targeted Statutory Consultation (Category 1)**



## 4 Response to Consultation to Demonstrate How the Applicant has had Regard to Responses

### 4.1 Analysis of Responses

4.1.1 This chapter sets out how the Applicant has had regard to the responses received in accordance with section 49 of the 2008 Act in developing the Scheme design. It also sets out a high-level analysis of the responses received to the statutory and the targeted statutory consultation undertaken.

4.1.2 As part of the statutory consultation, a questionnaire was enclosed with the consultation brochure and available to complete online at the Scheme webpage and was used to seek views from section 42, section 47 and section 48 consultees on the proposals. Further information about this consultation can be found in **Chapter 3, section 3.5** of this Report.

4.1.3 A total of 347 (1.3%) completed questionnaires were received. A total of 25 emails and 14 calls were also received in response to the statutory consultation.

4.1.4 The main themes arising from the statutory consultation are listed below:

- Overall support;
- Overall opposed;
- Funding and cost;
- Programme and timeline;
- Community/ landowners impact;
- Construction impact;
- Environmental issues;
- Regeneration impacts;
- Structures;
- Traffic issues;
- Cycle, pedestrian and equestrian facilities;
- Design queries or suggestions.

4.1.5 Further details on how the Applicant has had regard to the responses received, in line with section 49 of the 2008 Act are set out in **Annex N** of this Report.

#### Responses to questionnaire - closed questions

4.1.6 A number of closed questions were asked seeking opinion on the continuing needs for the Scheme; as well as requesting demographic information to ensure the Applicant had targeted the local community as fully as possible and understands the location of respondents. The questions and a breakdown of the responses received are provided below.



### Question 1

4.1.7 Question 1 asked consultees do you agree or disagree with the proposal to improve the A1. **Table 11** below provides a breakdown of the responses received.

Table 11 - Responses to Q1		
Answer Choices	Responses	Total
Agree	73%	249
Disagree	12%	42
Neither	15%	51
<b>Total</b>	<b>100%</b>	<b>341</b>

### Question 5

4.1.8 Question 5 asked consultees about their relationship to the Scheme and the surrounding area. Respondents commonly selected multiple options for Question 5, rather than just one from the list provided, some also selected every option. In addition, several consultees amended the wording to fit their own circumstances. For the purposes of evaluating the questionnaire responses, any non-standard responses are categorised under 'other'. This included responses stating they used the A1 for the airport or Metrocentre, they avoided the A1 as they prefer to use local roads or public transport or to confirm they do not drive. **Table 12** below provides a breakdown of the responses received.

Table 12 - Responses to Q5		
Answer Choices	Responses	Total
Live in area and use A1 between J65 & J66	24%	209
Live in area and use A1 between J66 and J67	19%	172
Work in area and use A1 between J65 & J66	8%	73
Work in area and use A1 between J66 & J67	8%	68
Use the A1 for leisure facilities	18%	162
Use the A1 but don't leave at J65, J66, J67	3%	25
Use the A1 to travel through the Tyne and Wear	15%	136
Other	5%	44

<b>Total</b>	<b>100%</b>	<b>889</b>
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### Question 6

4.1.9 Question 6 asked consultees how often they use this section of the A1. **Table 13** below gives the breakdown of each response.

<b>Table 13 - Responses to Q6</b>		
<b>Answer Choices</b>	<b>Responses</b>	<b>Total</b>
Daily	42%	138
More than once a week	34%	113
Weekly	10%	32
More than once a month	5%	18
Monthly	2%	7
Less than once a month	7%	23
<b>Total</b>	<b>100%</b>	<b>331</b>

### Question 7

4.1.10 Question 7 asked consultees whether they attended a consultation event. **Table 14** below provides a breakdown of the responses received.

<b>Table 14 - Responses to Q7</b>		
<b>Answer Choices</b>	<b>Responses</b>	<b>Total</b>
Yes	17%	57
No	83%	274
<b>Total</b>	<b>100%</b>	<b>331</b>

4.1.11 If consultees answered yes to Q7, they were asked to state which public consultation event they attended. **Table 15** below provides a breakdown of the responses received. Any responses that did not correlate to any of the advertised consultation events were categorised as 'unclear'.

<b>Table 15 - Responses to Q7a</b>		
<b>Answer Choices</b>	<b>Responses</b>	<b>Total</b>
Chowdene	25%	13
Kibblesworth	25%	13

Birtley Community Hub	10%	5
Birtley East Primary	18%	9
Washington	6%	3
Team Valley	4%	2
Metrocentre	0%	0
Unclear	12%	6
<b>Total</b>	<b>100%</b>	<b>51</b>

### Gender profile

4.1.12 As part of the questionnaire, people were asked about their gender. **Table 16** shows a breakdown of the responses below.

Table 16 - Gender		
Answer Choices	Responses	Total
Male	62%	207
Female	36%	119
Prefer not to say	1.5%	5
Both – response from male and female	0.5%	1
<b>Total</b>	<b>100%</b>	<b>332</b>

4.1.13 The table above shows that one questionnaire was filled in by two people and therefore 'both' (male and female) was provided as a response.

### Age profile

4.1.14 The questionnaire asked people to state what age bracket they categorised themselves in. **Table 17** below provides a breakdown of the responses received.

Table 17 - Age	
Answer Choices	Total
16-24	5
25-34	19
35-44	36
45-54	54
55-64	83
65+	129

Prefer not to say	8
<b>Total</b>	<b>334</b>

### Disability

4.1.15 Consultees were asked to confirm if they had a disability. **Table 18** below provides a breakdown of the responses received.

Table 18 - Disability		
Answer Choices	Responses	Total
Yes	11%	36
No	85%	284
Prefer not to say	3.6%	12
Unclear	0.4%	1
<b>Total</b>	<b>100%</b>	<b>333</b>

### Responses to questionnaire - open questions

4.1.16 The questionnaire had five open questions (free text format response) allowing people to provide more detailed comments on the proposals. The questions are listed below:

- Q2 – Do you have any comments on our proposals to improve the A1?
- Q3 – What else would you like to see included in the Scheme and why?
- Q4 – Do you have any comments on the documents published in this consultation?
- Q8 – How did you hear about the events?
- Q9 – Thoughts on communication

4.1.17 The breakdown of the main themes raised by consultees is provided in **Table 19** below. Further details of how the Applicant had regard to the responses received can be found at **Annex N** of this Report.

Table 19 - Breakdown of the Main Themes arising	
Themes	Summary of issues raised
Overall support	<ul style="list-style-type: none"> <li>• Scheme is needed to deal with existing traffic problems on this section of the A1;</li> <li>• Scheme is long overdue.</li> </ul>



Overall opposed	<ul style="list-style-type: none"> <li>Proposals are unnecessary;</li> <li>Investment should be targeted elsewhere;</li> <li>Detrimental to the area.</li> </ul>
Funding and Cost	<ul style="list-style-type: none"> <li>Waste of money;</li> <li>Costs not justified for time savings.</li> </ul>
Programme and timeline	<ul style="list-style-type: none"> <li>Comments on timing or phasing of works.</li> </ul>
Community / landowners impact	<ul style="list-style-type: none"> <li>Concern or queries from residents on the land take required for the Scheme.</li> </ul>
Construction	<ul style="list-style-type: none"> <li>Concern over the construction impacts on traffic flow, noise and air quality, queries on how will this be addressed;</li> <li>Timing of construction works – whether there will be night-time working;</li> <li>Request to be informed of planned closures and diversions.</li> </ul>
Environment issues	<ul style="list-style-type: none"> <li>Air quality and dust impacts of the Scheme, request for monitoring;</li> <li>Noise impacts – request for noise barriers, additional planting to screen noise and extension of existing noise barriers;</li> <li>Ecology impacts – concern over damage to environment, habitat loss and impacts on wildlife;</li> <li>Landscaping impacts – concern on loss of trees and damage to habitats including Longacre Wood and Tree Protection Order (TPO) trees at Lady Park; request for use of natural landscaping; queries on driver visibility and views;</li> <li>Health impacts of the Scheme on residents with existing health conditions;</li> <li>Water and drainage impacts – query on impact of additional surface water run-off;</li> <li>Green Belt impact should be minimised;</li> <li>Other issues – light pollution, existing poor verge maintenance on A1, impact on residents’ family life and privacy.</li> </ul>
Regeneration	<ul style="list-style-type: none"> <li>Request for better signage to tourist facilities;</li> <li>Benefits of the Scheme on the local economy.</li> </ul>

Structures	<ul style="list-style-type: none"> <li>• Allerdene Bridge – support for proposed replacement structure, request for clarification;</li> <li>• Smithy Lane Overbridge – concern that this would be closed permanently;</li> <li>• North Dene Footbridge – supportive of the replacement structure, should be accessible for all users.</li> </ul>
Traffic issues	<ul style="list-style-type: none"> <li>• Comments on existing travel delays and congestion on the A1;</li> <li>• A1231 northbound slip road/Arnold Clark roundabout at junction 65 (Birtley) – request for measures to prevent left hand turns and queue jumping at the roundabout;</li> <li>• A1231 southbound slip road/ Mill House roundabout at junction 65 – congestion and queuing, safety issues;</li> <li>• Request to restrict HGV movements on the A1 and local roads during construction;</li> <li>• Speed limits on the A1 – wide range of responses, some asking for 50mph limit to be retained, use of speed cameras, limit to be increased to 70mph or variable during off-peak hours or low traffic flows;</li> <li>• Concern over Scheme impact on local road network and rat-running;</li> <li>• Public transport – request for improved alternatives to car travel, concern over impact of Scheme on local bus services;</li> <li>• Better signage required;</li> <li>• Safety concerns on A1 – blind spot at junction 67, near misses on junction 66 and junction 65 slip roads (northbound and southbound);</li> <li>• Request to upgrade A1 to a motorway, use of expressway/smart motorway technology.</li> </ul>
Cycle, pedestrian and equestrian facilities	<ul style="list-style-type: none"> <li>• Request for improved pedestrian crossing facilities at junction 67, and cycling facilities at junction 66;</li> <li>• Concerns over access routes for equestrians during construction, particularly around Longbank Bridleway;</li> <li>• Existing maintenance issues with bridleway and footpaths in the area.</li> </ul>
Design queries or suggestions	<ul style="list-style-type: none"> <li>• Request for improvements to slip roads or junction alignments;</li> </ul>

	<ul style="list-style-type: none"><li>• Request for traffic lights at junction 67;</li><li>• Ban traffic from the outside lane;</li><li>• Add hard shoulder and emergency refuge bays;</li><li>• Suggestion for ring road or toll road;</li><li>• Abandon Scheme and reroute A1 through a tunnel;</li><li>• Concern over narrow lanes;</li><li>• Future-proofing the Scheme;</li><li>• Amendments to local highway network or A1 that are outside the scope of the Scheme;</li><li>• Query on local access to junction 65 southbound and provision of junction 65 exit northbound.</li></ul>
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a) Targeted statutory consultation (June – July 2018 for Design refinement)

- 4.1.18 This 2018 targeted statutory consultation sought views on minor design changes to the Scheme. Further details about this targeted consultation can be found at **Chapter 3, paragraphs 3.7.1 to 3.7.4** of this Report.
- 4.1.19 Approximately 900 letters were sent as part of this targeted consultation of which 3 responses were received. A total of 15 responses were received from section 42 consultees.
- 4.1.20 Following this targeted statutory consultation, the minor design changes have been incorporated into the application. **Annex N (Table 30)** of this Report sets out how the Applicant has had regard to the responses received to support the decision to include the minor design changes.

b) Targeted statutory consultation (April – May 2019 for Grouting Works)

- 4.1.21 This 2019 targeted statutory consultation sought views on areas of grouting affected by the Scheme, identified following ground investigation works. Further details about this targeted consultation can be found at **Chapter 3, paragraphs 3.7.5 - 3.7.8** of this Report.
- 4.1.22 There were 13 letters sent out as part of the targeted consultation of which 3 responses were received from section 42(1)(d) land interests. The Applicant held meetings with each of these three consultees in April 2019 to discuss the grouting works in further detail. **Annex N (Table 31)** of this Report sets out how the Applicant has had regard to the responses received and outcomes of the discussions.

c) Targeted statutory consultation (May – June 2019 for Category 2)

- 4.1.23 This 2019 targeted statutory consultation was undertaken with additional Category 2 land interests that were identified following a refresh of the Scheme land data

records. Further details about this targeted consultation can be found at **Chapter 3, paragraphs 3.7.9 to 3.7.11** of this Report.

4.1.24 There were 2 letters sent out in total as part of the targeted consultation of which 1 response was received from a section 42(1)(d) land interest. **Annex N (Table 32)** of this Report sets out how the Applicant has had regard to the response received.

d) Targeted statutory consultation (May – July 2019 for Category 3)

4.1.25 This 2019 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 including information obtained from the District Valuer. Further details about this targeted consultation can be found at **Chapter 3, paragraphs 3.7.12 to 3.7.14** of this Report.

4.1.26 There were 48 letters sent out in total as part of the targeted consultation for Category 3 land interests (see breakdown of dates below) of which 6 responses were received from section 42(1)(d) land interests.

- 2 May to 30 May 2019 (21 letters);
- 3 May to 31 May 2019 (17 letters);
- 14 May to 11 June 2019 (4 letters);
- 15 May to 12 June 2019 (2 letters);
- 21 May to 18 June 2019 (4 letters);
- 14 June to 12 July 2019 (5 letters).

4.1.27 **Annex N (Table 33)** of this Report sets out how the Applicant has had regard to the responses received.

e) Targeted statutory consultation (June – July 2019 for Category 1)

4.1.28 This 2019 targeted statutory consultation was undertaken with an additional Category 1 land interest that was identified following a refresh of the Scheme land data records. Further details about this targeted consultation can be found at **Chapter 3, paragraphs 3.7.15 to 3.7.17** of this Report.

4.1.29 There was one letter sent out in total as part of the targeted consultation. No response was received from this section 42(1)(d) land interest.

## 4.2 Regard to Responses (in accordance with section 49 of the 2008 Act)

4.2.1 The Applicant has had regard to the responses received and these are documented in **Annex N** of this Report. **Annex N** has been set out as follows:

- **Table 26** - comments from section 42(1)(a) prescribed consultees (2018 statutory consultation);



- **Table 27** - comments from section 42(1)(b) local authorities (2018 statutory consultation);
- **Table 28** - comments from section 42(1)(d) land interests (2018 statutory consultation);
- **Table 29** – comments from section 47 and section 48 consultees (2018 statutory consultation);
- **Table 30** – comments from section 42 and section 47 consultees (2018 targeted statutory consultation);
- **Table 31** – comments from section 42 consultees– Grouting Works (2019 targeted statutory consultation);
- **Table 32** – comments from section 42(1)(d) consultees –Category 2 land interests (2019 targeted statutory consultation);
- **Table 33** - comments from section 42(1)(d) consultees - Category 3 land interests (2019 targeted statutory consultation).

### 4.3 Summary of Scheme changes as a result of consultation

4.3.1 **Table 20** below lists the key design changes that were made to the Scheme as a result of the statutory and targeted statutory consultation feedback.

Table 20 - Changes to the Scheme as a Result of Consultation		
No.	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
1.	Increased disturbance, noise and privacy impacts; and permanent land take concerns due to the proposed widening of the A1 close to properties at North Dene and Crathie.	Scheme design amended so that the widening of the A1 was moved further away from residential properties at Crathie and North Dene to reduce the permanent land take required in this area and to reduce disruption impacts. Consideration was also given to properties on the north side of the A1 as a result of this design change; but engineering and environmental assessments concluded that they would not be significantly impacted by the change.  For further details, see <b>Annex N, Table 29</b> of this Report.
2.	Increased noise impacts from the proposed Scheme on residents at Birtley (Crathie,	Scheme design amended to include a 3-metre high noise barrier along the south side of the carriageway (northbound) between junction 65 (Birtley) and junction 66 (Eighton Lodge) to reduce the impacts

	North Dene and Malone Gardens).	<p>for residents. This barrier has been designed to overlap with the existing earthworks bund to the east of dwellings at Lockwood Avenue, to ensure a comprehensive acoustic screen along this section of the A1 for residential properties including those at Crathie, North Dene and Malone Gardens, for which noise level reductions are predicted to arise as a result of the Scheme.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
3.	Encroachment on Longacre wood.	<p>The earthworks design for the Scheme has been steepened to avoid permanent land take at Longacre Wood. The proposed earthworks are now all within the Applicant's land and no land acquisition is required from Longacre Wood.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
4.	Permanent land take requirements at Lady Park	<p>The Scheme design has been amended to reduce the impact on Lady Park. This includes relocating the new drainage attenuation facility to the Coal House roundabout central island and relocating the highway boundary fence to the embankment.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
5.	Permanent land take requirements at North Dene Footbridge and associated tree removal.	<p>The Scheme design has been amended to reduce the footprint of the North Dene Footbridge. This will minimise permanent land take required at this location and also minimise the requirement to remove a number of trees to accommodate the new footbridge.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
6	Extension of Longbank Underpass and associated lighting requirements.	<p>The Scheme design has been amended to include lighting of the Longbank Underpass, which is currently unlit and is intimidating to pedestrians and cyclists. As</p>

		<p>a result of concerns raised at consultation, Gateshead Council advised that the underpass should be lit. Sensors would be used to reduce the length of time the underpass is lit to reduce the impact on wildlife and the environment.</p> <p>For further details, see <b>Annex N, Table 29 and Table 30</b> of this Report.</p>
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4.3.2 **Table 21** below summarises the significant issues (in terms of occurrence) raised during the statutory consultation and targeted statutory consultations that did not result in changes to the Scheme design and provides reasons why the changes were not made.

<b>Table 21 - Changes not made to the Scheme as a Result of Consultation</b>		
<b>No.</b>	<b>Element of the Scheme &amp; issue raised in consultation</b>	<b>Reason why design change was not made</b>
<b>1.</b>	Increased noise at Lady Park and Lamesley and request for landscaping planting and/or extension of existing noise barrier.	<p>The noise assessment undertaken as part of the EIA confirmed that once the Scheme is operational and with new low noise road surfacing in place, no significant noise level changes are predicted at Lady Park or Lamesley in the short term (immediately following opening) or the long term (future design year). Therefore, the current barrier is to be retained and an extension is not required to be incorporated into the Scheme design.</p> <p>For further details of the Applicant's response, see <b>Annex N, Table 29</b> of this Report.</p>
<b>2.</b>	Improvements to Arnold Clark roundabout from A1231 to A1 northbound.	<p>Considered that the improvements proposed to the northbound slip road at junction 65 (Birtley) will increase capacity and minimise traffic conflicts at the Arnold Clark roundabout. Therefore, further improvements not required to be incorporated into the Scheme design.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
<b>3.</b>	Congestion and queuing on the A1231 and Mill House	Considered that the improvements proposed to the southbound slip road at

	<p>roundabout from traffic exiting the A1 at the junction 65 off-slip.</p>	<p>junction 65 (Birtley) will increase capacity and alleviate congestion on the A1231.</p> <p>There are ongoing performance issues at Mill House Roundabout which have been discussed with Gateshead Council as it relates to land in their ownership. The Scheme will provide more capacity to stack traffic on the approach to Mill House Roundabout to accommodate future increases in traffic on the A1, which will be an improvement on the current situation. The Transport Assessment Report (<b>Application Document Reference: TR010031/APP/7.3</b>) concludes that improved operational capacity would reduce journey times, lower congestion and provide benefits for road users on this section of the A1.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
<p>4.</p>	<p>Improvements to the A167 from the A1 northbound slip at junction 66 (Eighton Lodge) due to safety reasons.</p>	<p>The two lanes on the northbound off-slip road at junction 66 (Eighton Lodge) are appropriately signed and additional improvement measures are not proposed. The northbound off-slip road has a dedicated offside lane for the A167 (north) and nearside for A167 (south). This is determined by the roundabout lane layout and the bus lane on the A167 (north).</p> <p>The existing road layout and markings are appropriate for this junction. The A167 is the responsibility of Gateshead Council and the Applicant has provided the Council with the statutory consultation comments to make them aware of the issues raised.</p> <p>Therefore, improvements to the A167 have not been incorporated into the Scheme design.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
<p>5.</p>	<p>Speed cameras on the A1 for enforcement of 50mph speed limit.</p>	<p>No speed cameras are proposed for the Scheme. The proposed Scheme layout of the existing A1 following completion will be more constrained as it will be an urban cross section (with reduced space between the edge of the road and infrastructure)</p>

		<p>which will make drivers reduce speed naturally. Therefore, speed cameras have not been incorporated into the Scheme design.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
6.	Change the speed limit on the A1 as part of the Scheme.	<p>The 50mph speed limit northbound between junction 65 (Birtley) and junction 67 (Coal House) has been retained as existing, due to the current layout constraints.</p> <p>The speed limit southbound will be 50mph between junction 67 and Smithy Lane, and then would switch to 70mph (national speed limit) from Smithy Lane onwards. The proposed Scheme has slightly amended the location of the speed limit change from the existing position, but there are no proposals to decrease or increase the speed limit within the Scheme footprint.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
7.	Pedestrian crossing facilities at junction 67 (Coal House) including request for zebra crossings.	<p>The current Scheme design includes proposals to upgrade the crossing points at junction 67.</p> <p>Zebra crossings are not suitable to be placed at junction 67 on the A1 due to potential safety issues with high vehicle speeds as well as potential congestion issues if there is a regular flow of pedestrians. Therefore, zebra crossing facilities have not been incorporated into the Scheme design.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
8.	Junction 65 (Birtley) off-slip road should accommodate northbound traffic.	<p>The feasibility study for the Scheme identified the provision of additional lanes and replacement of the existing Allerdene Bridge would alleviate the current congestion and reliability issues.</p> <p>The predicted traffic flows from the traffic modelling have been utilised to determine the main carriageway and slip road layout required. It is anticipated that traffic delays</p>



		<p>would be reduced as a result of the Scheme. Therefore, provision of a northbound offslip road at junction 65 was not part of the scope for the Scheme.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
9.	<p>Access to Team Valley Trading Estate to avoid using junction 67 (Coal House) of the A1.</p>	<p>The Scheme design will increase capacity at junction 67 and therefore there will be less congestion for those accessing and leaving the Team Valley Trading Estate once the Scheme is operational. Therefore, provision of a separate access to the Team Valley Trading Estate has not been incorporated into the Scheme design.</p> <p>For further details, see <b>Annex N, Table 29</b> of this Report.</p>
10	<p>Requests by landowner for a retaining wall at North Side Farm, Birtley, along with a noise fence and access road.</p>	<p>The Applicant has carefully considered the request made by Mr Wilson and discussions have been held with the landowner and his land agent. A meeting was held in June 2019 with them to discuss the request for a retaining wall and fencing. Mr Wilson was advised by the Applicant that a retaining wall at the property had been considered but it was not possible to provide as it would have significant cost and affordability implications for the Scheme, compared to provision of an embankment.</p> <p>Mr Wilson was also advised that the ES showed no requirement for a noise fence so this would not be provided, and an access road is not considered necessary for the Scheme. The Applicant confirmed to Mr Wilson that the embankment will be in the DCO application and he can make a representation if required at Examination.</p> <p>Therefore, provision of a retaining wall, fencing and a new access road have not been incorporated into the Scheme design.</p> <p>For further details, see <b>Annex N, Table 28</b> of this Report.</p>

## 5 Conclusion

### 5.1 Compliance with Advice and Guidance

5.1.1 The Applicant has undertaken a consultation process which complies with the DCLG guidance as well as relevant advice from the Inspectorate.

5.1.2 **Table 22** below sets out how, in accordance with section 50 of the 2008 Act the Applicant has complied with DCLG guidance in carrying out the statutory consultation.

Table 22 - Compliance with DCLG Guidance on the Pre-application Process		
Para:	Requirement:	Evidence of Compliance:
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	The consultation materials produced for the statutory consultation consisted of a brochure and questionnaire which clearly set out it was for the purposes of consultation. A copy of the brochure and questionnaire can be found at <b>Annex K2 and K3</b> of this Report.
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	The local community, Gateshead Council and statutory consultees have been engaged since 2015 to support in the development of options and the preferred route for the Scheme.  Further details about the ongoing engagement with key stakeholders outside of the advertised statutory consultation period can be found in <b>Chapter 2</b> of this Report.
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement on those issues.	A full statutory consultation and targeted statutory consultations have been undertaken during the pre-application stage to ensure that issues arising have been considered and as far as possible the Applicant has sought agreement on those issues. This has included a significant number of meetings with landowners affected by the Scheme.  <b>Annex N</b> of this Report sets out how the Applicant has had regard to all the responses received in developing the Scheme.

<p>20</p>	<p>Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> <li>• Based on accurate information that gives consultees a clear view of what is proposed including any options;</li> <li>• Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</li> <li>• Engaging and accessible in a style, encouraging consultees to react and offer their views.</li> </ul>	<p>The consultation brochure, questionnaire and display boards clearly set out the design features, layout and location of the Scheme. The questionnaire reflected the brochure to help consultees in providing feedback to the Applicant. The consultation materials can be found at <b>Annex K</b> of this Report.</p> <p>The statutory consultation and targeted statutory consultations commenced well in advance of the DCO application date to allow the opportunity for responses to be considered in shaping the Scheme design. Further details of how the Scheme design has changed as a result of consultation can be found at <b>Table 20</b> in this Report.</p> <p>The consultation programme allowed consultees to engage face to face with the Applicant, access details in their own homes through the Scheme webpage and post questions through a number of channels. All consultation materials were produced to be accessible and easy to understand, whilst allowing enough detail on the proposed Scheme for consultees to be informed.</p>
<p>25</p>	<p>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient</p>	<p>The statutory consultation initially ran for 42 days to provide a sufficient period of time for responses. This allowed for:</p> <ul style="list-style-type: none"> <li>• Consultees to engage with the Applicant one or more times;</li> <li>• Visit a public exhibition event;</li> <li>• Facilitate invitation requests to attend community events;</li> <li>• Allow consultees time to complete the questionnaire.</li> </ul> <p>Due to the postponement of the consultation event planned at Kibblesworth for 1 March 2018, the Applicant extended the statutory consultation period by 7 days to specifically allow responses to be</p>

	<p>time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>received from those attending the rearranged event on 22 March 2018. However, the Applicant also had regard to all responses received up to 13 April 2018 (i.e. this was the date the last response was received).</p> <p>The Applicant supported a range of communication channels to fully engage with consultees. The Applicant also continued to engage with consultees outside of the advertised statutory consultation period as detailed in <b>Chapter 2</b> of this Report.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage, but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant’s statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.</p>	<p>The Applicant has engaged with all parties during the statutory consultation as required by the 2008 Act. In addition, the Applicant consulted with the local community, within the vicinity of the Scheme proposals, as set out under section 47 of the 2008 Act.</p> <p><b>Annex G</b> of this Report lists the prescribed consultees consulted under section 42 of the 2008 Act providing justification for their inclusion or not. The Book of Reference (<b>Application Document Reference: TR010031/APP/4.3</b>) lists the land interests as set out in section 44 of the 2008 Act that were consulted as part of the statutory consultation.</p>
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under</p>	<p>Statutory consultees such as the Environment Agency, Natural England and Historic England were engaged early in the development of the Scheme. These bodies were also included in the options consultation set</p>

	<p>section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</p>	<p>out in <b>Chapter 2</b> of this Report, and have continued to be engaged in the period between the options consultation, statutory consultation and targeted statutory consultations.</p> <p>The Applicant has also engaged with non-prescribed bodies to seek their views on the Scheme proposals. <b>Annex M</b> of this Report provides further information on those parties.</p> <p>A Consents and Agreements Position Statement (<b>Application Document Reference: TR010031/APP/3.3</b>) sets out the consents and associated agreements expected to be required for the Scheme and the intended strategy for obtaining them.</p>
29	<p>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</p>	<p>Early engagement with expert bodies to seek their technical input has supported the development of the design of the Scheme proposals. <b>Table 3</b> in this Report sets out the engagement undertaken, outside of the advertised statutory consultation period, with those expert bodies.</p>



38	<p>The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.</p>	<p>Gateshead Council provided early guidance on section 47 consultation and the SoCC. The Applicant has worked closely with Gateshead Council and details of this engagement are set out in <b>Table 3</b> of this Report.</p>
41	<p>Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.</p>	<p>Gateshead Council as the relevant local authority was consulted on the SOCC in 2017 ahead of the statutory consultation. <b>Table 4</b> of this Report provides details of how the Applicant has had regard to the comments made by the local authority in developing the SoCC.</p> <p>The Applicant also consulted with Sunderland City Council and Durham County Council as adjoining authorities close to the Scheme boundary on the SoCC in 2017. No comments were received from those local authorities. Further details can be found in <b>Chapter 3</b> of this Report.</p>
50	<p>It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of</p>	<p>The Applicant has ensured due diligence has been undertaken in identifying all land interests. All known land interests have been consulted under section 42(1)(d) of the 2008 Act and the Applicant has made all reasonable efforts to ensure the Book</p>

	<p>Reference (which records and categories those land interests) is up-to-date at the time of submission.</p>	<p>of Reference (<b>Application Document Reference: TR010031/APP/4.3</b>) is up-to-date at the point of submission. Further details on the how the Applicant has demonstrated due diligence is included in the Statement of Reasons (<b>Application Document Reference: TR010031/APP/4.1</b>).</p>
<p>54</p>	<p>In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.</p>	<p>A variety of techniques were used to ensure an inclusive approach to consultation on the Scheme proposals. These included the following:</p> <ul style="list-style-type: none"> <li>• Scheme webpage;</li> <li>• Consultation events;</li> <li>• Posters/consultation brochures distributed in community locations;</li> <li>• Door-to-door letter drop;</li> <li>• Advertising in local and national newspapers;</li> <li>• Press release distribution;</li> <li>• TV and radio interviews;</li> <li>• Social media through stakeholder channels;</li> <li>• Email bulletins.</li> </ul>
<p>55</p>	<p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available</p>	<p>A consultation brochure and public exhibition boards set out the design features of the Scheme. A questionnaire was produced to help focus consultees responses on the areas the Applicant was keen to seek feedback on. Copies of the consultation brochure and consultation boards can be found at <b>Annex K1 to K3</b> of this Report.</p>

	<p>in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</p>	
57	<p>The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.</p>	<p>The SoCC included dates and location details of events, details of deposit locations and information on how people could respond. The SoCC advised that all consultation documents were available to view at the five deposit locations as listed in the SoCC. All documents were available to view from 8 February 2018 to 29 March 2018.</p> <p>The SoCC was also available to view online at the Scheme webpage from 8 February 2018 to 29 March 2018 and copies provided at all the consultation events held.</p> <p>A copy of the SoCC can be found at <b>Annex F</b> of this Report.</p>
58	<p>Applicants are required to publicise their proposed application under Section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the 2 required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible,</p>	<p>The Applicant advertised the proposed application under section 48 of the 2008 Act to coincide with the start of the section 42 and section 47 consultations. Details of the published notices can be found in <b>Table 10</b> of this Report. Copies of the newspaper notices can be found in <b>Annex L2 to L3 and Annex L8 to L11</b> of this Report.</p>

	especially where a multi-stage consultation is intended.	
68	To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.	<p>The statutory consultation and targeted statutory consultations commenced well in advance of the proposed DCO application date allowing time for consultees to have an opportunity to influence the Scheme proposals.</p> <p>Engagement has also continued outside of the advertised statutory consultation periods as set out in <b>Table 3</b> of this Report.</p>
72	The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.	<p>The statutory consultation initially ran for 42 days, thereby allowing adequate time for consultees to respond. This was extended by a further 7 days to allow those who wished to attend the Kibblesworth rearranged consultation event time to respond. However, the Applicant has had regard to all responses received up to 13 April 2018 (i.e. the date of the last response received) in developing the Scheme proposals. Further information can be found in <b>Chapter 3</b> of this Report.</p> <p>In addition, the targeted statutory consultations undertaken allowed 28 days for consultees to respond. Further details can be found in <b>Chapter 3</b> of this Report.</p>
73	Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project	As the design proposals have developed and new information has arisen, the Applicant undertook additional targeted statutory

	<p>proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.</p>	<p>consultations in 2018 and 2019 to allow those most impacted by the changes the opportunity to comment and influence the proposals where appropriate. Further details can be found in <b>Chapter 3</b> of this Report.</p>
77	<p>Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.</p>	<p>The statutory and targeted statutory consultations undertaken have been proportionate in relation to the scale of the proposed Scheme. Continued engagement with the local authority has allowed the Applicant to take on board their views in planning all consultation activities.</p>
84	<p>A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to</p>	<p>This Report provides references to the application documents where responses raised in relation to technical points can be found. In addition, where appropriate <b>Annex N</b> of this Report sets out where the Applicant has had regard to the technical responses received.</p> <p><b>Table 3</b> of this Report sets out where the Applicant has had continued engagement on an individual basis, outside of the advertised statutory consultation period.</p>



	continue engagement with these bodies on an individual basis.	
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5.1.3 **Table 23** below sets out the Applicant’s compliance with Advice Note 14 in compiling this Report.

<b>Table 23 - Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report</b>	
<b>Advice:</b>	<b>Evidence of Compliance:</b>
Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report.	<b>Chapter 1</b> , Introduction of this Report provides an overview of the pre-application process as it relates to this Scheme. The Introduction also provides a quick reference guide at <b>Table 1</b> summarising all the consultation activities undertaken in the development of the Scheme.
The applicant should include a full list of the prescribed consultees as part of the consultation report.	A full list of the prescribed consultees is provided at <b>Annex G</b> of this Report.
A short description of how s43 of the Act has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.	A short description of how section 43 of the 2008 Act has been applied to identify the relevant local authorities for this Scheme is set out in <b>Chapter 3</b> of this Report. A map has also been provided identifying the boundaries of the relevant local authorities in <b>Chapter 3, Figure 3-1</b> of this Report.
Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the book of reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.	A full list of the land interest consultees are identified in the Book of Reference ( <b>Application Document Reference: TR010031/APP/4.3</b> ). The Applicant has agreed with the Planning Inspector for the Scheme that the land interests subject to compulsory acquisition will not be included in this Consultation Report.
It would be helpful to provide a summary of the rationale behind the	A summary of the rationale behind the SoCC methodology and how the

<p>SoCC methodology to assist the Secretary of State's understanding of the community consultation and provide a context for considering how consultation was undertaken.</p>	<p>statutory consultation was carried out in compliance with the SoCC is detailed in <b>Chapter 3</b> of this Report.</p>
<p>Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act, but identifying statutory and non-statutory consultation separately will assist when it comes to determining compliance with statutory requirements.</p>	<p><b>Chapter 2</b> of this Report sets out clearly any non-statutory consultation and engagement with stakeholders which has not been carried out under the provisions of the 2008 Act.</p>
<p>The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses under the three strands of consultation as follows:</p> <ul style="list-style-type: none"> <li>● S42 prescribed consultees (including s43 and s44);</li> <li>● S47 community consultees; and</li> <li>● S48 responses to statutory publicity.</li> </ul> <p>This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	<p>This Report is laid out in the suggested format and includes information on the responses that have influenced the Scheme proposals. The summary of the responses received can be found at <b>Annex N</b> of this Report.</p> <p><b>Table 20</b> of this Report set out the changes to the Scheme design made as a result of consultation; <b>Table 21</b> sets out where no change has been made to the Scheme design as result of consultation.</p>
<p>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including</p>	<p>A summary of responses by appropriate category together with clear explanation of the reason why responses have led to no change are provided in <b>Annex N</b> of this</p>

where responses have been received after deadlines set by the applicant.

Report. It also identifies any responses received after the deadline set which have been included in summarising responses.

- 5.1.4 The Applicant considers that it has met the statutory requirements of the application process. As set out in **Table 1** of this Report the Applicant has undertaken a programme of non-statutory and statutory consultations.
- 5.1.5 At each stage of consultation, the Applicant has considered and complied with relevant advice and guidance. The information included in **Table 22** and **Table 23** in this Report supports this through direct reference to DCLG and the Inspectorate's guidance on the pre-application process.
- 5.1.6 As well as preparing this Report, the Applicant has set out how it has complied with guidance and advice on consultation in the section 55 checklist submitted within the application documents (**Application Document Reference: TR010031/APP/1.1**).

## LIST OF ANNEXES:

- 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**
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- ANNEX D: Emails to local authorities for SoCC consultation**
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  - Annex D4 – Durham SoCC email 20/11/2017
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- Annex E1 – Gateshead SoCC response 23/05/2017
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- ANNEX H: Targeted consultation material**
- 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: S42 letter and email (with date)**

- 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: S47 consultation material**

- 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: S47 and S48 newspaper notices (with locations and dates)**

- 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 Planning Act 2008)

## **ANNEX A: Options Consultation Brochure**

# A1

## Birtley to Coal House improvement scheme

We want to hear  
your views





## **A1 Birtley to Coal House improvement scheme**

# **We're improving the A1 in your area**

We want to hear your views

You are invited to a public exhibition to view proposals for improving the A1 between junction 65, Birtley and junction 67, Coal House

**Friday 9 September**

1pm until 8pm

**Chowdene Children's Centre**

Waverley Road  
Harlow Green  
NE9 7TU

**Saturday 10 September**

10am until 4pm

**Birtley East Community  
Primary School**

Highfield  
Birtley East  
DH3 1QQ



# A1 Birtley to Coal House improvement scheme

## We want to hear your views

### About us

Highways England (formerly known as the Highways Agency) is the government company responsible for operation, maintenance and improvements to England's motorways and major A roads.

### Regional improvements

The A1 Newcastle/Gateshead Western Bypass is one of the most congested highway links in the north-east region. It suffers congestion, particularly during peak hours, which can result in unreliable journey times. Traffic is also expected to grow with new housing and employment developments planned for the area.

### History

In December 2014, the government issued its Road Investment Strategy, which included a commitment to upgrade this stretch of the A1 between Birtley and Coal House.

### We want to hear your views

This is your opportunity to provide comments on the A1 Birtley to Coal House scheme proposals. Your views are important to us and all responses will be reviewed and assessed and will help to inform selection and further development of a preferred improvement option. All views and comments received will be summarised in our consultation report which will be available in winter 2016.

The consultation will run for six weeks from 26 August 2016 to 7 October 2016.

Following the announcement of the preferred option, we will continue to consult with you as the scheme develops.

### Benefits

The A1 between Birtley and Coal House will be improved by widening the existing road to provide a three lane carriageway and replacement of Allerdene Railway Bridge.

We're designing this improvement scheme to deliver greater benefits for road users, local communities, and to support the region's economy. Once completed it will:

- Reduce congestion by increasing road capacity for road users
- Improve the reliability for peoples' journeys by increasing capacity of the road network, which will help to reduce delays. Replacing Allerdene Railway Bridge will also improve reliability of journeys by reducing the amount of maintenance required
- Make journeys safer, by improving the standard and capacity of the road, which will reduce the impact of safety issues along the route
- Help support economic growth by improving the road to the Newcastle and Tyneside area (Team Valley Employment Zone), while supporting the government's initiative for growth in the north-east



# Proposed options

The existing road will be widened to provide a three lane carriageway to increase capacity.

Additional lanes will be provided between junctions to help manage traffic joining and leaving the A1.

Modifications will be made to the existing structures at junction 65 (Birtley), junction 66 (Eighton Lodge) and junction 67 (Coal House) to accommodate the additional lanes.

Allerdene Railway Bridge will be replaced with a wider structure and additional lanes to improve capacity. The height of the bridge and road at this section will also be raised to ensure the bridge meets current standards.

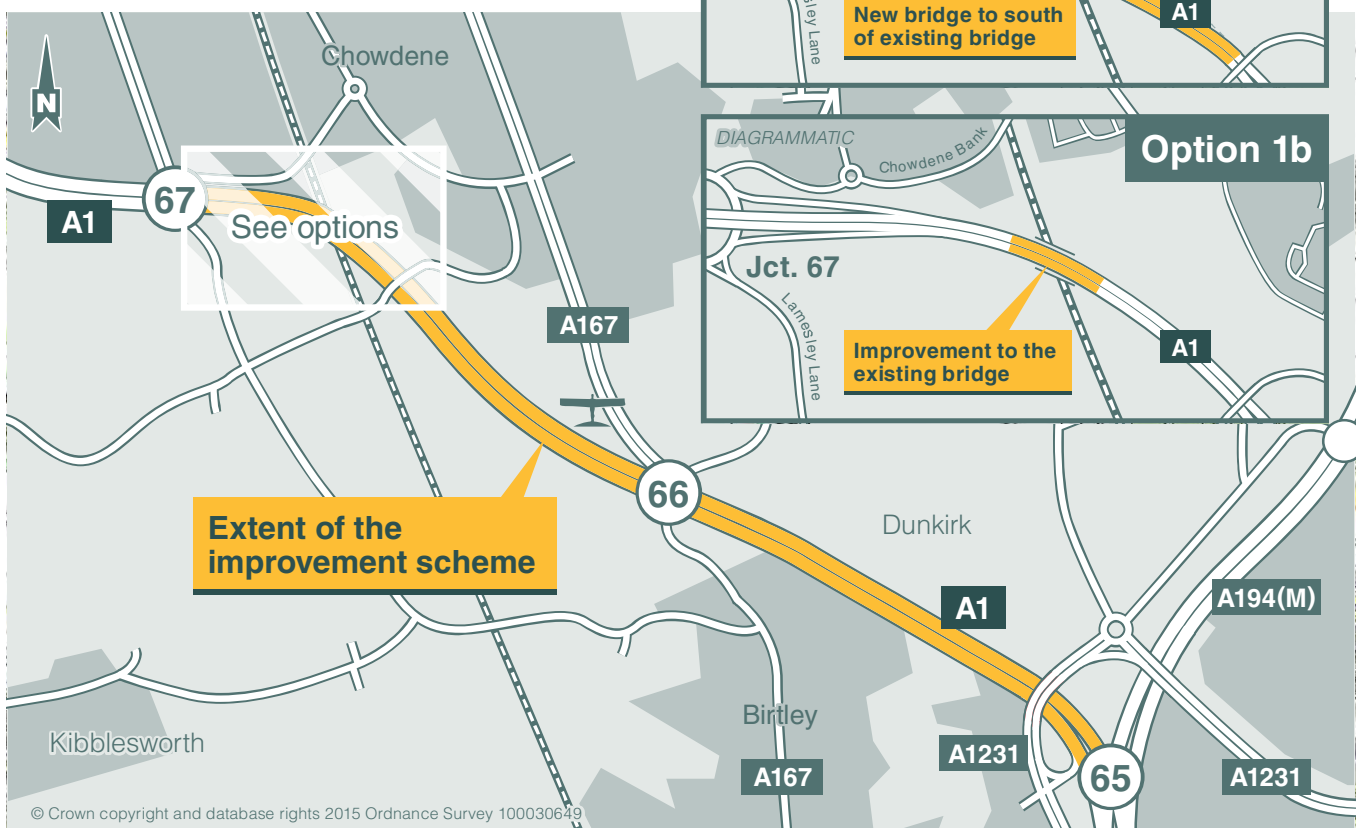
Most of the work will take place within the highway boundary; however, some additional land will be required at points along the route to enable us to deliver the improvements. We will make every effort to minimise any impact on local residents, landowners and businesses.

## Option 1a

Allerdene Railway Bridge will be reconstructed south of its current location, improving the existing road alignment and improving safety. To accommodate the new alignment, Smithy Lane overbridge will have to be replaced.

## Option 1b

Allerdene Railway Bridge will be replaced in its current location. This will require a temporary bridge to be constructed to carry traffic over the A1 while the new bridge is constructed. This option is a more complex scheme to construct requiring more traffic management and a longer construction period.



# A1 Birtley to Coal House improvement scheme

## Public consultation questionnaire

Please tell us your views by completing this questionnaire.

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

**Please submit your completed questionnaire by 7 October 2016.**

**Please provide us with your name and address.** If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name: .....

Address: .....

..... Postcode: .....

1. After reviewing Option 1a and Option 1b

I prefer:  Option 1a     Option 1b     Neither option

2. Please provide more detail as to which option you prefer and why. Please write in below:

.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....

3. Do you have any comments on the options design and selection process?

.....

.....

.....

.....

.....

Please tell us how strongly you agree or disagree with the following statements by ticking the relevant box:

4. Something should be done to improve congestion between junction 65 (Birtley) and junction 67 (Coal House).

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. I understand the two options being considered.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. What is your relationship to the A1 junction 65 to 67 and the surrounding area (tick all that apply)?:

- I use the A1 Birtley to Coal House regularly
- Junction 65 is my nearest connection to the A1
- Junction 66 is my nearest connection to the A1
- Junction 67 is my nearest connection to the A1
- I use the A1 but don't leave at junction 65, 66 or 67

7. How often do you use this junction?

<input type="checkbox"/> Daily	<input type="checkbox"/> More than once a week	<input type="checkbox"/> Weekly
<input type="checkbox"/> More than once a month	<input type="checkbox"/> Monthly	<input type="checkbox"/> Less than once a month

If you want to be kept informed by email about the project please give us your email address below:

.....

If you are responding on behalf of an organisation, please tell us the name of the organisation and your role in it:

Name of organisation: .....

Your role in the organisation: .....

**If you have any other comments about the scheme or the engagement process, please detail them below.**

Other comments:

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

i. Your gender?

- Male                       Female                       Prefer not to say

ii. Your age?

- 16-24                       25-34                       35-44  
 45-54                       55-64                       65+

iii. Do you consider yourself to have a disability?

- Yes                       No

iv. Did you attend a public information exhibition about this scheme?

- Yes                       No

**Thank you for taking the time to complete this questionnaire.**

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

Fold B



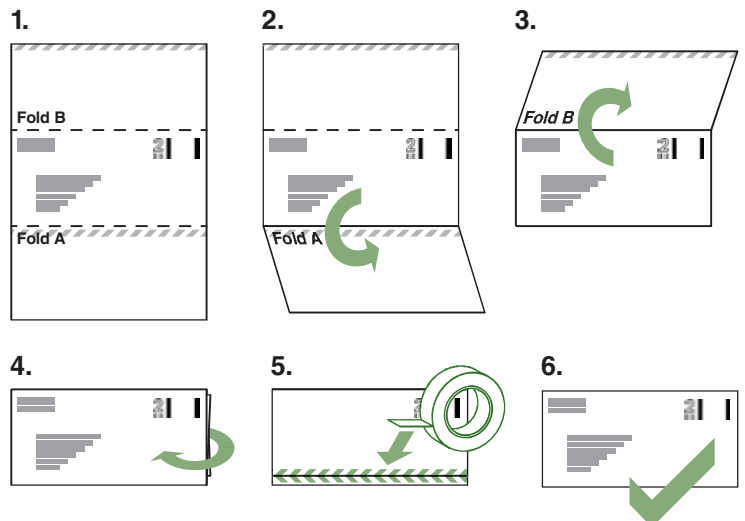
Freepost RSAS-ZGKK-CSUL  
A1 Birtley to Coal House Consultation  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

Fold A

### Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.





## Option development

Since 2015, we have been developing and assessing options that have the potential to address the issues identified on this stretch of the A1.

We have previously considered an offline option, as detailed below, but will not be progressing this any further.

### **Offline Replacement from junction 66 (Eighton Lodge) to junction 67 (Coal House)**

This option involved replacing Allerdene Railway Bridge approximately 200m to the south of the existing structure, which would have required the section between Eighton Lodge and Coal House

(junction 66 to junction 67) to also be offline.

This option requires significant additional land to be purchased and would have resulted in a completely new layout of Coal House junction with the existing structure at junction 67 (Kingsway Viaduct) being demolished and replaced.

After carrying out initial environmental and economic assessments, we have concluded that this solution would have a far greater impact on the surrounding area than our current proposals and would not provide any additional capacity or benefit. The estimated costs for this option show that it would also be far more expensive and so does not provide value for money.

## You and your community

The scheme will benefit local residents and business by relieving congestion and improving journey time reliability. It will promote growth in the local economy by improving the road to the Newcastle and Tyneside area (Team Valley Employment Zone), while supporting the government's initiative for growth in the north-east.

### **Ongoing environmental work**

An Environmental Impact Assessment (EIA) will be carried out to assess the impact of the work on the environment. Once the assessments outlined below have been carried out we will identify ways to reduce impacts and, where possible, enhance the environment. The assessment will consider a diverse range of topics as follows:

#### **Noise and vibration**

Information on traffic volumes and how the project will be built will be used to assess what the effects on noise and vibration levels will be both during construction and once the road is opened.

#### **Landscape and visual amenity**

We will look at how the project will impact on the local landscape and quality of views both during the construction of the project and once the road is complete.

#### **Waste and material**

As far as possible we will minimise the production of waste and identify opportunities to reuse or recycle the waste that is produced.

#### **Air quality**

The impacts of the project on local and regional air quality will be assessed both during construction and once the road is opened.

### **Cultural heritage**

We are working with local organisations to understand the archaeological sites, historic buildings and landscape within our working area and any effects will be considered and properly managed.

### **Nature conservation**

We are carrying out further surveys to see how the project could affect habitats and protected or sensitive species, and measures would be put in place to protect any of these affected by the works.

### **Geology and soils**

Ground investigation surveys will be carried out to identify the potential impacts on soils and geology. We are working with the Coal Authority to understand the mining history of the area.

### **Road drainage**

The possible impacts on surface water, groundwater and flooding will be identified. We will put environmental features in place to maintain the quality of water discharged to local watercourses and will work with the Environment Agency to ensure local flood plain capacity is not affected.

### **People and communities**

We will consider the effects of the project on everyone along the route including residents, vehicle travellers, pedestrians, cyclists, equestrians and landowners; and we will continue to consult local groups as our plans progress.

## **How to give us your views**

We would encourage you to come along to one of our consultation events to discuss the proposals in more detail with our project team.

You can use one of the following methods to contact us and/or respond to the consultation:

- Attend the public consultation exhibition and complete a questionnaire
- Download a questionnaire online at: [www.highways.gov.uk/a1-birtley-to-coalhouse](http://www.highways.gov.uk/a1-birtley-to-coalhouse)
- Email the project team at: [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)
- By post to: **A1 Birtley to Coal House, Highways England, 3 South, Lateral, Leeds, LS11 9AT**
- Telephone: **0300 123 5000**

When making comments please provide us with your name and address or, if you prefer your comments to be anonymous, your postcode only.

Please note, all comments made during the consultation process will be made public, but personal details such as names and addresses will not.

Further consultation materials, including an electronic copy of this leaflet and consultation event boards will be available online at:

[www.highways.gov.uk/a1-birtley-to-coalhouse](http://www.highways.gov.uk/a1-birtley-to-coalhouse)

The material can be viewed at Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times Monday to Friday 9.00am to 5.00pm

Paper or CD copies of the consultation materials can be provided on request. Please contact the team for further copies.

Please ensure your comments reach us by **Friday 7 October 2016**.

## Public exhibitions

Meet staff from Highways England to learn more about the proposals:

**Friday 9 September** - 1pm until 8pm  
**Chowdene Children's Centre**, Waverley Road,  
 Harlow Green NE9 7TU

**Saturday 10 September** - 10am until 4pm  
**Birtley East Community Primary School**,  
 Highfield, Birtley East DH3 1QQ

## How will you use my response?

All views and comments received assist us to:

- Make sure potential impacts on the community and environment have been fully considered

- Ensure the scheme design is updated with relevant responses where applicable
- Record how we have considered feedback to develop the scheme further. This will be set out in a consultation report (winter 2016).

## Project scheme contact details

Telephone: 0300 123 5000

Post: **Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT**

Email: [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)

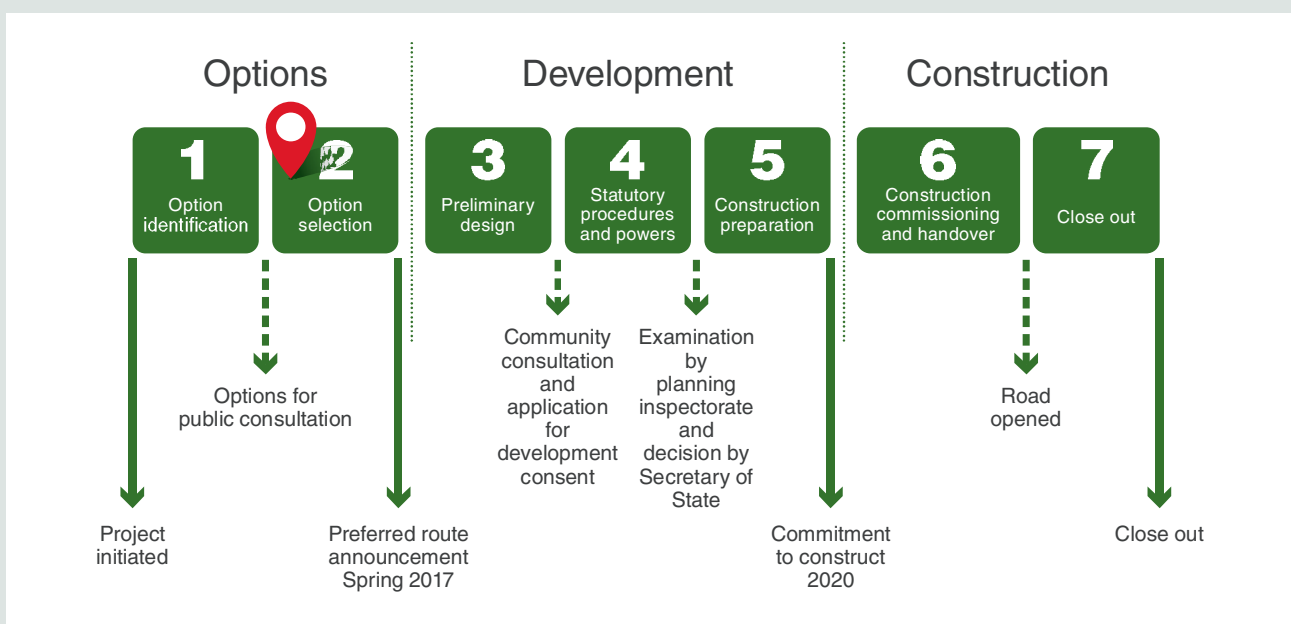
## Next steps

The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - Option selection. Responses gathered during the consultation will be reported to the Secretary of State for Transport who makes the decision on the final option to be progressed.

Following this preferred route announcement, we will carry out surveys and investigations to

allow us to design the scheme in more detail. We will consult further on the detailed proposals and you will have an additional opportunity to engage with us about the selected option and how we go about carrying out the work.

We currently expect work to start by the end of March 2020.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000\***. Please quote the Highways England publications code **PR81/16**.

Highways England creative job number N160166

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Highways England Company Limited registered in England and Wales number 09346363

**ANNEX B:       The Infrastructure Planning (EIA Regulations) 2017:  
Regulation 8(1) Letter to the Inspectorate**



Our ref:  
Your ref:

The Planning Inspectorate  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

Amie Locker  
A1 Birtley to Coal House  
Highways England  
3 South, Lateral Building  
8 City Walk,  
Leeds,  
LS11 9AT

Direct Line: 0300 470 2504

E-mail:  
amie.locker@highwaysengland.co.uk

16<sup>th</sup> October 2017

Dear Gareth

**A1 Birtley to Coal House Improvement Scheme (“the Development”)  
The Infrastructure Planning (Environmental Impact Assessment) Regulations  
2017 – Regulation 8(1)(b) Notification**

I write with reference to the above Development, for which we intend to apply for development consent under the Planning Act 2008.

In accordance with Regulation 8(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regulations 2017”), I write to notify you that Highways England proposes to provide an environmental statement in respect of the Development.

Please find attached the information required under Regulation 8(3) of the EIA Regulations 2017.

For the purpose of your duties under Regulation 11(1)(a) of the EIA Regulations 2017, the name and address of the Applicant (Highways England) for the Development are:  
Nicola Wilkes,  
A1 Birtley to Coal House Project Manager  
3 South, Lateral Building, 8 City Walk, Leeds, LS11 9AT  
Telephone: 07717730414

Yours sincerely

Amie Locker  
Assistant Project Manager  
Email: amie.locker@highwaysengland.co.uk

## **ANNEX C: Copy of the Draft SoCC Provided to Local Authorities**

- Annex C1 – Mailing list targeted area
- Annex C2 - Statement of Community Consultation (SoCC) (Draft)
- Annex C3 - Statement of Community Consultation (SoCC) (Final Draft)

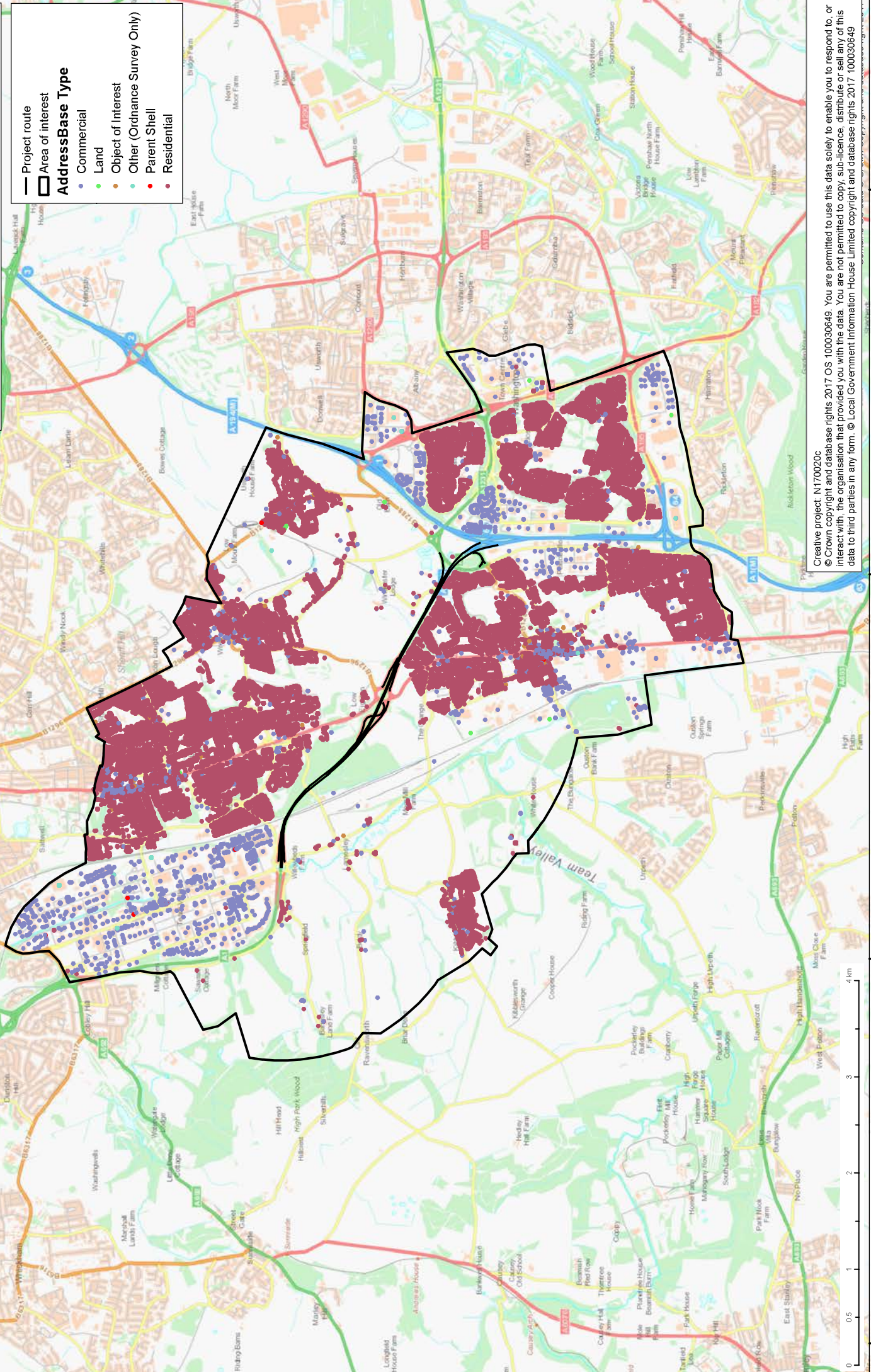




# Birtley to Coal House

Mailing list target area

- Project route
- Area of interest
- AddressBase Type**
- Commercial
- Land
- Object of Interest
- Other (Ordnance Survey Only)
- Parent Shell
- Residential



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# **A1 Birtley to Coal House Improvement Scheme**

## **Statement of Community Consultation (SoCC)**



### Document Control

<b>Document Title</b>	Statement of Community Consultation (SoCC)
<b>Author</b>	Amie Locker
<b>Owner</b>	Nicola Wilkes
<b>Distribution</b>	Statutory Consultees
<b>Document Status</b>	DRAFT

### Revision History

Version	Date	Description	Author
0.1	30 December 2016	First Draft of SoCC	Amie Locker
1.0	10 April 2017	Second Draft of SoCC	Amie Locker

### Reviewer List

Name	Role
Andrew Haysey	Gateshead Council (Relevant Local Authority)
Graham Carr	Sunderland Council (Relevant Local Authority)
Nicola Wilkes	Integrated Project Team
Laura Pinder/ Damien Greenfield	Regional Communications & Engagement Team

### Approvals

Name	Signature	Title	Date of Issue	Version

Under section 37 of the Planning Act 2008 required promoters on Nationally Significant Infrastructure Projects (NSIP) must detail how they intend to comply with the consultation requirements set out in sections 42, 47 and 48 of the Act. This template can be used by project teams preparing a SoCC to support an application for a Development Consent Order for a NSIP.

**The original format of this document is copyright to Highways England.**



## Introduction

1. Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A1 between Junction 65 Birtley and Junction 67 Coal House (the Project) covering 4.2km. The purpose of this document is to set out how Highways England will consult the local community, residents, businesses, organisations and visitors in the area about its proposal. The document also provides background to the project, details where further information can be obtained or viewed, explains how comments on the proposal can be made, and sets out how the Development Consent Order (DCO) application will progress.
2. PCF Stage 2 - Option Selection consultation on the Project took place in September 2016. The consultation duration was 6 weeks.

## The Application

3. The Project is classed as a Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008 ('the Act'). As a result, Highways England is required to secure a DCO pursuant to the Act in order to construct the Project. An application for a DCO will be submitted to the Planning Inspectorate who will examine it and make a recommendation to the Secretary of State for Transport on whether a DCO should be granted. The Secretary of State will make the final decision on whether a DCO should be granted.
4. The Government has published National Policy Statements (NPS) which set out the policy against which the Secretary of State will make decisions on applications for development consent for NSIPs. The 'National Networks' NPS includes policy for road networks.
5. This statement is being made in accordance with section 47 of the Act.
6. Under the Act, Highways England is required to consult on its proposals before submitting an application for a DCO. Pre-application consultation is an important opportunity to provide feedback on the scheme, and as part of the examination process the Planning Inspectorate will consider whether Highway England's consultation has been adequate. Highways England has consulted with Gateshead Council and Sunderland Council (the local authorities responsible for the areas in which the Project will be built) about its plans for consultation of the local communities. Highways England has had regard to these comments in designing the consultation programme for the Project. Consultation with people living in the vicinity of a proposed development site is an important aspect of any NSIP and will help deliver a better project outcome.
7. This statutory consultation follows an initial consultation exhibition carried out in 2016 during the Highways England Project Management Tool, Project Control Framework Stage 2. It will update the public on progress; the option selected, and will provide an opportunity for further public comment which will be taken into account by Highways England in the formulation of its DCO application.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website: <http://infrastructure.planningportal.gov.uk/> or by calling the Planning Inspectorate on 0303 444 5000.

### **The Project/Scheme**

8. Highways England is proposing to relieve congestion and increase capacity to the A1 between Junction 65 (Birtley) and Junction 67 (Coal House). The route currently experiences severe congestion and weaving between junctions.

The objectives of the Project are to:

- Make the network safer;
- Increase capacity;
- Improve journey time reliability, particularly during peak periods;
- Improve non-motorised user facilities;
- Reduce need for asset maintenance.

The Project is approximately 4.2km long and the main aspects are:

- Widening of the route to three lanes in each direction, plus a lane gain/ lane drop between junctions;
- Replacement of Allerdene Railway Bridge;
- Widening/ Extension of other existing structures;
- Providing an improved road alignment.

### **Consulting the community**

9. In accordance with section 47 of the Act, Highways England will consult people, businesses and organisations in the vicinity of the Project along with those who use the existing road.
10. Highways England wants to make sure that the local community, residents, local interest groups, businesses, visitors and road users, have the opportunity to fully understand the Project and comment on its proposals. To do this Highways England are therefore holding a six week public consultation starting on **TBC** and ending on **TBC**. The consultation materials will provide information on the proposed layout, junction and access arrangements and will include design development since the last consultation carried out in September 2016.
11. The project is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended). An Environmental Statement will be submitted as part of the DCO application and, in accordance with regulation 10, Highways England will provide updated preliminary environmental information, based on the scoping report produced in July 2017, which will form part of the consultation materials. The preliminary environmental information will present environmental information that has been collected to date and will indicate the mitigation

measures that Highways England expects to implement in order to minimise any negative effects.

12. All comments received from the public will be considered and will influence, where possible and appropriate, any further refinements to the Project and Highways England’s approach to environmental mitigation.

**How we will consult**

13. Highways England will be using a range of methods during the consultation period to ensure that the local community has an opportunity to view and comment on the proposals. This will include:

Method	Detail
<p><b>Public Information Exhibition</b></p>	<p>A public information exhibition will be held in various locations later in the year. Two well-attended venues from the previous consultation will be used along with two others further to feedback received from the consultation in September 2016. It will be a mixture of week days and evenings. Events will also be held over two consecutive Saturdays. Dates, timings and locations are to be confirmed at a later date.</p> <p>The exhibition will give people an opportunity to view project proposals, talk to the project team and provide comments.</p> <p>The public will be informed of the exhibition through channels including: advertisements in appropriate local newspapers, notice in a national newspaper and appropriate local newspaper(s), via the Project website, social media, the media, direct communications, leaflet drops.</p> <p>For the Stage 2 public consultation 2016, we wrote to 3,800 local residents, businesses and organisations to promote the consultation and requesting their views. We will cover the same area for Statutory consultation and in addition Are looking to target areas slightly further away from the scheme in Lamesley, Lady Park and Kibblesworth etc.</p> <p>A number of copies of the full suite of consultation documents will be available at this exhibition including: preliminary environmental</p>

	<p>information report, summary of the Project, copies of the supporting project documents and a questionnaire.</p> <p>Questionnaires will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.</p>
<b>Project website</b>	<p>A full suite of consultation materials, including the preliminary environmental information report, summary of the Project, copies of the supporting project documents and a questionnaire will be provided on a dedicated project website:  <a href="http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/">http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/</a></p>
<b>Project Summary Leaflet</b>	<p>A project summary leaflet and details of the planned public exhibition will be delivered to local residents, homes and businesses in close proximity to the scheme.</p>
<b>Council and community / area forum briefings</b>	<p>Local councils and community / area forums within whose area the Project would be located will be offered briefings to discuss the proposal during the consultation period.</p>
<b>Stakeholder Form briefings</b>	<p>When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the Project during the consultation period.</p>
<b>Establishing Stakeholder Groups</b>	<p>Having built a relationship with the local community, we will consider, in consultation with relevant town and parish councils and community / area forums, whether there is benefit in establishing a stakeholder group, to which we would invite local community nominated representatives to discuss the Project. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.</p>
<b>Project Updates</b>	<p>At the launch of the consultation and at the point at which Highways England DCO application is accepted, project updates will be produced, providing details on the proposals and reporting on the outcome of the consultation progress respectively. These will be distributed to residents and community groups via the project leaflets mentioned</p>

	above, by e-mail to road users registering for further communications on our website, and to Local Councils and community/area forums who wish to receive them. Copies will be made available on our website and provided on request by the project team.
<b>Consultation feedback</b>	<p>Written comments can be made in writing to the following address:</p> <p>A1 Birtley to Coal House Scheme Highways England Lateral 8 City Walk Leeds LS11 9AT</p> <p>Or via email at: <a href="mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk">A1BirtleytoCoalhouse@highwaysengland.co.uk</a></p>
<b>Media</b>	<p>In compliance with regulation 4, the consultation will be advertised for two successive weeks in one or more local newspapers (TBC), once in a national newspaper and once in the London Gazette. Adverts will be placed in local venues, such as libraries, prior to the launch of the consultation. A Press release detailing the consultation and how the community and road users can participate will be issued.</p>

### Documents available for inspection

14. The full suite of consultation materials, including [scheme summary information, this updated SoCC, policy guidance documents and other relevant technical documents listed in Appendix 3] will be available online at <http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/> and will be available to view, free of charge during the consultation, at the deposit points listed below:

Location	Viewing Times
Gateshead Civic Centre Regent Street Gateshead NE8 1HH Tel: 0191 433 3000	Monday – Friday 09.00– 17.00



Birtley Library Durham Road, Birtley Chester-le-Street DH3 1LE Tel: 0191 433 6101	Monday, Tuesday & Thursday 09.00 – 17.00 Wednesday & Friday 09:00 – 15:45 Saturday CLOSED
The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2QG Tel: 0191 492 0434	Monday 09.30 – 16.30 Tuesday, Wednesday and Friday 09.30 – 15.30 Thursday 09.30 – 16.00 Saturday CLOSED
Highways England Lateral 8 City Walk Leeds LS11 9AT Tel: 0300 470 4548	By prior arrangement: Monday to Friday 09.00 – 17.00

### Next steps

15. Comments made during the consultation will be recorded and carefully considered by Highways England when further developing the scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether Highways England's pre-application consultation has been adequate.
16. Highways England needs to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, Highways England asks for feedback to be submitted by the close of statutory consultation on **TBC**.
17. If you want to contact us or find out more about this scheme, you can:
  - Visit the scheme webpage: <http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/>
  - E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
  - Call us: 0300 470 4548
  - Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

**Date: 21 April 2017**

# **A1 Birtley to Coal House Improvement Scheme**

## **Statement of Community Consultation (SoCC)**

## Document Control

<b>Document Title</b>	Statement of Community Consultation (SoCC)
<b>Author</b>	Amie Locker
<b>Owner</b>	Nicola Wilkes
<b>Distribution</b>	Statutory Consultees
<b>Document Status</b>	FINAL

## Revision History

Version	Date	Description	Author
0.1	30 December 2016	First Draft of SoCC	Amie Locker
1.0	10 April 2017	Second Draft of SoCC	Amie Locker
1.1	19 October 2017	Final Draft of SoCC	Amie Locker
1.2	15 November	Final Draft of SoCC	Amie Locker

## Reviewer List

Name	Role
Andrew Haysey	Gateshead Council (Relevant Local Authority)
Graham Carr	Sunderland Council (Relevant Local Authority)
Nicola Wilkes	Integrated Project Team
Damien Greenfield	Regional Communications & Engagement Team
Darlene Procter	Regional DCO Lead- North

## Approvals

Name	Signature	Title	Date of Issue	Version

Under section 37 of the Planning Act 2008 required promoters on Nationally Significant Infrastructure Projects (NSIP) must detail how they intend to comply with the consultation requirements set out in sections 42, 47 and 48 of the Act. This template can be used by project teams preparing a SoCC to support an application for a Development Consent Order for an NSIP.

**The original format of this document is copyright to Highways England.**

## Introduction

Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the Scheme) in Gateshead. The purpose of this document is to set out how we will consult the local community about our proposal. The document also provides background to the scheme and how the application to build it will progress.

## The Application

1. Highways England is developing this Scheme under the Planning Act 2008 and is publishing this statement under Section 47 of that Act. It has consulted Gateshead Council and Sunderland Council, the local authorities responsible for areas where the Scheme will be built, about plans to consult the local community.
2. The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this Scheme. Highways England anticipates that a DCO application for the Scheme will be published in January 2019. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.
3. Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the framework for DCO applications to be considered against.
4. When Highways England submits its DCO application, the Secretary of State for Transport (SoS) must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this scheme is now by taking part in this consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website: <http://infrastructure.planninginspectorate.gov.uk> or by calling the Planning Inspectorate on 0303 444 5000.

## The Scheme

5. Highways England is proposing to relieve congestion and increase capacity to the A1 between Junction 65 (Birtley) and Junction 67 (Coal House). The route currently experiences severe congestion and weaving between junctions. The objectives of the Scheme are to:
  - Make the network safer

- Increase capacity
- Improve journey time reliability, particularly during peak periods;
- Improve non-motorised user facilities
- Reduce need for asset maintenance

The Scheme is approximately 4.2km long and the main aspects are:

- Widening of the route to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with lane gain/drop between junctions on northbound carriageway to provide additional capacity
- Offline replacement of Allerdene Railway Bridge
- Widening/ Extension of other existing structures
- Providing an improved road alignment

### Consulting the community

6. In accordance with section 47 of the Act, we will consult people, businesses and organisations in the vicinity of the Scheme along with those who use the existing road.
7. We have already undertaken public consultation which took place between August and October 2016. Consultees were asked for their views on the two options, which were identical, with the exception of replacement of Allerdene Railway Bridge. More details, including the outcomes of these consultations are included in the public consultation report, available to download from <http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/>, on request from Highways England (contact details at the end of this SoCC) or to view for the duration of the consultation period at the display locations detailed in this SoCC.

We want to make sure that the local community, residents, local interest groups, businesses, visitors and road users, have the opportunity to fully understand the Scheme and comment on its proposals. To do this Highways England are therefore holding a six-week public consultation starting on **8 February 2018** and ending on **22 March 2018** during which we will provide consultation information on various issues including:

- Junction layouts
  - Works to the existing road and slip roads
  - Environmental assessments and potential environmental impacts
  - Environmental mitigation measures
  - Arrangements during construction of the scheme
8. We have carried out an Environmental Impact Assessment for the Scheme. The Scheme is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and therefore we are publishing Preliminary Environmental Information as part of the consultation material. This gives information about the potential environmental effects of the scheme and the measures proposed to reduce those



effects such as (air quality, noise, drainage provisions), so to assist responses to the consultation.

## How we will consult

### 9. Our consultation will involve

Method	Detail
<p><b>Public Information Exhibition</b></p>	<p>A public information exhibition will be held in various locations in February and March 2018. Two well-attended venues from the previous consultation (Birtley East Primary School and Chowdene Children’s Centre) will be used along with a few others further to feedback received from the consultation in September 2016. It will be a mixture of week days and evenings. Events will also be held over two consecutive Saturdays.</p> <p>Friday 23<sup>rd</sup> February 1pm- 8pm- Chowdene Children Centre, Waverley Road, Harlow Green, NE9 7TU</p> <p>Saturday 24<sup>th</sup> February- 10am - 4pm Washington Leisure Centre, Town Centre, Washington, NE38 7SS</p> <p>Thursday 1<sup>st</sup> March- 10am - 4pm Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN</p> <p>Friday 2<sup>nd</sup> March- 10am- 3pm Team Valley Trading Estate, Axis Building, Maingate, Kingsway North, Gateshead, NE11 0BE</p> <p>Friday 2<sup>nd</sup> March 4pm- 8pm Metrocentre, intu Metrocentre, Gateshead, NE11 9YG</p> <p>Saturday 3<sup>rd</sup> March- 10am- 4pm Birtley East Primary School, Highfield, Birtley East, DH3 1QQ</p> <p>Wednesday 7<sup>th</sup> March- Birtley Community Hub, The Hub Resource Centre, Birtley Community Partnership, 16 Harraton Terrace, Durham Road, Birtley, DH3 2QG</p> <p>The exhibitions will give people an opportunity</p>

	<p>to view the scheme proposals, talk to the project team and provide comments.</p> <p>The public will be informed of the exhibition through channels including: advertisements in appropriate local newspapers, notice in a national newspaper (where appropriate) and appropriate local newspaper(s), via the Project website, social media shared via stakeholders, the media, direct communications and direct mailings.</p> <p>A number of copies of the full suite of consultation documents will be available at this exhibition including: preliminary environmental information report, summary of the Project, copies of the supporting project documents and a questionnaire.</p> <p>Questionnaires will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.</p>
<b>Project website</b>	<p>A full suite of consultation materials, including the preliminary environmental information report, summary of the Scheme, copies of the supporting project documents and a questionnaire will be provided on a dedicated project website:  <a href="http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/">http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/</a></p>
<b>Project Summary Leaflet</b>	<p>A project summary leaflet and details of the planned public exhibition will be delivered to over 23,000 local residents, homes and businesses in close proximity to the scheme (within a 2km radius and key areas identified) as shown on the consultation zone plan at Appendix A.</p>
<b>Council and community / area forum briefings</b>	<p>Gateshead and Sunderland Council are within the area the Scheme is located and will be offered briefings to discuss the proposal during the formal consultation period. Lamesley Parish Council will also be offered this opportunity. We will also consult with Durham and Newcastle Council about our proposals.</p>
<b>Stakeholder Forum briefings</b>	<p>When invited, and where appropriate and possible to do so, the project team will attend</p>

	meetings of local community groups affected by the Scheme during the consultation period.
<b>Establishing Stakeholder Groups</b>	The Scheme has established a Stakeholder reference group which will meet on 21 November in Newcastle for the first meeting to discuss terms of reference and progress to date. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.
<b>Project Updates</b>	At the launch of the consultation and at the point at which Highways England DCO application is accepted, project updates will be produced, providing details on the proposals and reporting on the outcome of the consultation progress respectively. These will be distributed to local residents, businesses and community groups via the project leaflets mentioned above, by e-mail to road users registering for further communications on our website, and to Local Councils and community forums who wish to receive them. Copies will be made available on our website and provided on request by the project team.
<b>Consultation feedback</b>	Written comments can be made in writing to the following address:  A1 Birtley to Coal House Scheme Highways England Lateral 8 City Walk Leeds LS11 9AT  or via email at: <a href="mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk">A1BirtleytoCoalhouse@highwaysengland.co.uk</a>
<b>Media</b>	The consultation will be advertised for two successive weeks in one or more local newspapers (The Chronicle and The Journal), once in a national newspaper and once in the London Gazette. Adverts will be placed in local venues, such as libraries and community centres, prior to the launch of the consultation.  A press release detailing the consultation and how the community and road users can participate will be issued.  Council news could be used, in agreement with

	Gateshead council, which is distributed to every household in the borough
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**Documents available for inspection**

10. The full suite of consultation materials, including Scheme summary information, this updated SoCC, policy guidance documents and other relevant technical documents listed in Appendix 3 will be available online at <http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/> and will be available to view, free of charge during the consultation, at the deposit points listed below:

Location	Viewing Times
Gateshead Civic Centre Regent Street Gateshead NE8 1HH Tel: 0191 433 3000	Monday – Friday 09.00– 17.00
Birtley Library Durham Road, Birtley Chester-le-Street DH3 1LE Tel: 0191 433 6101	Monday, Tuesday & Thursday 09.00 – 17.00 Wednesday & Friday 09:00 – 15:45 Saturday CLOSED
The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2QG Tel: 0191 492 0434	Monday 09.30 – 16.30 Tuesday, Wednesday and Friday 09.30 – 15.30 Thursday 09.30 – 16.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00- 3.00 Tuesday, Wednesday 10.00- 16.00 Thursday 09.00- 17:00 Saturday CLOSED
Highways England Lateral 8 City Walk Leeds LS11 9AT Tel: 0300 470 4548	By prior arrangement: Monday to Friday 09.00 – 17.00
Washington Leisure Centre Town Centre Washington NE38 7SS Tel: 0333 005 0154	Monday- Friday 06:00- 22:00 Saturday 08:00- 17:00 Sunday

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	08:00- 20:00
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### Next steps

11. Comments made during the consultation will be recorded and carefully considered by Highways England and will be taken into account when further developing the Scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether Highways England's pre-application consultation has been adequate.
12. We need to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, we are asking for feedback to be submitted by the close of the consultation on **23:59 22 March 2018**.
13. If you want to contact us or find out more about the Scheme, you can:
  - Visit the scheme webpage: <http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/>
  - E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
  - Call us: 0300 470 4548
  - Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

**Date: 15 November 2017**



## **ANNEX D:       Emails to Local Authorities for SoCC Consultation**

- 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

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From: Meikle, Jessica  
Sent: 03 May 2017 14:01  
To: 'Andrew Haysey'  
Subject: FW: A1 Birtley to Coal House - Statement of Community Consultation  
Attachments: A1 Birtley to Coal House - Statement of Community Consultation (DRAFT).doc

Importance: High

Good afternoon,

Following the email I sent yesterday, could I please ask that you return any comments/your approval of the document no later than Tuesday 30<sup>th</sup> May 2017. This is to ensure that we are able to action any comments you may have prior to issuing the final Statement of Community Consultation. If you let me know you have received the document and are able to provide comments in line with the above date by return of this email I would be very grateful.

Apologies for any inconvenience.

Kind regards,

Jess.

**Jessica Meikle**  
**Project Support, A1 Birtley to Coal House**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
Telephone: +44 (0) 300 470 4548  
Web: <http://www.highways.gov.uk>

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From: Meikle, Jessica  
Sent: 02 May 2017 14:55  
To: 'Andrew Haysey'  
Subject: A1 Birtley to Coal House - Statement of Community Consultation

Good afternoon,

A public consultation event for the A1 Birtley to Coal House scheme was carried out in September 2016. As the scheme progresses, we plan to hold a statutory consultation to provide stakeholders with an opportunity to tell us about any changes that have occurred locally since the previous consultation which may have an impact on the design of our scheme.

As part of this process, Highways England are required to publish a Statement of Community Consultation. I have attached an early draft of the SoCC for your review and comments. I would be grateful if you could review the document and return to me with any comments you have/your approval of the document no later than Friday 9<sup>th</sup> June, though if you are able to respond sooner it would be greatly appreciated.

Please let me know if you have any questions or require any further information.

Kind regards,

Jess.

**Jessica Meikle**

**Project Support, A1 Birtley to Coal House**

**Regional Investment Programme (RIP) North**

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Telephone: +44 (0) 300 470 4548

Web: <http://www.highways.gov.uk>

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From: Meikle, Jessica  
Sent: 03 May 2017 14:00  
To: 'Graham.Carr@sunderland.gov.uk'  
Subject: FW: A1 Birtley to Coal House - Statement of Community Consultation  
Attachments: A1 Birtley to Coal House - Statement of Community Consultation (DRAFT).doc

Importance: High

Good afternoon,

Following the email I sent yesterday, could I please ask that you return any comments/your approval of the document no later than Tuesday 30<sup>th</sup> May 2017. This is to ensure that we are able to action any comments you may have prior to issuing the final Statement of Community Consultation. If you let me know you have received the document and are able to provide comments in line with the above date by return of this email I would be very grateful.

Apologies for any inconvenience.

Kind regards,

Jess.

**Jessica Meikle**  
**Project Support, A1 Birtley to Coal House**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
Telephone: +44 (0) 300 470 4548  
Web: <http://www.highways.gov.uk>

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From: Meikle, Jessica  
Sent: 02 May 2017 14:57  
To: 'Graham.Carr@sunderland.gov.uk'  
Subject: A1 Birtley to Coal House - Statement of Community Consultation

Good afternoon,

A public consultation event for the A1 Birtley to Coal House scheme was carried out in September 2016. As the scheme progresses, we plan to hold a statutory consultation to provide stakeholders with an opportunity to tell us about any changes that have occurred locally since the previous consultation which may have an impact on the design of our scheme.

As part of this process, Highways England are required to publish a Statement of Community Consultation. I have attached an early draft of the SoCC for your review and comments. I would be grateful if you could review the document and return to me with any comments you have/your approval of the document no later than Friday 9<sup>th</sup> June, though if you are able to respond sooner it would be greatly appreciated.

Please let me know if you have any questions or require any further information.

Kind regards,

Jess.

**Jessica Meikle**

**Project Support, A1 Birtley to Coal House**

**Regional Investment Programme (RIP) North**

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Telephone: +44 (0) 300 470 4548

Web: <http://www.highways.gov.uk>



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From: Meikle, Jessica  
Sent: 05 May 2017 08:47  
To: 'EmmaLucas@Gateshead.Gov.Uk'  
Subject: A1 Birtley to Coal House - Statement of Community Consultation  
Attachments: A1 Birtley to Coal House - Statement of Community Consultation (DRAFT).doc  
  
Importance: High

Good morning Emma,

I understand that you are the contact for any DCO related communication for the A1 Birtley to Coal House scheme. I am assuming that Andrew has already passed on the Statement of Community Consultation for the scheme but I just wanted to make sure you had all of the details.

A public consultation event for the A1 Birtley to Coal House scheme was carried out in September 2016. As the scheme progresses, we plan to hold a statutory consultation to provide stakeholders with an opportunity to tell us about any changes that have occurred locally since the previous consultation which may have an impact on the design of our scheme.

As part of this process, Highways England are required to publish a Statement of Community Consultation. I have attached an early draft of the SoCC for your review and comments. I would be grateful if you could review the document and return to me with any comments you have/your approval of the document no later than Tuesday 30<sup>th</sup> May 2017, though if you are able to respond sooner it would be greatly appreciated. This is to ensure that we are able to action any comments you may have prior to issuing the final Statement of Community Consultation. If you could let me know you have received the document and are able to provide comments in line with the above date by return of this email I would be very grateful.

Please let me know if you have any questions or require any further information.

Kind regards,

Jess.

**Jessica Meikle**  
**Project Support, A1 Birtley to Coal House**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
Telephone: +44 (0) 300 470 4548  
Web: <http://www.highways.gov.uk>

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From: Locker, Amie  
Sent: 20 November 2017 16:52  
To: 'OnLinePlanning@durham.gov.uk'  
Cc: A1BirtleytoCoalhouse  
Subject: A1 Birtley to Coal House Statement of Community Consultation  
Attachments: Appendix A A1\_Birtley\_to\_Coal\_House\_Address\_List\_2km\_edit.pdf; A1 B2CH SoCC V1.2 FINAL.DOC

Hi,

Following the Preferred Route Announcement of our scheme on 24<sup>th</sup> July 2017, we are preparing for Statutory Consultation early next year and as part of that Highways England are required to publish a Statement of Community Consultation (SOCC). As your constituency is neighbouring to our scheme, we would like to offer you the opportunity to review it before it is published in the new year. A draft is attached for your comment along with Appendix A (consultation zone).

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have, including no comments, is **Monday 18<sup>th</sup> December 2017**, though if you are able to respond sooner it would be much appreciated.

In the meantime, if you require anything further from me, please let me know.

Many thanks.

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>

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From: Locker, Amie [<mailto:Amie.Locker@highwaysengland.co.uk>]  
Sent: 20 November 2017 16:14  
To: Emma Lucas  
Cc: Andrew Haysey; A1BirtleytoCoalhouse  
Subject: A1 Birtley to Coal House Statement of Community Consultation

Hi Emma,

As you may be aware, we are preparing for Statutory Consultation early next year and as part of that Highways England are required to publish a Statement of Community Consultation (SOCC). A draft is attached for your comment along with Appendix A (consultation zone).

My colleague previously sent you a draft and the comments received from you (24/05/2017) have been incorporated into the attached draft SOCC. One comment to note is that there will not be a readable notice on the road itself.

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have, including no comments, is **Monday 18<sup>th</sup> December 2017**, though if you are able to respond sooner it would be much appreciated.

In the meantime, if you require anything further from me, please let me know.

Many thanks.

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>

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---

From: Locker, Amie <Amie.Locker@highwaysengland.co.uk>  
Sent: 20 November 2017 16:15  
To: 'Graham Carr (@Highways)'  
Cc: A1BirtleytoCoalhouse  
Subject: A1 Birtley to Coal House Statement of Community Consultation  
Attachments: Appendix A A1\_Birtley\_to\_Coal\_House\_Address\_List\_2km\_edit.pdf; A1 B2CH SoCC V1.2 FINAL.doc

Hi Graham,

As you may be aware, we are preparing for Statutory Consultation early next year and as part of that Highways England are required to publish a Statement of Community Consultation (SOCC). A draft is attached for your comment along with Appendix A (consultation zone).

My colleague previously sent you a draft in April and received no comments from yourselves.

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have, including no comments, is **Monday 18<sup>th</sup> December 2017**, though if you are able to respond sooner it would be much appreciated.

In the meantime, if you require anything further from me, please let me know.

Many thanks.

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>



---

From: Locker, Amie  
Sent: 23 January 2018 17:03  
To: 'Andrew Softley'  
Cc: Emma Lucas; Eleanor Cockbain; A1BirtleytoCoalhouse  
Subject: RE: A1 Birtley to Coal House Statement of Community Consultation

Hi All,

Hope you are well,

Just to make you aware that we have removed Washington Leisure Centre from SoCC, brochure and S48 notice as a deposit point for materials as they have declined to be a deposit point.

Many thanks

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel: 03004702504 Mobile**  
Web: <http://www.highways.gov.uk>

---

From: Andrew Softley [mailto:AndrewSoftley@Gateshead.Gov.UK]  
Sent: 20 November 2017 16:43  
To: Locker, Amie  
Cc: Emma Lucas; Eleanor Cockbain  
Subject: RE: A1 Birtley to Coal House Statement of Community Consultation

Hi Amie

Please take this as receipt of receiving the draft statement of community consultation, I am happy for it to be sent electronically and I will respond on or before 18<sup>th</sup> December 2017.

Kind regards

Andrew

**Andrew Softley**  
Senior Planner  
Development Management  
Development & Public Protection  
Communities and Environment  
Civic Centre  
Regent Street  
Gateshead  
NE8 1HH

Tel. 0191 4332743



*IMPORTANT NOTE: The Council has adopted the Community Infrastructure Levy (CIL) and has commenced charging the Community Infrastructure Levy (CIL) from 1<sup>st</sup> January 2017.*

---

From: Emma Lucas  
Sent: 20 November 2017 16:33  
To: Andrew Softley  
Cc: Eleanor Cockbain  
Subject: FW: A1 Birtley to Coal House Statement of Community Consultation

For comment  
Emma

---

From: Locker, Amie [<mailto:Amie.Locker@highwaysengland.co.uk>]  
Sent: 20 November 2017 16:14  
To: Emma Lucas  
Cc: Andrew Haysey; A1BirtleytoCoalhouse  
Subject: A1 Birtley to Coal House Statement of Community Consultation

Hi Emma,

As you may be aware, we are preparing for Statutory Consultation early next year and as part of that Highways England are required to publish a Statement of Community Consultation (SOCC). A draft is attached for your comment along with Appendix A (consultation zone).

My colleague previously sent you a draft and the comments received from you (24/05/2017) have been incorporated into the attached draft SOCC. One comment to note is that there will not be a readable notice on the road itself.

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have, including no comments, is **Monday 18<sup>th</sup> December 2017**, though if you are able to respond sooner it would be much appreciated.

In the meantime, if you require anything further from me, please let me know.

Many thanks.

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
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## **ANNEX E: Response from Local Authorities on the Draft SoCC**

- 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)

---

From: Emma Lucas <EmmaLucas@Gateshead.Gov.Uk>  
Sent: 23 May 2017 13:32  
To: Meikle, Jessica  
Cc: Andrew Softley; Eleanor Cockbain; Andrew Haysey; Neil Wilkinson  
Subject: RE: A1 Birtley to Coal House - Statement of Community Consultation

Jessica  
Gateshead's Comments on the SOCC are as follows:

I note that Durham have not contributed, if they have not already they should be given the opportunity as adjoining authority who are located within very close proximity to the scheme.

Otherwise the SoCC is comprehensive and is an equivalent to the approach we take on consultation of our plans/SCI/Consultation Strategies. I enclose a link to The Councils Statement for Community Involvement for the plan making process for your information.  
<http://www.gateshead.gov.uk/Building%20and%20Development/PlanningpolicyandLDF/LocalPlan/StatementofCommunityInvolvement.aspx>

A few points to note would be as follows:

As I was not involved in the last consultation exercise I do not know the extent of the leaflet drop but welcome the widening to the areas noted.

It might be useful to be more specific when talking about 'the Council' and 'community forums', do you mean Gateshead Council and Lamesley Parish Council which is the only parish in the affected area? Certainly Lamesley Parish need to be offered a community forum briefing and we have a monthly Lamesley ward meeting which may be useful to brief ward cllrs. There is no equivalent for Birtley or Chowdene wards so a separate briefing for all three wards may be more practical.

Stakeholders would include the business forum for the Team Valley Trading Estate - UK Land Estates is a major landowner in the Team Valley.

What is meant by Local Press, how far a radius of people/users are you trying to reach? Big focus on Gateshead, which is great, but users will extend much further into Durham, Newcastle and Northumberland and beyond which have access to different local press. Gateshead Council publicise in The Journal.

Is there going to be a readable notice on the road itself?

Other media could include the council news which goes to every household in the Borough and ourgateshead.org which is a separate Gateshead Community Website.

I agree with the locations to inspect the documentation but consideration should be given to making information available in Kibblesworth Millennium Centre (Grange Terrace, Kibblesworth, Gateshead NE11 0XN) due to its remote location away from Birtley and Gateshead centres?

Regards  
Emma

Emma Lucas  
Development Manager  
Development and Public Protection  
Communities and Environment



Civic Centre  
Regent Street  
Gateshead  
NE8 1HH

Tel 0191 4333747



---

From: Meikle, Jessica [mailto:Jessica.Meikle@highwaysengland.co.uk]  
Sent: 05 May 2017 08:47  
To: Emma Lucas  
Subject: A1 Birtley to Coal House - Statement of Community Consultation  
Importance: High

Good morning Emma,

I understand that you are the contact for any DCO related communication for the A1 Birtley to Coal House scheme. I am assuming that Andrew has already passed on the Statement of Community Consultation for the scheme but I just wanted to make sure you had all of the details.

A public consultation event for the A1 Birtley to Coal House scheme was carried out in September 2016. As the scheme progresses, we plan to hold a statutory consultation to provide stakeholders with an opportunity to tell us about any changes that have occurred locally since the previous consultation which may have an impact on the design of our scheme.

As part of this process, Highways England are required to publish a Statement of Community Consultation. I have attached an early draft of the SoCC for your review and comments. I would be grateful if you could review the document and return to me with any comments you have/your approval of the document no later than Tuesday 30<sup>th</sup> May 2017, though if you are able to respond sooner it would be greatly appreciated. This is to ensure that we are able to action any comments you may have prior to issuing the final Statement of Community Consultation. If you could let me know you have received the document and are able to provide comments in line with the above date by return of this email I would be very grateful.

Please let me know if you have any questions or require any further information.

Kind regards,

Jess.

Jessica Meikle  
Project Support, A1 Birtley to Coal House  
Regional Investment Programme (RIP) North  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Telephone: +44 (0) 300 470 4548  
Web: <http://www.highways.gov.uk>

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From: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>  
Sent: 18 December 2017 16:51  
To: Locker, Amie  
Subject: FW: A1 Birtley to Coal House Statement of Community Consultation

Hi Amie

Thank you for sending through the revised draft statement of community consultation.

Having read through the document it has taken on board the comments raised previously by Emma Lucas.

Therefore, the Council offers no comments on the revised draft.

Kind regards

Andrew

**Andrew Softley**

Senior Planner  
Development Management  
Development & Public Protection  
Communities and Environment  
Civic Centre  
Regent Street  
Gateshead  
NE8 1HH

Tel. 0191 4332743



---

From: Emma Lucas  
Sent: 20 November 2017 16:33  
To: Andrew Softley  
Cc: Eleanor Cockbain  
Subject: FW: A1 Birtley to Coal House Statement of Community Consultation

For comment  
Emma

---

From: Locker, Amie [<mailto:Amie.Locker@highwaysengland.co.uk>]  
Sent: 20 November 2017 16:14  
To: Emma Lucas  
Cc: Andrew Haysey; A1BirtleytoCoalhouse  
Subject: A1 Birtley to Coal House Statement of Community Consultation

Hi Emma,

As you may be aware, we are preparing for Statutory Consultation early next year and as part of that Highways England are required to publish a Statement of Community Consultation (SOCC). A draft is attached for your comment along with Appendix A (consultation zone).

My colleague previously sent you a draft and the comments received from you (24/05/2017) have been incorporated into the attached draft SOCC. One comment to note is that there will not be a readable notice on the road itself.

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have, including no comments, is **Monday 18<sup>th</sup> December 2017**, though if you are able to respond sooner it would be much appreciated.

In the meantime, if you require anything further from me, please let me know.

Many thanks.

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>

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From: Locker, Amie <Amie.Locker@highwaysengland.co.uk>  
Sent: 25 July 2018 11:01  
To: Corless, Natalie  
Subject: FW: A1 Birtley to Coal House Statement of Community Consultation

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>

---

From: Emma Lucas [mailto:EmmaLucas@Gateshead.Gov.Uk]  
Sent: 20 November 2017 16:33  
To: Locker, Amie  
Subject: RE: A1 Birtley to Coal House Statement of Community Consultation

Amie  
Thanks I have received the SOCC and am happy to deal with this electronically.

Our Durham Contact is [OnLinePlanning@durham.gov.uk](mailto:OnLinePlanning@durham.gov.uk)

Or  
Planning Development Management  
Regeneration & Economic Development  
Durham County Council  
County Hall  
Durham  
DH1 5UQ

Regards  
Emma

**Emma Lucas**  
Development Manager  
Development and Public Protection  
Communities and Environment  
Civic Centre  
Regent Street  
Gateshead  
NE8 1HH

Tel 0191 4333747



---

From: Locker, Amie [<mailto:Amie.Locker@highwaysengland.co.uk>]  
Sent: 20 November 2017 16:14  
To: Emma Lucas  
Cc: Andrew Haysey; A1BirtleytoCoalhouse  
Subject: A1 Birtley to Coal House Statement of Community Consultation

Hi Emma,

As you may be aware, we are preparing for Statutory Consultation early next year and as part of that Highways England are required to publish a Statement of Community Consultation (SOCC). A draft is attached for your comment along with Appendix A (consultation zone).

My colleague previously sent you a draft and the comments received from you (24/05/2017) have been incorporated into the attached draft SOCC. One comment to note is that there will not be a readable notice on the road itself.

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have, including no comments, is **Monday 18<sup>th</sup> December 2017**, though if you are able to respond sooner it would be much appreciated.

In the meantime, if you require anything further from me, please let me know.

Many thanks.

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>

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From: Locker, Amie <Amie.Locker@highwaysengland.co.uk>  
Sent: 24 November 2017 12:55  
To: A1BirtleytoCoalhouse  
Subject: FW: A1 Birtley to Coal House Statement of Community Consultation

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>

---

From: Andrew Softley [mailto:AndrewSoftley@Gateshead.Gov.UK]  
Sent: 20 November 2017 16:43  
To: Locker, Amie  
Cc: Emma Lucas; Eleanor Cockbain  
Subject: RE: A1 Birtley to Coal House Statement of Community Consultation

Hi Amie

Please take this as receipt of receiving the draft statement of community consultation, I am happy for it to be sent electronically and I will respond on or before 18<sup>th</sup> December 2017.

Kind regards

Andrew

**Andrew Softley**  
Senior Planner  
Development Management  
Development & Public Protection  
Communities and Environment  
Civic Centre  
Regent Street  
Gateshead  
NE8 1HH

Tel. 0191 4332743



*IMPORTANT NOTE: The Council has adopted the Community Infrastructure Levy (CIL) and has commenced charging the Community Infrastructure Levy (CIL) from 1<sup>st</sup> January 2017.*

---

From: Emma Lucas  
Sent: 20 November 2017 16:33

To: Andrew Softley  
Cc: Eleanor Cockbain  
Subject: FW: A1 Birtley to Coal House Statement of Community Consultation

For comment  
Emma

---

From: Locker, Amie [<mailto:Amie.Locker@highwaysengland.co.uk>]  
Sent: 20 November 2017 16:14  
To: Emma Lucas  
Cc: Andrew Haysey; A1BirtleytoCoalhouse  
Subject: A1 Birtley to Coal House Statement of Community Consultation

Hi Emma,

As you may be aware, we are preparing for Statutory Consultation early next year and as part of that Highways England are required to publish a Statement of Community Consultation (SOCC). A draft is attached for your comment along with Appendix A (consultation zone).

My colleague previously sent you a draft and the comments received from you (24/05/2017) have been incorporated into the attached draft SOCC. One comment to note is that there will not be a readable notice on the road itself.

Please would you be able to confirm by return that you have received the draft SOCC and are happy for it to be sent electronically?

The deadline for receipt of any comments you may have, including no comments, is **Monday 18<sup>th</sup> December 2017**, though if you are able to respond sooner it would be much appreciated.

In the meantime, if you require anything further from me, please let me know.

Many thanks.

Amie

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## **ANNEX F: Published SoCC (with Location and Date)**

# Statement of Community Consultation (SoCC)

Under section 37 of the Planning Act 2008 required promoters on Nationally Significant Infrastructure Projects (NSIP) must detail how they intend to comply with the consultation requirements set out in sections 42, 47 and 48 of the Act. This template can be used by project teams preparing a SoCC to support an application for a Development Consent Order for a NSIP. The wording below is set text and has been agreed with the Planning Inspectorate.

The original format of this document is copyright to Highways England.

## **Introduction**

Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the “Scheme”) in Gateshead. The purpose of this document is to set out how we will consult the local community about our proposal. The document also provides background to the scheme and how the application to build it will progress.

## **The application**

Highways England is developing this scheme under the Planning Act 2008 and is publishing this statement under Section 47 of that Act. It has consulted Gateshead Council and Sunderland Council, the local authorities responsible for areas where the project will be built, about plans to consult the local community.

The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State’s role is to consider whether authorisation should be given for major infrastructure projects like this scheme.

Highways England anticipates that a DCO application for the scheme will be published in Winter 2018/19. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the framework for DCO applications to be considered against.

When Highways England submits its DCO application, the Secretary of State must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application



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is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this scheme is now by taking part in this pre-application consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website: <http://infrastructure.planninginspectorate.gov.uk> or by calling the Planning Inspectorate on 0303 444 5000.

## **The scheme**

Highways England is proposing to relieve congestion and increase capacity to the A1 between junction 65 (Birtley) and junction 67 (Coal House). The route currently experiences severe congestion and weaving between junctions.

The objectives of the Scheme are to:

- Make the network safer
- Increase capacity
- Improve journey time reliability, particularly during peak periods;
- Improve non-motorised user facilities
- Reduce need for asset maintenance

## **Consulting the community**

In accordance with section 47 of the Act, we will consult people, businesses and organisations in the vicinity of the Scheme along with those who use the existing road.

We have already undertaken public consultation which took place between August and October 2016. Consultees were asked for their views on the two options, which were identical, with the exception of replacement of Allerdene Railway Bridge.

More details, including the outcomes of these consultations are included in the Public Consultation Report and/or the Public Consultation Summary Document, available to download from [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse), on request from Highways England or to view for the duration of the consultation period at the display locations detailed in this SoCC.

We want to make sure that the local community, the residents, local interest groups, businesses, visitors and road users, have the opportunity to fully understand the scheme and comment on our proposals. To do this we are holding a six-week public consultation starting on 8 February 2018 and ending on 22 March 2018, during which we will provide consultation information on various issues including:

- Junction Layouts
- Works to the existing road and slip roads
- Environmental assessments and potential environmental impacts
- Environmental mitigation measures
- Arrangements during construction of the scheme

We have carried out an Environmental Impact Assessment for the Scheme. The Scheme is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and therefore we are publishing Preliminary Environmental Information as part of the consultation material. This gives information about the potential environmental effects of

the scheme and the measures proposed to reduce those effects such as (air quality, noise, drainage provisions), so to assist responses to the consultation.

Our consultation will involve:

<b>Method</b>	<b>Detail</b>
<b>Public information exhibition</b>	<p>A public information exhibition will be held in various locations in February and March 2018. Two well-attended venues from the previous consultation (Birtley East Primary School and Chowdene Children's Centre) will be used along with a few others further to feedback received from the consultation in September 2016. It will be a mixture of week days and evenings. Events will also be held over two consecutive Saturdays.</p> <p>Friday 23<sup>rd</sup> February 1pm- 8pm- Chowdene Children's Centre, Waverley Road, Harlow Green, NE9 7TU</p> <p>Saturday 24<sup>th</sup> February- 10am - 4pm Washington Leisure Centre, Town Centre, Washington, NE38 7SS</p> <p>Thursday 1<sup>st</sup> March- 10am - 4pm Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN</p> <p>Friday 2<sup>nd</sup> March- 10am- 1.30pm Team Valley Trading Estate, Axis Building, Maingate, Kingsway North, Gateshead, NE11 0BE</p> <p>Friday 2<sup>nd</sup> March 4pm- 8pm Metrocentre, intu Metrocentre, Gateshead, NE11 9YG</p> <p>Saturday 3<sup>rd</sup> March- 10am- 4pm Birtley East Primary School, Highfield, Birtley East, DH3 1QQ</p> <p>Wednesday 7<sup>th</sup> March- 4pm- 8pm Birtley Community Hub, The Hub Resource Centre, Birtley Community Partnership, 16 Harraton Terrace, Durham Road, Birtley, DH3 2QG</p> <p>The exhibitions will give people an opportunity to view scheme proposals, talk to the project team and provide comments.</p> <p>The public will be informed of the exhibition through channels including: advertisements in</p>

	<p>appropriate local newspapers, notice in a national newspaper (where appropriate) and appropriate local newspaper(s), via the Project website, social media shared via stakeholders, the media, direct communications and direct mailings.</p> <p>A number of copies of the full suite of consultation documents will be available at this exhibition including: preliminary environmental information report, summary of the Project, copies of the supporting project documents and a questionnaire.</p> <p>Questionnaires will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.</p>
<b>Scheme webpage</b>	<p>A full summary of the scheme, copies of the supporting documents and a consultation response form will be provided on a dedicated website:  <a href="http://www.highways.gov.uk/a1birtleytocoalhouse">www.highways.gov.uk/a1birtleytocoalhouse</a></p>
<b>Public consultation brochure</b>	<p>A public consultation brochure and details of the planned exhibitions will be delivered to over 23,000 local residents, homes and businesses in close proximity to the scheme (within a 2km radius and key areas identified) as shown on the consultation zone plan at Appendix 1.</p>
<b>Council and community / area forum briefings</b>	<p>Gateshead and Sunderland Council are within the area the Scheme is located and will be offered briefings to discuss the proposal during the formal consultation period. Lamesley Parish Council will also be offered this opportunity. We will also consult with Durham and Newcastle Council about our proposals.</p>
<b>Stakeholder briefings</b>	<p>When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the Scheme during the consultation period.</p>
<b>Establishing stakeholder groups</b>	<p>A stakeholder reference group has been established for the scheme and the first meeting will be held in March 2018 in Newcastle. This will be an opportunity to discuss terms of reference and progress to date. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.</p>

<b>Consultation feedback</b>	<p>Written comments can be made in writing to the following address:</p> <p>A1 Birtley to Coal House Scheme Highways England Lateral 8 City Walk Leeds LS11 9AT</p> <p>or via email at: <a href="mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk">A1BirtleytoCoalhouse@highwaysengland.co.uk</a></p>
<b>Media</b>	<p>The consultation will be advertised for two successive weeks in two local newspapers (The Chronical and The Journal), once in a national newspaper and once in the London Gazette. Adverts will be placed in local venues, such as libraries and community centres, prior to the launch of the consultation.</p> <p>A press releases detailing the public consultation period and how the community and road users can participate will be issued.</p> <p>Council news could be used, in agreement with Gateshead Council, which is distributed to every household in the borough.</p>

## Documents available for inspection

The full suite of consultation materials, including Scheme summary information, this updated SoCC, policy guidance documents and other relevant technical documents listed in Appendix 3 will be available online at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse) and will be available to view, free of charge during the consultation, at the deposit points listed below:

<b>Location</b>	<b>Viewing Times</b>
Gateshead Civic Centre Regent Street Gateshead NE8 1HH Tel: 0191 433 3000	Monday – Friday 09.00– 17.00
Birtley Library Durham Road, Birtley Chester-le-Street DH3 1LE Tel: 0191 433 6101	Monday, Tuesday & Thursday 09.00 – 17.00 Wednesday & Friday 09:00 – 15:45 Saturday CLOSED

The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2QG Tel: 0191 492 0434	Monday, Tuesday, Thursday and Friday 09.30 – 15.30 Wednesday 09.30 – 12.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00- 3.00 Tuesday, Wednesday 10.00- 16.00 Thursday 09.00- 17.00 Saturday CLOSED
Highways England Lateral 8 City Walk Leeds LS11 9AT Tel: 0300 470 4548	By prior arrangement: Monday to Friday 09.00 – 17.00

## Next steps

Comments made during the consultation will be recorded and carefully considered by Highways England and will be taken into account when further developing the Scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether Highways England's pre-application consultation has been adequate.

We need to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, we are asking for feedback to be submitted by the close of the consultation period on **23:59 22 March 2018**.

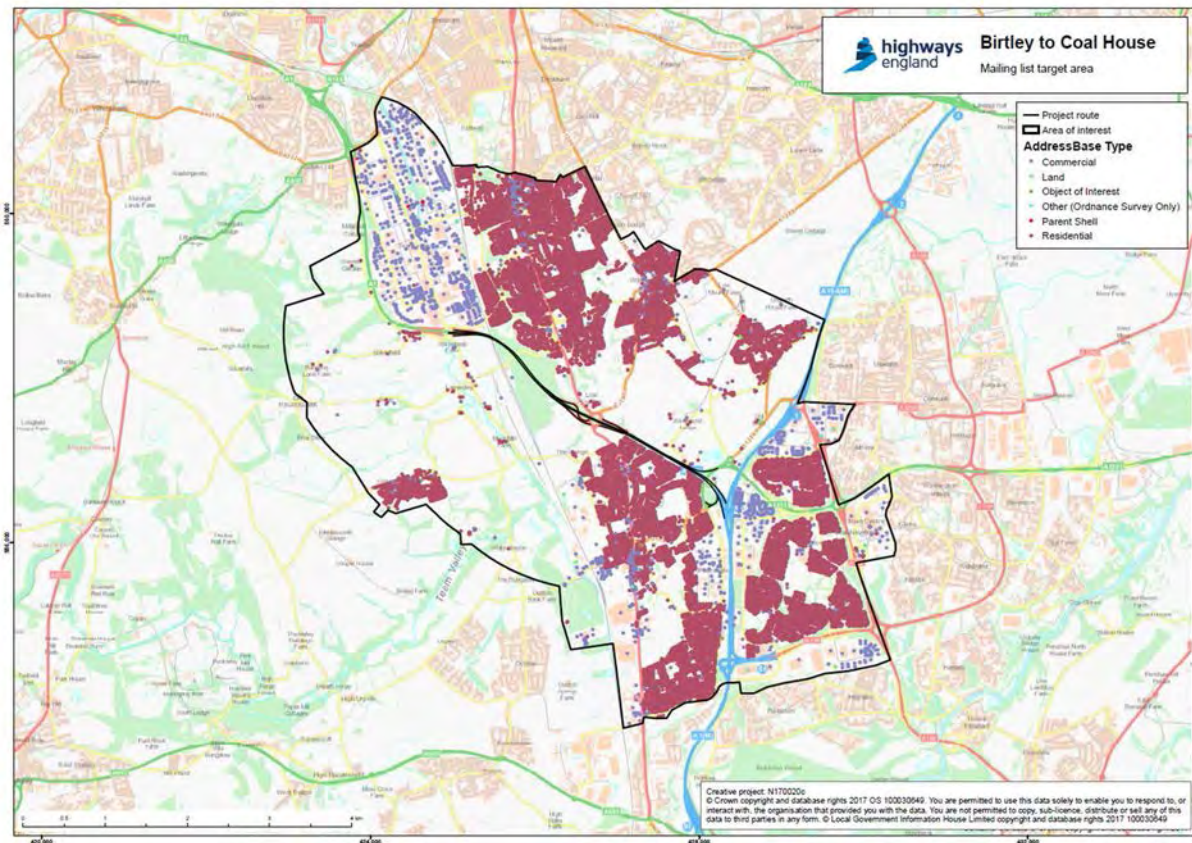
If you want to contact us or find out more about the Scheme, you can:

- Visit the scheme webpage: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)
- E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
- Call us: 0300 470 4548
- Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

Date: 10 January 2018

## Appendices

### Appendix 1 – Consultation zone



### Appendix 2 – Local Authorities

Local Authorities affected by the scheme:

- Gateshead Council
- Sunderland Council

Adjoining Local Authorities:

- Newcastle Council
- Lamesley Parish Council
- Durham Council

### Appendix 3 - Documents to be made available for inspection at deposit points:

- PEIR Non-Technical Summary
- Statutory Consultation Brochure
- Statement of Community Consultation



**ANNEX G: List of Statutory Consultees Compared to the  
Inspectorate's Scoping List and Schedule 1 of the (APFP  
Regs)**

## Annex G: List of Prescribed Consultees

The table below reflects the information included in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (as amended). It sets out prescribed consultees, whether they have been consulted, and the reasons for consulting or not consulting with them.

<b>Table 24 - List of Prescribed Consultees</b>					
	<b>Prescribed Consultee:</b>	<b>Circumstances when that person must be consulted about the proposed application:</b>	<b>Consulted (Y/N):</b>	<b>Reason for inclusion/exclusion:</b>	<b>Prescribed Consultee Contact Details:</b>
<b>Schedule 1 APFP prescribed consultees</b>					
1	The Welsh Ministers	All proposed applications likely to affect land in Wales.	N	Not consulted as the Scheme is not likely to affect land in Wales.	
2	The Scottish Executives	All proposed applications likely to affect land in Scotland.	N	Not consulted as the Scheme is not likely to affect land in Scotland.	
3	The relevant Northern Ireland Department	All proposed applications likely to affect land in Northern Ireland.	N	Not consulted as the Scheme is not likely to affect land in Northern Ireland.	
4	Health and Safety Executive	All cases	Y	The Health and Safety Executive are to be	Dave Adams NSIP Consultations Health and Safety Executive

				consulted for all schemes.	Building 2.2 Redgrave Court Merton Road Bootle Merseyside L20 7HS <a href="mailto:NSIP.applications@hse.gov.uk">NSIP.applications@hse.gov.uk</a>
5	The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG)	All proposed applications likely to affect land in England and Wales.	Y	The proposed Scheme is an application likely to affect land in England.  NHS Newcastle Gateshead CCG and NHS Sunderland CCG were consulted as the relevant clinical commissioning groups.	NHS England NHS Commissioning Board PO Box 16728 Redditch B97 9PT <a href="mailto:england.contactus@nhs.net">england.contactus@nhs.net</a>  NHS Newcastle Gateshead Clinical Commissioning Group Goldcrest Way Newburn Riverside (Business Park) Newcastle upon Tyne NE15 8NY 0191 217 2996 <a href="mailto:ngccg.enquiries@nhs.net">ngccg.enquiries@nhs.net</a>  NHS Sunderland Clinical Commissioning Group Pemberton House Colima Avenue Sunderland SR5 3XB

6	The relevant Health Board	All proposed applications likely to affect land in Scotland.	N	<p>Not consulted as the Scheme is not likely to affect land in Scotland.</p> <p>The relevant Health Board in England is NHS Newcastle Gateshead. They were consulted on the Scheme -see <b>row 5</b> of this table.</p>	
7	Natural England	All proposed applications likely to affect land in England.	Y	The proposed Scheme is an application likely to affect land in England.	<p>Andrew Whitehead          Lancaster House          Hampshire Court          Newcastle upon Tyne, NE4 7YH  <a href="mailto:Andrew.Whitehead@naturalengland.org.uk">Andrew.Whitehead@naturalengland.org.uk</a></p> <p>Natural England          Consultation Service          Hornbeam House          Electra Way          Crewe Business Park          Crewe          Cheshire          CW1 6GJ  <a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a></p>

8	The Historic Buildings and Monuments Commission for England	All proposed applications likely to affect land in England.	Y	The proposed Scheme is an application likely to affect land in England.  <b>Note</b> – this body is now Historic England.	Lee McFarlane (Inspector of Ancient Monuments - North East) Bessie Surtees House 41-44 Sandhill Newcastle upon Tyne NE1 3JF 0191 269 1239 <a href="mailto:Lee.McFarlane@HistoricEngland.org.uk">Lee.McFarlane@HistoricEngland.org.uk</a>  <a href="mailto:stephen.allott@HistoricEngland.org.uk">stephen.allott@HistoricEngland.org.uk</a> <a href="mailto:shane.gould@HistoricEngland.org.uk">shane.gould@HistoricEngland.org.uk</a> (Shane Gould to be copied in to all emails)
9	Tyne and Wear Fire and Rescue Service	All cases	Y	Tyne and Wear Fire and Rescue Service were consulted as the relevant fire and rescue authority.	Chris Lowther (The Chief Fire Officer) Tyne and Wear Fire and Rescue Service Headquarters Nissan Way Sunderland Tyne and Wear, SR5 3QY 0191 444 1500 <a href="mailto:gateshead@twfire.gov.uk">gateshead@twfire.gov.uk</a>
10	Police and Crime Commissioner for Northumbria	All cases	Y	The Police and Crime Commissioner for Northumbria were consulted as the	Vera Baird (Police and Crime Commissioner for Northumbria) 2nd Floor Victory House Balliol Business Park

				relevant police and crime commissioner.	Benton lane Newcastle upon Tyne, NE12 8EW 0191 221 9800 <a href="mailto:enquiries@northumbria-pcc.gov.uk">enquiries@northumbria-pcc.gov.uk</a>
11	Lamesley Parish Council	All cases	Y	Lamesley Parish Council was consulted as the relevant parish council.	Councillor Bob Harrison (Chairman) Malcolm D'Northwood (Parish Clerk) 3 St Mary's Street Blackhill Consett County Durham, DH8 8PG 01207 504410 <a href="mailto:lamesleyparishcouncil@gmail.com">lamesleyparishcouncil@gmail.com</a> <a href="mailto:m.dnorthwood@talktalk.com">m.dnorthwood@talktalk.com</a>
12	The Environment Agency	All proposed applications likely to affect land in England.	Y	The proposed Scheme is an application likely to affect land in England.	Stephen Marshall Tyneside House Skinnerburn Road Newcastle Business Park Newcastle Upon Tyne, NE4 7AR <a href="mailto:stephen.marshall@environment-agency.gov.uk">stephen.marshall@environment-agency.gov.uk</a>  <a href="mailto:planning.nane@environment-agency.gov.uk">planning.nane@environment-agency.gov.uk</a> <a href="mailto:sally.holloway@environmentagency.gov.uk">sally.holloway@environmentagency.gov.uk</a>



					(Sally Holloway to be copied in to all emails)
13	The Scottish Environment Protection Agency	All proposed applications likely to affect land in Scotland.	N	Not consulted as the Scheme is not likely to affect land in Scotland.	
14	The Scottish Human Rights Commission	All proposed applications likely to affect land in Scotland.	N	Not consulted as the Scheme is not likely to affect land in Scotland.	
15	For projects in England: the relevant AONB Conservation Boards.  For projects in Wales: AONB Conservation Boards	All proposed applications likely to affect an AONB that is managed by a Conservation Board.	N	Not consulted as the Scheme is not likely to affect an AONB that is managed by a Conservation Board.	
16	Royal Commission on Ancient and Historical Monuments of Wales	All proposed applications likely to affect the historic environment in Wales.	N	Not consulted as the Scheme is not likely to affect the historic environment in Wales.	
17	The Natural Resources Body for Wales (NRW)	All proposed applications likely to affect land in Wales.	N	Not consulted as the Scheme is not likely to affect land in Wales.	

18	The Joint Nature Conservation Committee (JNCC)	All proposed applications likely to affect the marine environment.	N	Not consulted as the Scheme is not likely to affect the marine environment.	
19	Scottish Natural Heritage	All proposed applications likely to affect land in Scotland.	N	Not consulted as the Scheme is not likely to affect land in Scotland.	
20	The Maritime and Coastguard Agency	All proposed applications likely to affect the maritime or coastal environment, or the shipping industry.	N	Not consulted as the Scheme is not likely to affect the maritime or coastal environment, or the shipping industry.	
21	The Marine Management Organisation (MMO)	All proposed applications likely to affect the marine area in England and Wales	N	Not consulted as the Scheme is not likely to affect the maritime area in England and Wales.	
22	The Scottish Fisheries Protection Agency (Marine Scotland)	All proposed applications likely to affect the fisheries industry in Scotland	N	Not consulted as the Scheme is not likely to affect the fisheries industry in Scotland.	
23	The Civil Aviation Authority	All proposed applications relating to airports or which are likely to affect an	Y	The Civil Aviation Authority were consulted as the proposed Scheme may affect an airport or its	CAA House 45-49 Kingsway London, WC2B 6TE 0330 022 1500

		airport or its current or future operation.		current or future operation (although no direct effects of this nature have been identified).	<a href="mailto:infoservices@caa.co.uk">infoservices@caa.co.uk</a>  ORA5 Directorate of Airspace Policy Civil Aviation Authority CAA House 45-59 Kingsway London WC2B 6TE <a href="mailto:airspace@caa.co.uk">airspace@caa.co.uk</a>
24	The Secretary of State for Transport	All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.	Y	The proposed Scheme is an application likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.  <b>Note</b> – this consultee is now Grant Shapps MP (Secretary of State) and Paul Maynard MP (Parliamentary Under Secretary of State for Transport)	Chris Grayling MP (Secretary of State for Transport) Department for Transport Great Minster House 33 Horseferry Road London, SW1P 4DR  Jesse Norman MP (Parliamentary Under Secretary of State for Transport) Department for Transport Great Minster House 33 Horseferry Road London, SW1P 4DR

25	North East Combined Authority	All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA (Integrated Transport Authority) or PTE (Passenger Transport Executive).	Y	The proposed Scheme is an application likely to affect transport within the relevant integrated transport area of the ITA, whose functions have been transferred to the North East Combined Authority.	<p>Nick Forbes (Specialist Transport Planner) North East Combined Authority c/o Newcastle City Council Civic Centre Barras Bridge Newcastle upon Tyne, NE1 8QH 0191 277 8971 <a href="mailto:Nick.Forbes@newcastle.gov.uk">Nick.Forbes@newcastle.gov.uk</a></p> <p>North East Combined Authority Quadrant Cobalt Business Park The Silverlink North North Tyneside NE27 0BY</p>
26	NEXUS (Tyne and Wear Passenger Transport Executive)	All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA (Integrated Transport Authority) or PTE (Passenger Transport Executive).	Y	The proposed Scheme is an application likely to affect transport within the relevant integrated transport area of the Passenger Transport Executive, managed by NEXUS.	<p>Stephen Dodds (Network Planning Officer) Nexus Nexus House St James' Boulevard Newcastle Upon Tyne, NE1 4AX <a href="mailto:steve.dodds@nexus.org.uk">steve.dodds@nexus.org.uk</a>  <a href="mailto:planningliaison@nexus.org.uk">planningliaison@nexus.org.uk</a></p>

27	Gateshead Council Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal.	Y	<p>The proposed Scheme is an application likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal.</p> <p>Gateshead Council were consulted as relevant highways authority.</p>	<p>Head of Highways  <a href="mailto:transportDC@gateshead.gov.uk">transportDC@gateshead.gov.uk</a></p>
28	Sunderland City Council Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal.	Y	<p>The proposed Scheme is an application likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal.</p> <p>Sunderland City Council were consulted as relevant highways authority.</p>	<p>Head of Highways  <a href="mailto:network.control@sunderland.gov.uk">network.control@sunderland.gov.uk</a></p>
29	Highways England – Yorkshire and the North East	All proposed applications likely to affect road or transport operation and/or planning on roads for which the strategic	Y	<p>The proposed Scheme is an application likely to affect road or transport operation and/or planning on roads for which Highways</p>	<p><a href="mailto:planningYNE@highwaysengland.co.uk">planningYNE@highwaysengland.co.uk</a></p>

		highways company is the highway authority.		England is the relevant highways authority.	
30	Transport for London	All proposed applications likely to affect transport within, to or from Greater London.	N	Not consulted as the Scheme is not likely to affect transport within, to or from Greater London.	
31	The Coal Authority	All proposed applications that lie within areas of past, present or future coal mining.	Y	The proposed Scheme is an application that lies within an area of past, present or future coal mining.	Rachael Bust The Coal Authority 200 Lichfield Lane Mansfield Nottinghamshire NG18 4RG 0345 762 6848 <a href="mailto:planningconsultation@coal.gov.uk">planningconsultation@coal.gov.uk</a>
32	The relevant internal drainage board	All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk.	N	Not consulted as there is no relevant internal drainage board in the area.	
33	The Canal and River Trust (formerly the	All proposed applications likely to have an impact on	N	Not consulted as the Scheme is not likely to have an impact on	



	British Waterways Board)	inland waterways or land adjacent to inland waterways.		inland waterways or land adjacent to inland waterways.	
34	Trinity House	All proposed applications likely to affect navigation in tidal waters.	N	Not consulted as the Scheme is not likely to affect navigation in tidal waters.	
35	Public Health England, an executive agency of the Department of Health	All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health.	Y	The proposed Scheme is an application that may involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health (although no direct effects of this nature have been identified).	NSIP Team <a href="mailto:NSIPconsultations@PHE.gov.uk">NSIPconsultations@PHE.gov.uk</a>  Professor Peter Kelly (Centre Director) Public Health England North East Floor 2 Citygate Gallowgate Newcastle-upon-Tyne, NE1 4WH 0300 303 8596 (option 1)
36	The relevant local resilience forum  Northumbria Local Resilience Forum	All cases	Y	The relevant local resilience forum should be consulted in all cases.	Joe Gallant, Northumbria LRF Co-ordinator Newcastle City Council Civic Centre Newcastle upon Tyne NE1 8QN 0191 2114993 <a href="mailto:Joe.gallant@newcastle.gov.uk">Joe.gallant@newcastle.gov.uk</a>

37	<p>Relevant statutory undertaker (Railway)</p> <p>Network Rail Infrastructure Limited</p>	<p>All proposed applications likely to affect their functions as statutory undertakers.</p>	Y	<p>Assets which may be affected by the Scheme are confirmed in the area.</p>	<p>Tom Higginson          Network Rail Infrastructure Ltd          Floor 5          1 Eversholt Street          London          NW1 2DN  <a href="mailto:TownPlanningSE@networkrail.co.uk">TownPlanningSE@networkrail.co.uk</a></p> <p>Adam Moore          Floor 4 A Block          George Stephenson House          Toft Green          York, YO1 6JT  <a href="mailto:Adam.Moore@Networkrail.co.uk">Adam.Moore@Networkrail.co.uk</a></p>
38	<p>Relevant statutory undertaker (Railway)</p> <p>Highways England Historical Rail Estate</p>	<p>All proposed applications likely to affect their functions as statutory undertakers.</p>	Y	<p>Assets which may be affected by the Scheme are confirmed in the area.</p>	<p><a href="mailto:hreenquiries@highwaysengland.co.uk">hreenquiries@highwaysengland.co.uk</a></p>
39	<p>Relevant statutory undertaker (Licence Holder-Chapter 1 of Part 1 of Transport Act 2000)</p>	<p>All proposed applications likely to affect their functions as statutory undertakers.</p>	Y	<p>Assets which may be affected by the Scheme are confirmed in the area.</p>	<p><a href="mailto:natssafeguarding@nats.co.uk">natssafeguarding@nats.co.uk</a></p>

	NATS En-Route Safeguarding				
40	<p>Relevant statutory undertaker (Universal Service Provider)</p> <p>Royal Mail Group</p>	All proposed applications likely to affect their functions as statutory undertakers.	Y	Universal service provider for post.	<p>Royal Mail Group          100 Victoria Embankment          London EC4Y 0HQ  <a href="mailto:daniel.parry-jones@bnpparibas.com">daniel.parry-jones@bnpparibas.com</a>   <a href="mailto:holly.trotman@royalmail.com">holly.trotman@royalmail.com</a>          (Holly Trotman to be copied in to all emails)</p>
41	<p>Relevant statutory undertaker (Water and Sewage)</p> <p>Northumbrian Water</p>	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	<p>Claire Henderson (New Development Advisor)          Northumbrian Water          Leat House          Pattinson Road          Washington          Tyne and Wear, NE38 8LB          0345 609 4639          0191 4196615  <a href="mailto:developmentenquiries@nwl.co.uk">developmentenquiries@nwl.co.uk</a>           Henry Hirsch (Project Manager - New Development)          Northumbrian Water          Leat House          Pattinson Road</p>

					Washington Tyne and Wear NE38 8LB 0191 419 6633 <a href="mailto:henry.hirsch@nwl.co.uk">henry.hirsch@nwl.co.uk</a>
42	Relevant statutory undertaker (Public Gas Transporter)  Northern Gas Networks Limited	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	James Cowley (Project Engineer) Northern Gas Network Unit 9 Temple Point Bullerthorpe Lane Colton Leeds, LS15 9JL 07894 515908 <a href="mailto:icowley@northerngas.co.uk">icowley@northerngas.co.uk</a> <a href="mailto:BeforeYouDig@northerngas.co.uk">BeforeYouDig@northerngas.co.uk</a>
43	Relevant statutory undertaker (Public Gas Transporter)  Cadent Gas Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Cadent Gas Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	<a href="mailto:vickystirling@cadentgas.com">vickystirling@cadentgas.com</a>  <a href="mailto:Iain.Long@fishergerman.co.uk">Iain.Long@fishergerman.co.uk</a> (Iain Long to be copied in to all emails)

44	Relevant statutory undertaker (Public Gas Transporter)  Energetics Gas Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Energetics Gas Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Energetics Gas Limited Fenwick House Lister Way Hamilton International Technology Park Glasgow G72 0FT
45	Relevant statutory undertaker (Public Gas Transporter)  ES Pipelines Ltd	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although ES Pipelines Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Alan Slee <a href="mailto:alans@espipelines.com">alans@espipelines.com</a>
46	Relevant statutory undertaker (Public Gas Transporter)	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although ESP Connections Ltd were consulted for the Scoping Opinion, the	Alan Slee <a href="mailto:alans@espipelines.com">alans@espipelines.com</a>

	ESP Connections Ltd			Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	
47	Relevant statutory undertaker (Public Gas Transporter)  ESP Networks Ltd	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although ESP Networks Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Alan Slee <a href="mailto:alans@espipelines.com">alans@espipelines.com</a>
48	Relevant statutory undertaker (Public Gas Transporter)  ESP Pipelines Ltd	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although ESP Pipelines Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early	Alan Slee <a href="mailto:alans@espipelines.com">alans@espipelines.com</a>



				stage of Scheme development that their apparatus will not be affected.	
49	Relevant statutory undertaker (Public Gas Transporter)  Fulcrum Pipelines Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Fulcrum Pipelines Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	<a href="mailto:FPLPlant@fulcrum.co.uk">FPLPlant@fulcrum.co.uk</a>
50	Relevant statutory undertaker (Public Gas Transporter)  GTC Pipelines Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although GTC Pipelines Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	GTC Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP

51	Relevant statutory undertaker (Public Gas Transporter)  Independent Pipelines Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Independent Pipelines Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Independent Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
52	Relevant statutory undertaker (Public Gas Transporter)  Indigo Pipelines Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Indigo Pipelines Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Indigo Pipelines Limited 1 London Wall London EC2Y 5AB
53	Relevant statutory undertaker (Public Gas Transporter)	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Quadrant Pipelines Ltd were consulted for the Scoping Opinion, the	Quadrant Pipelines Limited Energy House Woolpit Business Park Woolpit

	Quadrant Pipelines Limited			Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Bury St Edmunds Suffolk IP30 9UP
54	Relevant statutory undertaker (Public Gas Transporter)  National Grid Gas Plc	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although National Grid Gas Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	National Grid Gas Plc 1-3 Strand London WC2N 5EH  <a href="mailto:box.landandacquisitions@nationalgrid.com">box.landandacquisitions@nationalgrid.com</a>
55	Relevant statutory undertaker (Public Gas Transporter)  Scotland Gas Networks Plc	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Scotland Gas Networks Plc were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area	<a href="mailto:customer@sgn.co.uk">customer@sgn.co.uk</a>

				from an early stage of Scheme development that their apparatus will not be affected.	
56	Relevant statutory undertaker (Public Gas Transporter)  Southern Gas Networks Plc	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Southern Gas Networks Plc were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	<a href="mailto:customer@sgn.co.uk">customer@sgn.co.uk</a>
57	Relevant statutory undertaker (Public Gas Transporter)  Wales and West Utilities Ltd	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Wales and West Utilities Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Wales and West Utilities Ltd Wales and West House Spooner Close Celtic Springs Newport NP10 8FZ <a href="mailto:enquiries@wwutilities.co.uk">enquiries@wwutilities.co.uk</a>

58	Relevant statutory undertaker (Electricity Distributor with CPO powers)  Northern Powergrid	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	Craig Carter Northern Powergrid Diversions - Asset Management Alix House Falcon Court Preston Farm Industrial Estate Stockton on Tees, TS18 3TU 0191 229 4421 <a href="mailto:craig.carter@northernpowergrid.com">craig.carter@northernpowergrid.com</a>  Northern Powergrid (North East) Limited Lloyds Court 78 Grey Street Newcastle upon Tyne NE1 6AF
59	Relevant statutory undertaker (Electricity Distributor with CPO powers)  ESP Electricity Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although ESP Electricity Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Alan Slee <a href="mailto:alans@espipelines.com">alans@espipelines.com</a>

60	<p>Relevant statutory undertaker (Electricity Distributor with CPO powers)</p> <p>Energetics Electricity Limited</p>	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Energetics Electricity Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	<p>Energetics Electricity Limited          International House          Stanley Boulevard          Hamilton International          Technology Park          Glasgow          South Lanarkshire, G72 0BN</p>
61	<p>Relevant statutory undertaker (Electricity Distributor with CPO powers)</p> <p>G2 Energy IDNO Limited</p>	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although G2 Energy IDNO Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	<a href="mailto:enquiries@g2energy.co.uk">enquiries@g2energy.co.uk</a>
62	<p>Relevant statutory undertaker (Electricity</p>	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Harlaxton Energy Networks Ltd were consulted for the	<p>Harlaxton Energy Networks Limited          Toll Bar Road          Marston</p>



	Distributor with CPO powers)  Harlaxton Energy Networks Limited			Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Grantham Lincs NG32 2HT
63	Relevant statutory undertaker (Electricity Distributor with CPO powers)  Independent Power Networks Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Independent Power Networks Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Independent Power Networks Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
64	Relevant statutory undertaker (Electricity Distributor with CPO powers)	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although The Electricity Network Company Ltd were consulted for the Scoping Opinion, the Applicant is confident	The Electricity Network Company Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds

	The Electricity Network Company Limited			having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Suffolk IP30 9UP
65	Relevant statutory undertaker (Electricity Distributor with CPO powers)  Leep Electricity Networks Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Leep Electricity Networks Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	Leep Electricity Networks Limited Pod 53 - The Greenhouse 101-110 Broadway MediaCity UK Salford M50 2EQ
66	Relevant statutory undertaker (Electricity Distributor with CPO powers)  UK Power Distribution Limited	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although UK Power Distribution Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area	UK Power Distribution Limited 22-26 King Street Kings Lynn Norfolk PE30 1HJ

				from an early stage of Scheme development that their apparatus will not be affected.	
67	<p>Relevant statutory undertaker (Electricity Distributor with CPO powers)</p> <p>Utility Assets Limited</p>	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Utility Assets Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	<a href="mailto:assetrecords@utilityassets.co.uk">assetrecords@utilityassets.co.uk</a>
68	<p>Relevant statutory undertaker (Electricity Distributor with CPO powers)</p> <p>Utility Distribution Networks Limited</p>	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although Utility Distribution Networks Ltd were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their	Utility Distribution Networks Ltd Ship Canal House 98 King Street Manchester M2 4WU

				apparatus will not be affected.	
69	<p>Relevant statutory undertaker (Electricity Distributor with CPO powers)</p> <p>National Grid Electricity Transmission Plc</p>	All proposed applications likely to affect their functions as statutory undertakers.	N	Not consulted - although National Grid Electricity Transmission Plc were consulted for the Scoping Opinion, the Applicant is confident having worked closely with stats providers in the area from an early stage of Scheme development that their apparatus will not be affected.	<p>National Grid Electricity Transmission Plc 1-3 Strand London WC2N 5EH <a href="mailto:box.landandacquisitions@nationalgrid.com">box.landandacquisitions@nationalgrid.com</a></p>
70	<p>Relevant statutory undertaker (Ambulance Trusts)</p> <p>North East Ambulance Service NHS Foundation Trust</p>	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	<a href="mailto:publicrelations@neas.nhs.uk">publicrelations@neas.nhs.uk</a>
71	Relevant statutory undertaker (NHS Foundation Trust)	All proposed applications likely to	Y	Assets which may be affected by the Scheme	<p>Gateshead Health NHS Foundation Trust Queen Elizabeth Hospital</p>

	Gateshead Health NHS Foundation Trust	affect their functions as statutory undertakers.		are confirmed in the area.	Sheriff Hill Gateshead Tyne and Wear NE9 6SX
72	Relevant statutory undertaker (telecoms)  Openreach Limited	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	Geoff Mayne (Repayment Project Engineer) Repayment Projects Office Post Point 4AB Newcastle CTE Carloli Square Newcastle Upon Tyne, NE1 1BB 0191 269 6545 0791 8883928 <a href="mailto:geoff.mayne@openreach.co.uk">geoff.mayne@openreach.co.uk</a>
73	Relevant statutory undertaker (telecoms)  Instalcom Limited	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	Gordon Thompson (Project Delivery Manager) Instalcom Limited Borehamwood Ind Park Rowley Lane Borehamwood, WD6 5PZ 0208 731 4600 07557 264120 <a href="mailto:Gordon.Thompson@instalcom.co.uk">Gordon.Thompson@instalcom.co.uk</a>
74	Relevant statutory undertaker (telecoms)	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	Paul Berker (Access Network Planner – North East) Virgin Media Limited Roberts House (Annex Building) De Havilland Avenue

	Virgin Media Limited				Stockton-on-Tees Teesside TS18 3TH 07980 237909 01642 642693 <a href="mailto:paul.berker@virginmedia.co.uk">paul.berker@virginmedia.co.uk</a>
75	Relevant statutory undertaker (telecoms)  Vodafone Limited	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	Karthikeyan Appasamy (Diversionary Works Cost Controller) Vodafone Limited Smale House 114 Great Suffolk Street London SE1 0SL 0134 460 2635 <a href="mailto:karthikeyan.appasamy@vodafone.com">karthikeyan.appasamy@vodafone.com</a>
76	Relevant statutory undertaker (telecoms)  Arqiva	All proposed applications likely to affect their functions as statutory undertakers.	Y	Assets which may be affected by the Scheme are confirmed in the area.	Peter Hayne (Town Planning Manager) 07734272010 <a href="mailto:Peter.Hayne@arqiva.com">Peter.Hayne@arqiva.com</a>
77	The Crown Estate Commissioners	All proposed applications likely to impact on the Crown Estate.	N	Not consulted as the Scheme is not likely to affect any Crown Estate land.	



78	The Forestry Commission	All proposed applications likely to affect the protection or expansion of forests and woodlands in England or Scotland.	Y	The proposed Scheme is an application likely to affect the protection or expansion of forests and woodlands in England.	<a href="mailto:yorkshirenortheast@forestry.gsi.gov.uk">yorkshirenortheast@forestry.gsi.gov.uk</a>
79	The Natural Resources Body for Wales	All proposed applications likely to affect the protection or expansion of forests and woodlands in Wales.	N	Not consulted as the Scheme is not likely to affect the protection or expansion of forests and woodlands in Wales.	
80	The relevant local health board	All applications likely to affect land in Wales.	N	Not consulted as the Scheme is not likely to affect land in Wales.  The relevant local health board in England is NHS Newcastle Gateshead. They were consulted on the Scheme -see <b>row 5</b> of this Table.	
81	The National Health Service Trusts	All proposed applications likely to affect land in Wales	N	Not consulted as the Scheme is not likely to affect land in Wales.	

				The relevant National Health Service Trust in England is NHS Newcastle Gateshead. They were consulted on the Scheme -see <b>row 5</b> of this Table.	
82	The Secretary of State for Defence	All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area.	Y	The proposed Scheme is an application that may affect current or future operation of a site identified in a safeguarding map and all developments in the marine area, although no directly affected land has been identified.  <b>Note</b> – this consultee is now Ben Wallace MP.	Gavin Williamson MP (Secretary of State for Defence) Whitehall London, SW1A 2HB <a href="mailto:DIO-Safeguarding-Statutory@mod.uk">DIO-Safeguarding-Statutory@mod.uk</a>
83	The Office of Nuclear Regulation (the ONR)	All proposed applications likely to affect matters relevant to the ONR’s purposes within the meaning of Part 3 of the Energy Act 2013.	N	Not consulted as the Scheme is not likely to affect matters relevant to the ONR’s purposes within the meaning of Part 3 of the Energy Act 2013.	

**Notes:**

- a. *“relevant”, in relation to a body, means the body which has responsibility for the location where the proposals may or will be sited*
- b. *“safeguarding map” (entry no.50) has the meaning given in a direction made by the Secretary of State in exercise of the powers conferred by articles 16(4), 25(1), 29(6) and 39 of the Town and Country Planning (Development Management Procedure)(England) Order 2010(3).*
- c. *S67 of the Energy Act 2013 defines the ONR’s purpose which relates to nuclear safety, security, safeguards and transport*

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## **ANNEX H: Targeted consultation material**

- 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)

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From: A1BirtleytoCoalhouse <A1BirtleytoCoalhouse@highwaysengland.co.uk>  
Sent: 22 June 2018 09:50  
To: [REDACTED]  
Subject: A1 Birtley to Coal House Targeted Consultation  
Attachments: A1B2CH Section 42 letter - Targeted Consultation - [REDACTED].pdf; A1 Birtley to Coal House Targeted Consultation - Access Routes for Allerdene Bridge Demolition.pdf; A1 Birtley to Coal House Targeted Consultation - Signs and Gantries.pdf

Good morning [REDACTED]

Following our Statutory Consultation in February 2018, we have been refining the scheme and are required to consult you as a statutory consultee on our latest proposals. Please find attached a copy of our Targeted Consultation leaflets and a letter addressed to yourself. Hard copies have also been sent in the post. Leaflets have also been distributed to targeted residents and local businesses within the vicinity of these proposed works.

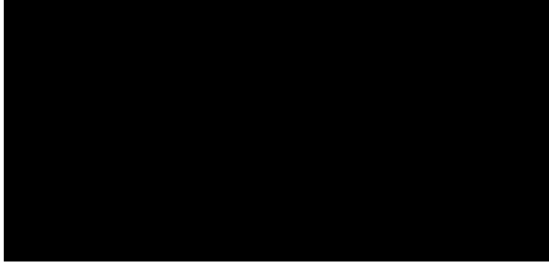
If you have any concerns or questions about the scheme, please do not hesitate to email the team at [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk) or call us on 0300 470 4580.

Kind regards,

Jess.

**Jessica Meikle**  
**Project Support, A1 Birtley to Coal House**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
Telephone: +44 (0) 300 470 4548  
Web: <http://www.highways.gov.uk>

Our ref: A1B2CH Statutory Consultation



Nicola Wilkes  
Project Manager  
Highways England  
Lateral Building  
8 City Walk  
Leeds  
LS11 9AT

Tel: 0300 470 4580

Date: 21 June 2018

Dear 

**A1 BIRTLEY TO COAL HOUSE SCHEME  
TARGETED STATUTORY CONSULTATION: 22 JUNE 2018 – 20 JULY 2018  
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED  
APPLICATION**

I am writing to update you on Highways England's proposed A1 Birtley to Coal House scheme, which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (Junction 65) and Coal House (Junction 67).

We are developing this scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the scheme. We intend to make our DCO application in early 2019. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult you about this proposed application.

Following our Statutory Consultation in February 2018, we have been refining the scheme and are required to consult you as a statutory consultee on the following two proposals:

**1) Junction 67 Sign Gantries**

We have also been looking at the locations of signs and gantries at the northern end of the proposals and are now planning as part of the scheme to install two new sign gantries at the side of the A1, on the approach to Junction 67, Coal House, which will replace two existing side mounted traffic directional signs.



## 2) Allerdene Bridge Compound and Access

We have been working hard to better understand what is required for the demolition of the existing Allerdene Railway Bridge and determine how this may impact local residents and road users. We will temporarily require the use of additional land to the north east of Allerdene Bridge for a working compound, together with an access track to the compound from Woodford along the footpath to the east of Allerdene Bridge. The footpath would be closed during the bridge demolition.

We do not consider that either of these proposals will alter the significant impacts which were predicted in the preliminary environmental information which accompanied the February 2018 statutory consultation and which can be found at:

[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

As the potential impacts of these works will be within two specific areas, we are contacting targeted local residents and businesses within the vicinity of each of the updates to allow them the opportunity to provide feedback on our proposals. As a statutory consultee, you are also being given the opportunity to review our proposals and provide us with feedback.

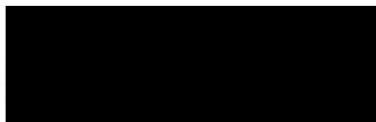
I enclose with this letter a copy of each of the targeted consultation brochures and should you have any comments on our proposed works, the team would be grateful if you could please submit any feedback you may have by emailing us at

[A1BirtleytoCoalHouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalHouse@highwaysengland.co.uk).

The targeted consultation period starts on Friday 22 June 2018 and will end on Friday 20 July 2018. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by 23:59 on Friday 20 July 2018, by Freepost or via email

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely,



Nicola Wilkes  
Project Manager  
A1 Birtley to Coal House  
Email: [A1BirtleytoCoalHouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalHouse@highwaysengland.co.uk)

Our ref: TR0100031/S42(1)(d) Cat1/Jun-19



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

Tuesday 25 June 2019

Dear 

**A1 BIRTLEY TO COAL HOUSE  
STATUTORY CONSULTATION – 26 June 2019 to 24 July 2019  
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A  
PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 Birtley to Coal House scheme** which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (Junction 65) and Coal House (Junction 67).

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 29 March 2018. Following the end of the consultation and as our design has progressed you have now been identified as someone with a legal interest in land required for the proposed scheme. The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme we may have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make a recommendation to the Secretary of State for Transport, who will ultimately decide whether the

application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in summer 2019.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's statutory consultation from 26 June 2019 to 24 July 2019.

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposals. We have also enclosed a land information questionnaire for you to complete to ensure we have identified all the correct land interests.

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the **scheme website**:  
**[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)**

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase

If you have any questions or would like to arrange a meeting, please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **24 July 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
**Project Manager, A1 Birtley to Coal House**  
**Email: [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)**  
**Tel: 0300 470 4580**

Enc.  
Consultation plan  
Land interest questionnaire

Our ref: TR0100031/S42(1)(d) Cat1&2/May-19



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

Friday 3 May 2019

Dear Sir/Madam

**A1 BIRTLEY TO COAL HOUSE  
STATUTORY CONSULTATION – 3 May 2019 to 31 May 2019  
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A  
PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 Birtley to Coal House scheme** which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (Junction 65) and Coal House (Junction 67).

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8<sup>th</sup> February 2018 to 29<sup>th</sup> March 2018. Following the end of the consultation and as our design has progressed you have now been identified as someone with a legal interest in land required for the proposed scheme. The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme we may have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make a recommendation to the Secretary of State for Transport, who will ultimately decide whether the

application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in summer 2019.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's statutory consultation from 6 May 2019 to 3 June 2019.

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate.

I have enclosed a consultation plan to help you understand the proposals.

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the **scheme website**:  
**[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)**

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase

If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT



To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **3 June 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

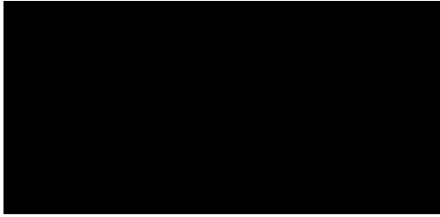
Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
**Project Manager, A1 Birtley to Coal House**  
**Email: [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)**  
**Tel: 0300 470 4580**

Our ref: TR010031/S42(1)(d) Cat3/May 2019



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

01 May 2019

Dear 

**A1 Birtley to Coal House  
Statutory consultation – 02 May 2019 to 30 May 2019  
Planning act 2008 section 42(1)(d) and 44: Duty to consult on a proposed  
application**

I am writing to you about Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

We believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction work carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

Compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 29 March 2018. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary

of State to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in summer 2019.

This letter is notice of Highways England's statutory consultation **from 02 May 2019 to 30 May 2019**.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposals. We have also enclosed a land information questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** a1birtleytocoalhouse@highwaysengland.co.uk
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds, LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **30 May 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
Project Manager, A1 Birtley to Coal House  
Email: a1birtleytocoalhouse@highwaysengland.co.uk  
Tel: 0300 470 4580

**Enc.**  
**Consultation plan**  
**Land interest questionnaire**

Our ref: TR010031/S42(1)(d) Cat3/May 2019



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

2 May 2019

Dear 

**A1 Birtley to Coal House  
Statutory consultation – 03 May 2019 to 31 May 2019  
Planning act 2008 section 42(1)(d) and 44: Duty to consult on a proposed  
application**

I am writing to you about Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

We believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction work carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

Compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 29 March 2018. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary

of State to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in summer 2019.

This letter is notice of Highways England's statutory consultation **from 03 May 2019 to 31 May 2019**.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposals. We have also enclosed a land information questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** a1birtleytocoalhouse@highwaysengland.co.uk
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds, LS11 9AT

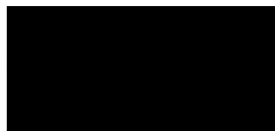
To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **31 May 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
Project Manager, A1 Birtley to Coal House  
Email: a1birtleytocoalhouse@highwaysengland.co.uk  
Tel: 0300 470 4580

**Enc.**  
**Consultation plan**  
**Land interest questionnaire**

Our ref: TR010031/S42(1)(d) Cat3/May 2019



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

13 May 2019

Dear 

**A1 Birtley to Coal House  
Statutory consultation – 14 May 2019 to 11 June 2019  
Planning act 2008 section 42(1)(d) and 44: Duty to consult on a proposed  
application**

I am writing to you about Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

We believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction work carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

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During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 29 March 2018. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary



of State to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in summer 2019.

This letter is notice of Highways England's statutory consultation **from 14 May 2019 to 11 June 2019**.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposals. We have also enclosed a land information questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** a1birtleytocoalhouse@highwaysengland.co.uk
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds, LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **11 June 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

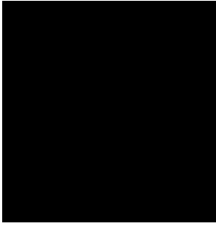
Yours sincerely,



**Nicola Wilkes**  
Project Manager, A1 Birtley to Coal House  
Email: a1birtleytocoalhouse@highwaysengland.co.uk  
Tel: 0300 470 4580

**Enc.**  
**Consultation plan**  
**Land interest questionnaire**

Our ref: TR010031/S42(1)(d) Cat3/May 2019



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

14 May 2019

Dear 

**A1 Birtley to Coal House  
Statutory consultation – 15 May 2019 to 12 June 2019  
Planning act 2008 section 42(1)(d) and 44: Duty to consult on a proposed  
application**

I am writing to you about Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

We believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction work carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

Compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 29 March 2018. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary

of State to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in summer 2019.

This letter is notice of Highways England's statutory consultation **from 15 May 2019 to 12 June 2019**.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposals.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** a1birtleytocoalhouse@highwaysengland.co.uk
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds, LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **12 June 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
**Project Manager, A1 Birtley to Coal House**  
**Email: a1birtleytocoalhouse@highwaysengland.co.uk**  
**Tel: 0300 470 4580**

**Enc.**  
**Consultation plan**

Our ref: TR010031/S42(1)(d) Cat3/May 2019



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

20 May 2019

Dear 

**A1 Birtley to Coal House  
Statutory consultation – 21 May 2019 to 18 June 2019  
Planning act 2008 section 42(1)(d) and 44: Duty to consult on a proposed  
application**

I am writing to you about Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

We believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction work carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

Compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 29 March 2018. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary

of State to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in summer 2019.

This letter is notice of Highways England's statutory consultation **from 21 May 2019 to 18 June 2019**.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposals. We have also enclosed a land information questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** a1birtleytocoalhouse@highwaysengland.co.uk
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds, LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **18 June 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
Project Manager, A1 Birtley to Coal House  
Email: a1birtleytocoalhouse@highwaysengland.co.uk  
Tel: 0300 470 4580

**Enc.**  
**Consultation plan**  
**Land interest questionnaire**

Our ref: TR010031/S42(1)(d) Cat3/June 2019



A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT  
0300 470 4580

13 June 2019

Dear 

**A1 Birtley to Coal House  
Statutory consultation – 14 June 2019 to 12 July 2019  
Planning act 2008 section 42(1)(d) and 44: Duty to consult on a proposed  
application**

I am writing to you about Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

We believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction work carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

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During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 29 March 2018. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary



of State to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in summer 2019.

This letter is notice of Highways England's statutory consultation **from 14 June 2019 to 12 July 2019**.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposals.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** a1birtleytocoalhouse@highwaysengland.co.uk
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds, LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **12 July 2019**. Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
**Project Manager, A1 Birtley to Coal House**  
**Email: a1birtleytocoalhouse@highwaysengland.co.uk**  
**Tel: 0300 470 4580**

**Enc.**  
**Consultation plan**

Our ref: [REDACTED]  
/S42(d)/April 2019



Nicola Wilkes  
Project Manager  
Highways England  
Lateral Building  
8 City Walk  
Leeds LS11 9AT

Tel: 0300 470 4580

10 April 2019

Dear [REDACTED]

**A1 Birtley to Coal House  
STATUTORY CONSULTATION – 11 April 2019 to 9 May 2019  
PLANNING ACT 2008 Section 42(d) and Section 44: DUTY TO CONSULT ON A  
PROPOSED APPLICATION**

I am writing to you regarding Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (the Inspectorate) who will examine the application on behalf of the Secretary of State. We intend to make our application for a DCO in Spring/ Summer 2019.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 22 March 2018.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

Following the statutory consultation, we have refined the scheme design and as a result have identified the need to acquire subterranean rights beneath your land to strengthen the ground by means of grouting. You were not contacted as part of the statutory consultation held last year as we believed you were not directly affected and therefore at that point you were not invited to share your views on our proposals at that time.

As part of the design, you may be aware that we are proposing to construct a retaining wall adjacent to the southbound exit slip road at Junction 65 (Birtley) of the A1. This is to reduce the amount of permanent land-take and ensure that your property will not be directly affected by the scheme. Following a comprehensive ground investigation that took place in 2018 we have identified the possibility of encountering historical coal seams near to these proposed works. The seams may have been worked in the past leaving voids under the ground that will need to be grouted and strengthened. We have completed analysis in accordance with industry standards to identify the zone that would potentially need to be strengthened, should any voids exist. This zone potentially encroaches underneath your land and therefore we need to ensure that we have powers included in the DCO to undertake this work if required. The extent of the grouting can be seen in the yellow area on the plan enclosed.

It is important to note that;

- We only need to complete the retaining wall strengthening works if we find voids in the ground. As part of the strengthening works we will drill from within the highway boundary in a grid pattern over the area that needs to be strengthened.
- Whilst we need to include powers to acquire the subterranean rights underneath your land in our application to the Secretary of State we hope that we can settle this by agreement without using the powers.

As a precautionary measure and as your property is located relatively close to the works we will instruct our contractors to undertake a pre-construction survey of your property and monitor your property for signs of damage caused by the works. We will rectify any damage caused by the works and will include powers within our application to undertake emergency works outside the scheme extents in case this is required. We expect to have the contractor on board by summer 2019 and can then give you an estimation of when the work adjacent to your property will be undertaken and the pre-construction survey of your property will be carried out. We estimate that the works for the scheme will start by March 2021, therefore we would expect the survey of your property to be in spring 2021 at the earliest.

I have enclosed a copy of the plans showing the impact of this grouting requirement on your land. It shows the red line boundary which defines the area of land that may potentially be impacted by the scheme and will be assessed as part of the Environmental Impact Assessment. This red line boundary will be extended across your land as shown in the plan to show the extent to which the subterranean rights need to be acquired from you. No works or land is required on the surface of your land.

To provide you with the opportunity to share your views on our proposals, this letter is notice of Highways England's statutory consultation from 11 April 2019.

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Inspectorate. There will be limited opportunity to influence the proposals once the application has gone to the Inspectorate, so now is the best time to have your say on the scheme and in particular the grouting works proposed above.

Please note that whilst you will be entitled to compensation if your land or interests are acquired this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Inspectorate.

During the consultation period the Project Team will be available to speak with you about the scheme and answer any questions you may have. We would also like to meet with you in person so we can explain our proposals in more detail. If you would like to call the project team on 0300 470 4580 we can arrange a meeting with you.

Any responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)
- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-ZGKK-CSUL  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

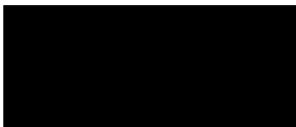
To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on 9 May 2019.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorates' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

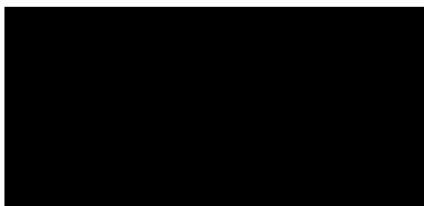
Should you have any queries about this correspondence, the proposed scheme or this consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
**Project Manager for A1 Birtley to Coal House**  
**Email:** [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)  
**Tel:** 0300 470 4580

Our ref: [REDACTED]  
/S42(d)/April 2019



Nicola Wilkes  
Project Manager  
Highways England  
Lateral Building  
8 City Walk  
Leeds LS11 9AT

Tel: 0300 470 4580

10 April 2019

**Dear Sir/Madam,**

**A1 Birtley to Coal House  
STATUTORY CONSULTATION – 11 April 2019 to 9 May 2019  
PLANNING ACT 2008 Section 42(d) and Section 44: DUTY TO CONSULT ON A  
PROPOSED APPLICATION**

I am writing to you regarding Highways England's proposed A1 Birtley to Coal House scheme which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (junction 65) and Coal House (junction 67).

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (the Inspectorate) who will examine the application on behalf of the Secretary of State. We intend to make our application for a DCO in Spring/ Summer 2019.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. We previously wrote to identified consultees on 6 February 2018 to notify them of our statutory consultation on our proposals from 8 February 2018 to 22 March 2018.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

Following the statutory consultation, we have refined the scheme design and as a result have identified the need to acquire subterranean rights beneath your interest to strengthen the ground by means of grouting. You were not contacted as part of the statutory consultation held last year as we believed you were not directly affected and therefore at that point you were not invited to share your views on our proposals at that time.

As part of the design, you may be aware that we are proposing to construct a retaining wall adjacent to the southbound exit slip road at Junction 65 (Birtley) of the A1. This is to reduce the amount of permanent land-take and ensure that your interest will not be directly affected by the scheme. Following a comprehensive ground investigation that took place in 2018 we have identified the possibility of encountering historical coal seams near to these proposed works. The seams may have been worked in the past leaving voids under the ground that will need to be grouted and strengthened. We have completed analysis in accordance with industry standards to identify the zone that would potentially need to be strengthened, should any voids exist. This zone potentially encroaches underneath your interest and therefore we need to ensure that we have powers included in the DCO to undertake this work if required. The extent of the grouting can be seen in the yellow area on the plan enclosed.

It is important to note that;

- We only need to complete the retaining wall strengthening works if we find voids in the ground. As part of the strengthening works we will drill from within the highway boundary in a grid pattern over the area that needs to be strengthened.
- Whilst we need to include powers to acquire the subterranean rights underneath your interest in our application to the Secretary of State we hope that we can settle this by agreement without using the powers.

I have enclosed a copy of the plans showing the impact of this grouting requirement on your interest. It shows the red line boundary which defines the area of land that may potentially be impacted by the scheme and will be assessed as part of the Environmental Impact Assessment. This red line boundary will be extended across your interest as shown in the plan to show the extent to which the subterranean rights need to be acquired from you. No works or land is required on the surface of the land.

To provide you with the opportunity to share your views on our proposals, this letter is notice of Highways England's statutory consultation from 11 April 2019.

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Inspectorate. There will be limited opportunity to influence the proposals once the application has gone to the Inspectorate, so now is the best time to have your say on the scheme and in particular the grouting works proposed above.

Please note that whilst you will be entitled to compensation if your land or interests are acquired this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Inspectorate.

During the consultation period the Project Team will be available to speak with you about the scheme and answer any questions you may have. If you would like to call the project team on 0300 470 4580 we can provide more information.

Any responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)



- **By post:** A1 Birtley to Coal House Project Team  
Freepost RSAS-ZGKK-CSUL  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on 9 May 2019.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorates' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or this consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Nicola Wilkes**  
**Project Manager for A1 Birtley to Coal House**  
**Email:** [a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)  
**Tel:** 0300 470 4580

**Birtley to Coal House**  
improvement scheme

**Earlier this year we held a public consultation on our plans to improve the A1 between junction 65 Birtley and junction 67 Coal House. Since then we have been working towards confirming our design for the scheme – particularly at the northern section between junction 67 and junction 68. We would like to ensure that information about this part of the design has been shared with you.**

We have identified the indicative locations of the new verge mounted traffic signs on the A1 on the approach to junction 67 that will be delivered as part of the scheme as detailed on the plan. There will be a number of new signs that will replace the existing signs in the grass verges and are required due to the changes proposed to the southbound exit slip road layout at junction 67 Coal House. The proposed works will be limited to the installation of the new signs, relocation of some of the existing signs and modifications to the road markings on the approach to junction 67 from junction 68. We don't expect installing the signs or the layout changes to impact residential or business properties in the area.

Other impacts of the scheme as a whole which might affect this area are described in the preliminary environmental information report (PEIR) which accompanied the public consultation and is at:-

**[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)**

We have considered the proposals for signage and layout changes north of junction 67 and we have concluded that the impacts set out in the PEIR have not changed.

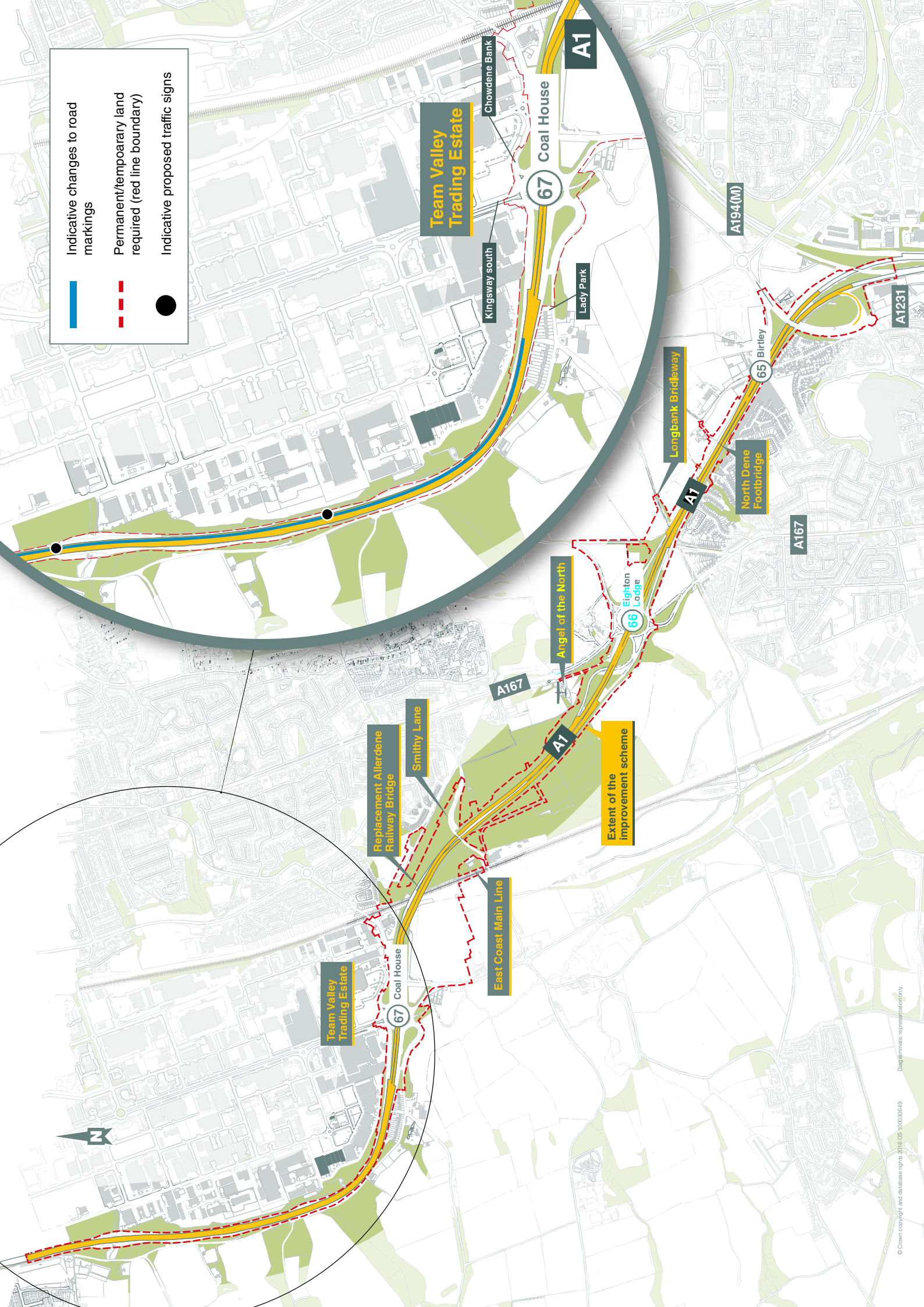
The next step for the scheme is to submit our Development Consent Order (DCO) application in Winter 2018/19. The DCO is a requirement for large schemes such as this which are classified as Nationally Significant Infrastructure Projects.



Indicative changes to road markings

Permanent/temporary land required (red line boundary)

Indicative proposed traffic signs



Team Valley Trading Estate

67

Coal House

A1

Kingsway south

Chowdene Bank

Lady Park

A194(M)

Longbank Bridleway

65

North Dane Footbridge

A167

A1231

Birtley

Angel of the North

66

Eighton Lodge

A167

A1

Extent of the improvement scheme

Replacement Allerdene Railway Bridge

Smithy Lane

Coal House

67

Team Valley Trading Estate

East Coast Main Line

N

If you have any comments on these proposals please contact the project team on:



**Email your response to:**

a1birtleytocoalhouse@highwaysengland.co.uk



**Write to us at:**

A1 Birtley to Coal House Project Team,  
Freepost RSAS-ZGKK-CSUL,  
Highways England,  
Lateral, 8 City Walk, Leeds, LS11 9AT

We will take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures. We will set out a summary of the responses, and describe how our proposals have been influenced by them, in a consultation report. This will form part of our planning application and will also be available to the public following submission of the application.

In addition to this consultation process, we will continue to engage with anyone interested

in, or impacted by, the scheme. To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and **submit your response by 23:59 Friday 20 July.**

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead

**For more information on next steps and Development Consent Order process please visit our website**

[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000\***. Please quote the Highways England publications code **PR158/17**.

Highways England creative job number LEE18\_0054

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Highways England Company Limited registered in England and Wales number 09346363



# A1

## Birtley to Coal House improvement scheme



**Earlier this year we held a public consultation on our plans to improve the A1 between junction 65 Birtley and junction 67 Coal House. Since then we have worked hard to plan how we will go about demolishing the existing Allerdene Bridge. We will need to temporarily use additional land to the north east of Allerdene Bridge for a working compound where we will have a site cabin and construction vehicles.**

The working compound will have security fencing and necessary site lighting. We expect that works in this location will mainly take place during daylight hours. However, because Allerdene Bridge crosses the East Coast Main Line, we will need to do demolition works during the night time when the railway can be closed. We aim to keep night works to a minimum.

We are proposing to construct a temporary access track for a limited period of time to allow a crane to access the compound. The access track will gain entry from Woodford and run parallel to the existing footpath to the compound area, north east of Allerdene Bridge. The existing footpath will remain accessible. We will ensure that any construction traffic that needs

to access the crossing is controlled, where the footpath and temporary access track meet, in order to keep the public safe.

We have shown these proposals in the plan overleaf as well as their location as part of the scheme as a whole.

As part of this public consultation we provided a preliminary environmental information report (PEIR) about the scheme, which can be found at:-

**[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)**

We have considered if these proposals for Allerdene Bridge change the significant effects predicted in the PEIR, and concluded that they have not changed.



- Previous extent of temporary/permanent land required for scheme
- Revised extent of temporary/permanent land required for scheme
- Existing footpath
- Proposed crane access track



Controlled crossing point

Working compound

Team Valley Trading Estate

Coal House

Replacement Allerdene Railway Erridge

Smithy Lane

East Coast Main Line

A1

A167

Angel of the North

Extent of the improvement scheme

66 Eighton Lodge

Longbank Bridleway

North Dane Footbridge

A167

65 Birtley



If you have any comments on these proposals please contact the project team on:



**Email your response to:**

a1birtleytocoalhouse@highwaysengland.co.uk



**Write to us at:**

A1 Birtley to Coal House Project Team,  
Freepost RSAS-ZGKK-CSUL,  
Highways England,  
Lateral, 8 City Walk, Leeds, LS11 9AT

We will take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures. We will set out a summary of the responses, and describe how our proposals have been influenced by them, in a consultation report. This will form part of our planning application and will also be available to the public following submission of the application.

In addition to this consultation process, we will continue to engage with anyone interested

in, or impacted by, the scheme. To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and **submit your response by 23:59 Friday 20 July.**

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead

**For more information on next steps and Development Consent Order process please visit our website**

[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

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If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000\***. Please quote the Highways England publications code **PR158/17**.

Highways England creative job number LEE18\_0054

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**ANNEX I: S42 letter and email (with date)**

- Annex I1 –S42 email announcing the opening of the consultation period (redacted)
- Annex I2 – S42 letter announcing the opening of the consultation period (redacted)

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From: A1BirtleytoCoalhouse <A1BirtleytoCoalhouse@highwaysengland.co.uk>  
Sent: 08 February 2018 17:30  
To:  
Subject: A1 Birtley to Coal House Statutory Consultation  
Attachments: A1 Birtley to Coal House Statutory Consultation leaflet.pdf; A1B2CH Section 42 letter-[REDACTED].pdf

Dear Sir/Madam,

Following our Preferred Route Announcement in July 2017, I am writing to inform you that the Statutory Consultation period has now opened for the A1 Birtley to Coal House scheme. Please find attached a copy of our Statutory Consultation leaflet and a letter addressed to our contact within your organisation. Hard copies of both documents have been sent in the post. Leaflets have also been distributed to residents and local businesses within 2km of the scheme.

If you have any concerns or questions about the scheme, please do not hesitate to email the team at [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk) or call us on 0300 470 4548.

Kind regards,

Amie

**Amie Locker, Assistant Project Manager**  
**Regional Investment Programme (RIP) North**  
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT  
**Tel:** 03004702504 **Mobile**  
**Web:** <http://www.highways.gov.uk>

Our ref: A1B2CH Statutory Consultation

[REDACTED]

Nicola Wilkes  
Highways England  
RIP North  
Lateral  
8 City Walk  
Leeds LS11 9AT

Tel: 0300 470 4548

Date: 06 February 2018

Dear [REDACTED]

**A1 BIRTLEY TO COAL HOUSE SCHEME  
STATUTORY CONSULTATION: 08 FEBRUARY 2018 – 22 MARCH 2018  
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED  
APPLICATION**

I am writing to update you on Highways England's proposed A1 Birtley to Coal House scheme, which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Birtley (Junction 65) and Coal House (Junction 67).

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order (DCO) to construct the project. We intend to make our DCO application in winter 2018/19. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult you about this proposed application.

This statutory consultation is an opportunity for you to tell us your thoughts on the proposed scheme and about any changes that have occurred locally in the last year which may impact on our proposed design.

I enclose with this letter a copy of our consultation brochure and copy of a plan showing the land required to construct the scheme. Further consultation materials can be found on our project webpage at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse) or can be viewed at the facilities listed in the consultation brochure.

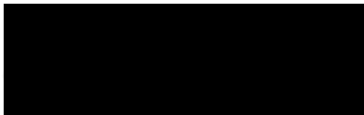
As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations"), we have also produced a Preliminary Environmental Information Report and accompanying non-technical summary, both of which can also be found on our project webpage. Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00.

I also enclose a copy of our notice publicising our proposed application, which we have published in accordance with Section 48 of the Planning Act 2008. We are required to send this to all statutory bodies for the purposes of the EIA Regulations. If you are not a statutory body, the notice has been included for reference.

The consultation period starts on Thursday 8 February 2018 and will end on Thursday 22 March 2018. The consultation brochure details how you can provide feedback on our scheme proposals. In order for us to collect and assess all responses prior to including them in our consultation report, we ask that you ensure that your response reaches us by 23:59 on Thursday 22 March 2018. The consultation report forms part of our DCO application.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely,



Nicola Wilkes  
Project Manager  
A1 Birtley to Coal House  
Email: [A1BirtleytoCoalHouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalHouse@highwaysengland.co.uk)

---

**ANNEX J: S46 letter sent to the Inspectorate (with date)**



Our ref: A1B2CH Statutory Consultation

Emma Cottam  
Major Applications & Plans  
The Planning Inspectorate  
3/18  
Temple Quay House  
Bristol  
BS1 6PN

Nicola Wilkes  
Highways England  
RIP North  
Lateral  
8 City Walk  
Leeds LS11 9AT

Tel: 0300 470 4548

Date: 06 February 2018

Dear Emma,

**A1 BIRTLEY TO COAL HOUSE SCHEME  
STATUTORY CONSULTATION: 08 FEBRUARY 2018 – 22 MARCH 2018  
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED  
APPLICATION**

I am writing to provide notification, under Section 46 of the Planning Act 2008, of Highways England's intention to begin pre-application consultation for its proposed A1 Birtley to Coal House project prior to making an application for a development consent order.

I enclose with this correspondence the following documents:

- Consultation brochure, including land plan and consultation questionnaire
- A copy of the letter sent to our Section 42 consultees
- A1 Birtley to Coal House Statement of Community Consultation
- Section 48 notice
- Section 47 advertisement
- Non-technical summary of the A1 Birtley to Coal House Preliminary Environmental Information Report

Should you have any queries, please do not hesitate to contact me using any of the details provided.

Yours sincerely,



Nicola Wilkes  
Project Manager  
A1 Birtley to Coal House  
Email: [A1BirtleytoCoalHouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalHouse@highwaysengland.co.uk)

---

## **ANNEX K: S47 consultation material**

- 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

## A1 Birtley to Coal House improvement scheme



### Welcome

Thank you for coming to our public consultation exhibition. We want to hear your views on our proposed improvements to the A1 between junction 65 Birtley and junction 67 Coal House.

We have developed a scheme that aims to support economic growth in the region, improve journey time reliability, ease the flow of traffic and improve road user safety. The improvements will support economic growth in the North East and complement other

improvements in the region between Coal House and Metro Centre and the proposed improvements between Scotswood and North Brunton.

### Tell us what you think

Your views and feedback will help shape our proposal.



Talk to a member of the Project Team today



Complete a questionnaire here today



Or complete one online at:

[www.highways.gov.uk/a1birtleytoalhouse](http://www.highways.gov.uk/a1birtleytoalhouse)

## A1 Birtley to Coal House improvement scheme

### Investing in your roads

Like you, every road user wants less congested roads to enable swift, safe, comfortable and informed travel. On behalf of the government and its Road Investment Strategy (RIS), Highways England is responsible for delivering the largest investment in a generation throughout England's motorways and major A roads and the A1 between junction 65 Birtley and junction 67 Coal House is a key part of this investment.

Since Highways England was established in 2015 we have made good progress in delivering the government's five year investment strategy. The RIS commits to improve the A1 between junction 65 at Birtley and junction 67 at Coal House and we remain focused on our three imperatives to support this work.

The first of these is to make journeys safer for both our customers and our workforce. The second is to improve the network to minimise delays and congestion to provide our customers with the best possible experience. Our final priority is to deliver our work in an efficient and effective way that provides value for money and minimises disruption, as well as mitigating the impact on communities.

The A1 is a critical part of both the national and local road network and the A1 Birtley to Coal House improvement scheme forms part of a wider strategy to upgrade the A1 Newcastle Gateshead Western Bypass as it is one of the most congested sections of highway in the North East. It's only set to get busier with traffic expected to grow as a result of new housing and employment developments planned for the area.

## A1 Birtley to Coal House improvement scheme

### What does this scheme deliver?

We've identified that by improving the A1 between Birtley and Coal House, our investment will provide a number of regional and local benefits.

The scheme has been designed with the key following objectives in mind:

- **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. Travel time savings of up to four minutes northbound and seven minutes southbound are predicted.
- **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.

### What does this scheme involve?

The scheme is 4.2km in length and will include the replacement of Allerdene Railway Bridge to the immediate south of the existing structure which will tie in to the existing junction 67 Coal House roundabout.

Most of the work will take place within the highway boundary; however, some additional land will be required alongside the A1 at certain points to enable us to create the additional lanes. The scheme will provide additional capacity by widening from three to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with an additional lane to help manage traffic joining and leaving the A1 between junctions on the northbound carriageway. The scheme will also look to install electronic signage to provide driver information along the road.

## A1 Birtley to Coal House improvement scheme

### Construction management

As part of our Development Consent Order application we will produce a Construction Environmental Management Plan. This will outline the control measures we will adopt to minimise the impact of our works on the local environment and communities during construction. Our Project Team has been designing the scheme to ensure as far as practicable that this scheme can be delivered sufficiently, minimising the impact on the local community.

We aim to minimise disruption to road users and will put in place measures to control nuisances such as noise and dust. The work will be phased with the aim of keeping two lanes of traffic flowing in both directions on the A1 at peak times. Temporary traffic management will be installed to separate traffic and other users (e.g. pedestrians and cyclists) from the construction activities and provide safe working areas for our workers.

Construction traffic and machinery will use designated access routes to keep it separate from road users as much as possible and access to local properties and businesses will be maintained. Some lane closures and full road closures will be required. However, any closures will be well communicated in advance, and signed diversion routes will be put in place.

#### **Need for improvement and Non-Motorised Users**

The existing Longbank Bridleway underpass will be extended and we are proposing to light the underpass. North Dene Footbridge will also be replaced to accommodate the widening of the road. Both routes will need to be closed temporarily during construction. During design development we have removed the requirement to replace Smithy Lane overbridge. We will also look to provide further enhancements to the pedestrian, cycle and equestrian network in the vicinity of the scheme.



# A1 Birtley to Coal House improvement scheme

## Environmental considerations

This scheme is being designed to minimise the effect on the environment. We will complete an Environmental Impact Assessment over the summer in 2018 to evaluate the impact that our proposals may have on the environment and to influence our designs. A detailed Environmental Statement will be submitted as part of the Development Consent Order application and all future findings will be published on our webpage however in the meantime we have prepared a document called a Preliminary

Environmental Information Report. This provides information on the likely environmental effects and potential mitigation measures envisaged for the proposed scheme, so that you can respond to this consultation in a well-informed way.

A copy of the Preliminary Environmental Information Report is available at all of our consultation exhibitions or can be viewed on our scheme web page at: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)



### Air quality

We will consider the health related issues of local and regional air quality and the global issue of climate change. We will also consider emissions that may arise from the project during construction and once open to traffic.



### Noise and vibration

Traffic flow data and information on construction methodology will be used to assess the noise and vibration impacts of the project during construction and once open to traffic. This information will be used to identify any mitigation required both in the long and short term.



### Cultural heritage

We will consider archaeological sites, historic buildings and landscapes. We will consider and manage direct impacts as well as how the project affects the settings and landscapes of important local assets e.g. Bowes Railway Scheduled Monument



### Landscape and visual amenity

We will look at the effects on the local landscape and on the quality of views from properties.



### Ecology and nature conservation

We will consider the effects on ecologically important sites including Long Acre Wood and Bowes Railway Local Wildlife Sites as well as potential effects on protected species such as bats.



### Road drainage and the water environment

We will assess the effects on surface water, groundwater and flood risk during construction and operation.



### Geology and soils

We will consider the disturbance of groundwater, the impact on soil quality and the disturbance of any contaminated land.



### Waste and material

We will identify opportunities where possible to reduce, reuse or recycle waste.



### People and communities

We will consider safety, journey time, congestion and accessibility for everyone along the route including motorists, pedestrians, cyclists and horse riders. We will consider the effects of the scheme on local land and we are also looking at the effects on privately owned assets. We will also consider socioeconomic aspects such as the effect of the scheme on local employment during construction and operation.

## A1 Birtley to Coal House improvement scheme

### We want to hear your views

Following feedback from our public and stakeholders during the consultation period held in autumn 2016 and further design development, a Preferred Route Announcement was made on 24 July 2017. Before we can submit our application, we wish to consult you further on our proposals and hear any further views that you may have.

#### What are we consulting about?

We are now progressing our initial (preliminary) design of the preferred route and we need to understand the views of anyone who has an interest in our proposals.

#### Your input means a lot to us.

During our six week consultation period between 08 February and 22 March 2018 you can have your say on our proposals. This is your opportunity to get involved and share your views that will help us make sure that we've fully understood any potential impacts on the community. We'll listen to everyone's feedback and consider these before submitting our Development Consent Order application in winter 2018/19.

All responses to this consultation must be received no later than:-

**23:59 22 March 2018**

Responses received after this date may not be considered.

You can share your views using one of the following methods which have been set up for the specific purpose of this consultation:



#### Online:

[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)



#### Email:

[a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)



#### Post:

A1 Birtley to Coal House Project Team,  
Freepost RSAS-ZGKK-CSUL,  
Highways England,  
Lateral, 8 City Walk,  
Leeds, LS11 9AT



#### Telephone:

0300 470 4548  
(9am to 5pm, Monday to Friday)

# A1 Birtley to Coal House improvement scheme

## What happens next?

Once this consultation has **closed on 22 March 2018**, comments received during the consultation period will be taken into account and will inform, where possible, further refinements to the scheme and our approach to environmental mitigation.

All responses will be analysed and compiled into a report which will set out the consultation carried out, a summary of responses received and how those responses have influenced our proposals.

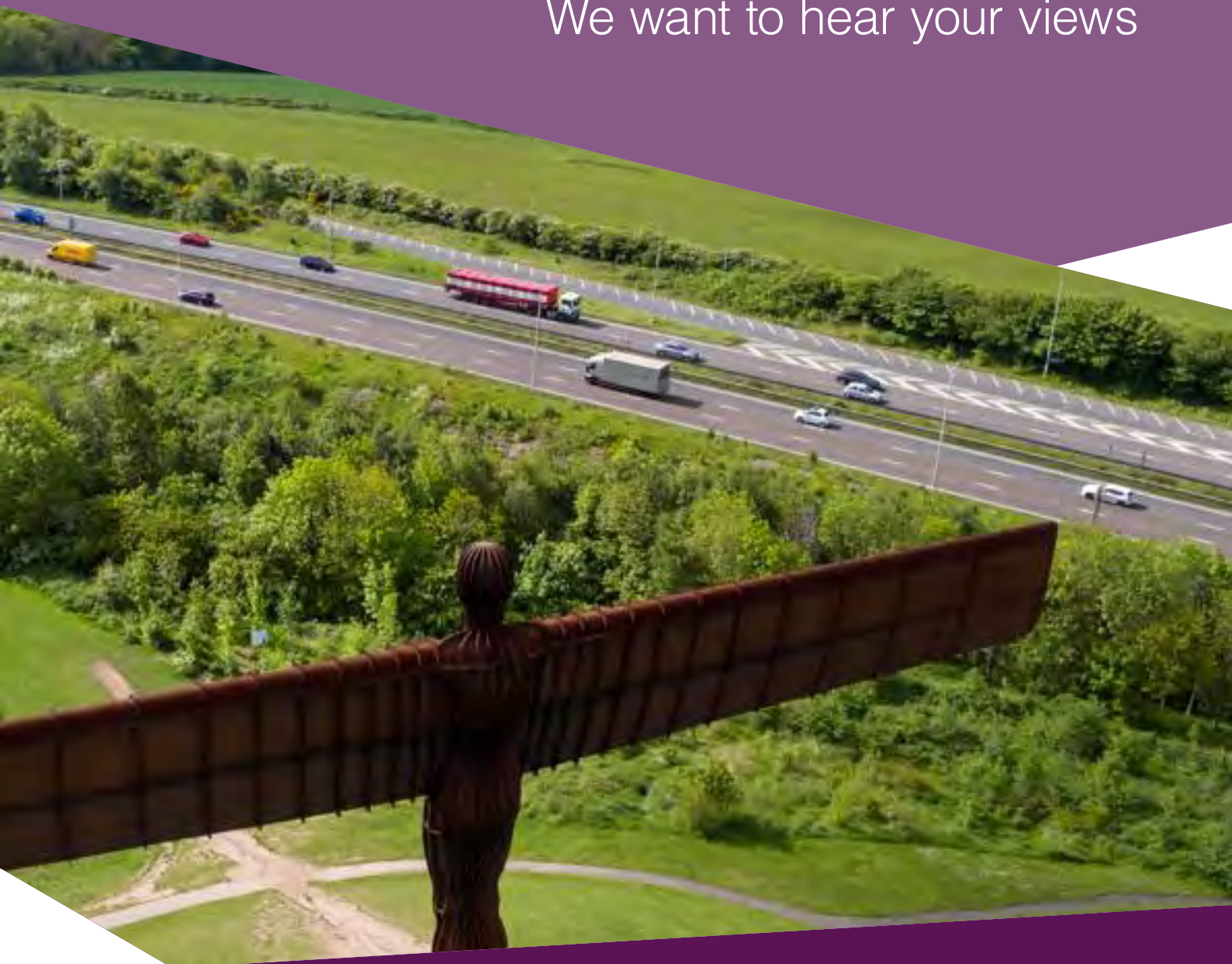
A consultation report will form part of our application for a Development Consent Order and will also be available following submission of the application. We propose to submit the application for a Development Consent Order in winter 2018/19 and provided it is granted we estimate that works will commence late 2020.



**A1**

**Birtley to Coal House**  
improvement scheme

We want to hear your views





# Investing in your roads

Like you, every road user wants less congested roads to enable swift, safe, comfortable and informed travel. On behalf of the government and its Road Investment Strategy (RIS), Highways England is responsible for delivering the largest investment in a generation throughout England's motorways and major A roads and the A1 between junction 65 Birtley and junction 67 Coal House is a key part of this investment.

Since Highways England was established in 2015 we have made good progress in delivering the government's five year investment strategy. The RIS commits to improve the A1 between junction 65 at Birtley and junction 67 at Coal House and we remain focused on our three imperatives to support this work. The first of these is to make journeys safer for both our customers and our workforce. The second is to improve the network to minimise delays and congestion to provide our customers with the best possible experience. Our final priority is to deliver our work in an efficient and effective way that provides value for money and minimises disruption, as well as mitigating the impact on communities.

The A1 is a critical part of both the national and local road network and the A1 Birtley to Coal House improvement scheme forms part of a wider strategy to upgrade the A1 Newcastle Gateshead Western Bypass as it is one of the most congested sections of highway in the North East. It's only set to get busier with traffic expected to grow as a result of new housing and employment developments planned for the area.

In this consultation brochure we explain our proposed improvements for the A1 between junction 65 Birtley and junction 67 Coal House and we also give details of how you can give us your feedback during our forthcoming statutory consultation.



# What does this scheme deliver?

We've identified that by improving the A1 between Birtley and Coal House, our investment will provide a number of regional and local benefits. The scheme has been designed with the key following objectives in mind:

- **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.
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# What does this scheme involve?

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# We want to hear your views

Following feedback from our public and stakeholders during the consultation period held in autumn 2016 and further design development, a Preferred Route Announcement was made on 24 July 2017.

We aim to complete preparation of our Development Consent Order (DCO) application, with a target submission date of winter 2018/19. Before we can submit our application, we wish to consult further on our proposals and hear any further views people may have.

## What are we consulting about?

We are now progressing our initial (preliminary) design of the preferred route and we need to understand the views of anyone who has an interest in our proposals.

## Your input means a lot to us

One of the best ways to have your say is to come along to one of our public exhibitions. Here you'll be able to find out more information about the scheme and speak to members of the Project Team who will be on hand to answer any of your questions.

The consultation will run for six weeks, commencing on 08 February 2018 and closing at 23.59 on 22 March 2018. This is your opportunity to get involved and share your views on our proposals. Your comments will help us make sure that we've fully understood any potential impacts on the community. We'll listen to everyone's feedback and consider these before submitting our DCO application.



## Share your views at our consultation events

**Friday 23 February** – 1pm-8pm  
Chowdene Children's Centre,  
Waverley Road,  
Harlow Green, NE9 7TU

**Saturday 24 February** – 10am-4pm  
Washington Leisure Centre,  
Town Centre,  
Washington, NE38 7SS

**Thursday 01 March** – 10am-4pm  
Kibblesworth Millennium Centre,  
Grange Terrace, Kibblesworth,  
Gateshead, NE11 0XN

**Friday 02 March** – 10am-1.30pm  
Team Valley Trading Estate, Axis Building,  
Maingate, Kingsway North,  
Gateshead, NE11 0BE

**Friday 02 March** – 4pm-8pm  
Metrocentre, intu Metrocentre,  
Gateshead, NE11 9YG

**Saturday 03 March** – 10am-4pm  
Birtley East Primary School,  
Highfield, DH3 1QQ


**Wednesday 07 March** – 4pm-8pm  
The Hub Resource Centre,  
Birtley Community Partnership,  
16 Harraton Terrace, Durham Road,  
Birtley, DH3 2QG

# How to respond


You can share your views using one of the following methods, which have been set up for the specific purpose of this consultation:

 **Online by following the links on:**  
[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

 **Email your response to:**  
[a1birtleytocoalhouse@highwaysengland.co.uk](mailto:a1birtleytocoalhouse@highwaysengland.co.uk)

 **Post your response using the freepost details provided or write to us at:**

A1 Birtley to Coal House Project Team,  
Freepost RSAS-ZGKK-CSUL,  
Highways England,  
Lateral, 8 City Walk, Leeds, LS11 9AT.

 **Telephone:**  
If you have any questions about this consultation, please contact a member of the Project Team using any of the previous details or by calling: **0300 470 4548**  
(9am to 5pm, Monday to Friday).

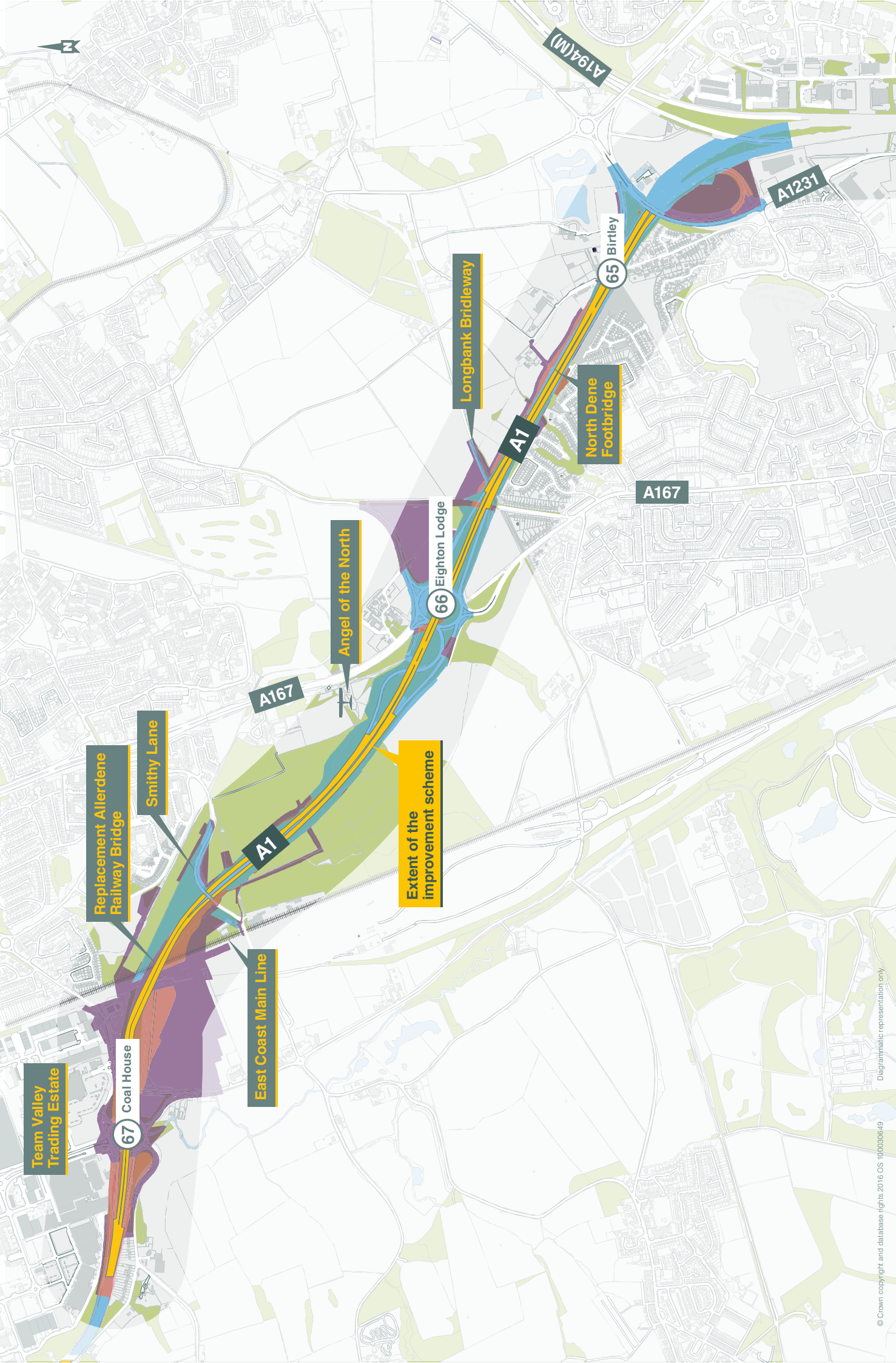
All responses to this consultation must be received no later than **23:59 22 March 2018**. Responses received after this date may not be considered.

**A copy of our consultation questionnaire is available as part of this brochure or alternatively a copy can be requested by contacting a member of the Project Team.**

## Further copies

There are a number of venues where you can find further copies of this brochure/questionnaire and Preliminary Environmental Information Report during the consultation period. These venues are as follows:

Location	Viewing Times
<b>Gateshead Civic Centre</b> , Regent Street, Gateshead, NE8 1HH Tel: <b>0191 433 3000</b>	<ul style="list-style-type: none"><li>■ <b>Monday – Friday</b> 9am-5pm</li><li>■ <b>Saturday, Sunday</b>–CLOSED</li></ul>
<b>Birtley Library</b> , Durham Road, Birtley, Chester-le-Street, DH3 1LE Tel: <b>0191 433 6101</b>	<ul style="list-style-type: none"><li>■ <b>Monday, Tuesday and Thursday</b> 9am-5pm</li><li>■ <b>Wednesday and Friday</b> 9am-3.45pm</li><li>■ <b>Saturday, Sunday</b>–CLOSED</li></ul>
<b>The Hub Resource Centre</b> , Birtley Community Partnership 16 Harraton Terrace, Durham Road Birtley, DH3 2QG Tel: <b>0191 492 0434</b>	<ul style="list-style-type: none"><li>■ <b>Monday, Tuesday, Thursday and Friday</b> 9.30am-3.30pm</li><li>■ <b>Wednesday</b> 9.30am-12 noon</li><li>■ <b>Saturday, Sunday</b>–CLOSED</li></ul>
<b>Kibblesworth Millennium Centre</b> Grange Terrace, Kibblesworth, Gateshead, NE11 0XN Tel: <b>0191 411 1193</b>	<ul style="list-style-type: none"><li>■ <b>Monday and Friday</b> 10am-3pm</li><li>■ <b>Tuesday and Wednesday</b> 10-4pm</li><li>■ <b>Thursday</b> 9am-5pm</li><li>■ <b>Saturday, Sunday</b>–CLOSED</li></ul>
<b>Highways England</b> Lateral, 8 City Walk, Leeds, LS11 9AT Tel: <b>0300 470 4548</b>	<b>By prior arrangement:</b> <ul style="list-style-type: none"><li>■ <b>Monday to Friday</b> 9am-5pm</li><li>■ <b>Saturday, Sunday</b>–CLOSED</li></ul>



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Land to be used for construction, maintenance and operation currently owned by the Secretary of State for transport

Land to be permanently acquired for construction, maintenance and operation

Third party land temporarily required

Landmarks





# Construction management

As part of our DCO application we will produce a Construction Environmental Management Plan. This will outline the control measures we will adopt to minimise the impact of our works on the local environment and communities during construction.

Our Project Team has been designing the scheme to ensure as far as practicable that this scheme can be delivered sufficiently, minimising the impact on the local community.



We aim to minimise disruption to road users and will put in place measures to control nuisances such as noise and dust. The work will be phased with the aim of keeping two lanes of traffic flowing in both directions on the A1 at peak times. Temporary traffic management will be installed to separate traffic and other users (e.g. pedestrians and cyclists) from the construction activities and provide safe working areas for our workers.

Construction traffic and machinery will use designated access routes to keep it separate from road users as much as possible and access to local properties and businesses will be maintained.

Some lane closures and full road closures will be required. However, any closures will be well communicated in advance, and signed diversion routes will be put in place.



## Need for improvement and Non-Motorised Users

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A fly through video of the scheme is available to view at: [www.highways.gov.uk/a1birtleytoalhouse](http://www.highways.gov.uk/a1birtleytoalhouse).

# Environmental considerations

The scheme is being designed to minimise the effect on the environment. We will complete an Environmental Impact Assessment over the summer in 2018 to evaluate the impact that our proposals may have on the environment and to influence our designs and a detailed Environmental Statement will be submitted as part of the DCO application. All future findings will be published on our webpage however in the

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## Noise and vibration

Traffic flow data and information on construction methodology will be used to assess the noise and vibration impacts of the project during construction and once open to traffic. This information will be used to identify any mitigation required both in the long and short term.



## Cultural heritage

We will consider archaeological sites, historic buildings and landscapes. We will consider and manage direct impacts as well as how the project affects the settings and landscapes of important local assets e.g. Bowes Railway Scheduled Monument.



## Landscape and visual amenity

We will look at the effects on the local landscape and on the quality of views from properties the wider area and around the Angel of the North.



## Ecology and nature conservation

We will consider the effects on ecologically important sites including Long Acre Wood and Bowes Railway Local Wildlife Sites as well as potential effects on protected species such as bats.



## Road drainage and the water environment

We will assess the effects on surface water, groundwater and flood risk during construction and operation.



## Geology and soils

We will consider the disturbance of groundwater, the impact on soil quality and the disturbance of any contaminated land.



## Waste and material

We will identify opportunities where possible to reduce, reuse or recycle waste.



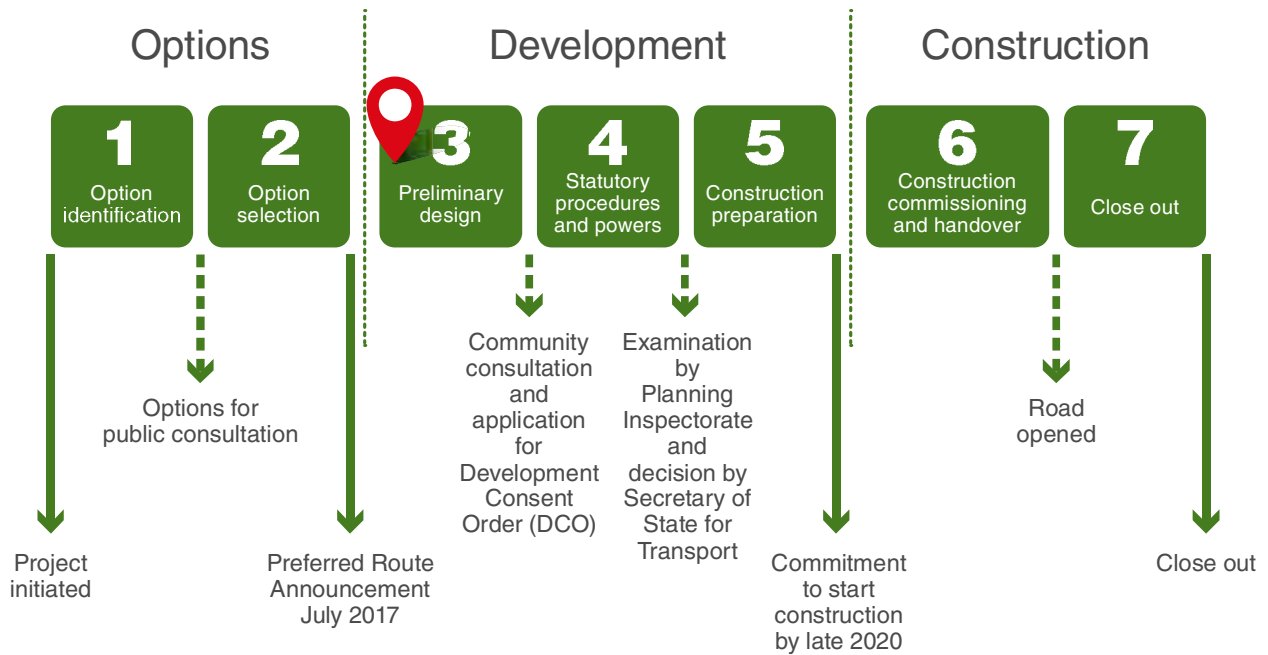
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# Next steps

Once the consultation has closed on 22 March 2018, comments received will be taken into account and will inform, if necessary and where possible, further refinements to the scheme and our approach to environmental mitigation. All responses will be analysed and compiled into a report which will set out the consultation carried out, a summary of responses

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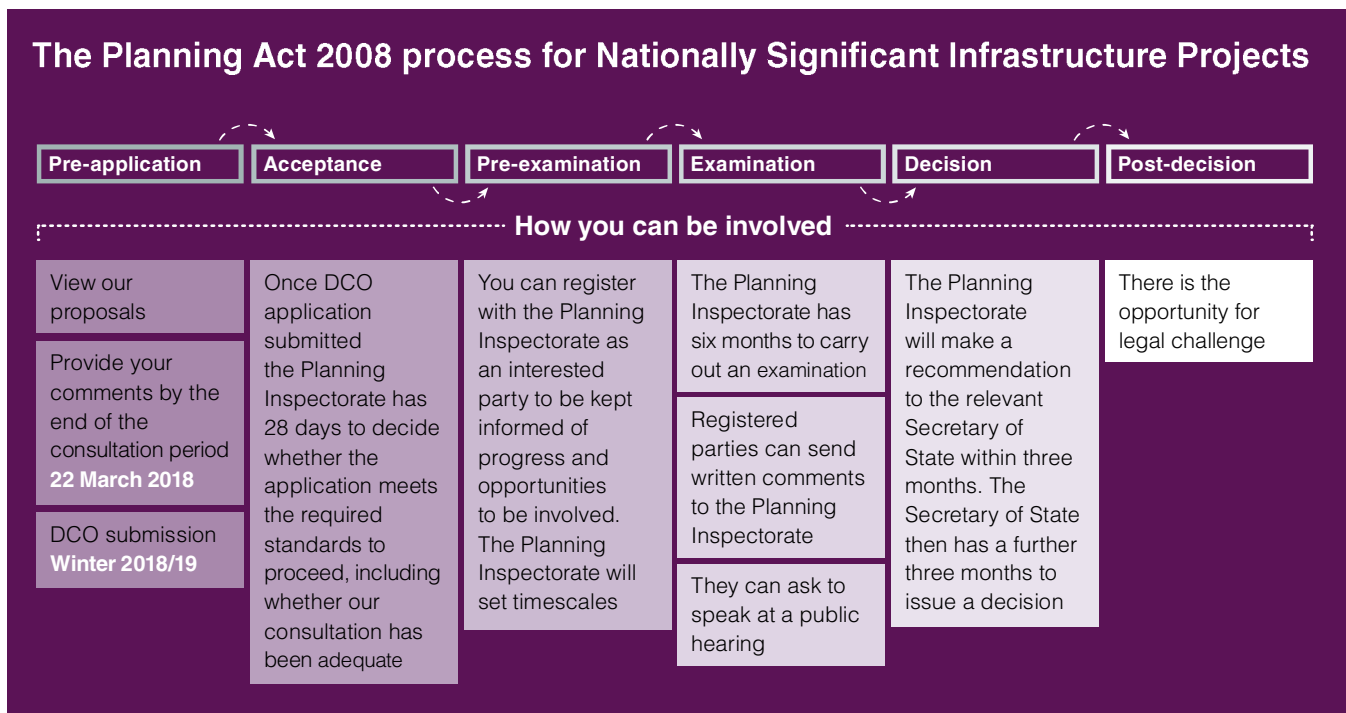




# Planning process

The scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. As such, we are required to make an application for a DCO in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will hold an examination to consider

all relevant issues before making a recommendation to the Secretary of State for Transport who will make the decision on whether or not the project should go ahead. We currently intend to make our application in winter 2018/19. There are set opportunities for you to be involved in a DCO scheme.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR137/17**.

Highways England creative job number LEE17\_0073\_CXG

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363

# A1 Birtley to Coal House improvement scheme Consultation questionnaire

Please tell us your views by completing this questionnaire.

**Please return your completed questionnaire to us no later 23:59 on 22 March 2018.**

The return address and postage is already provided so, when you have completed this form, please follow the instructions on the rear.

Please provide us with your name, address and email address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

<b>Name</b>	
<b>Address</b>	
<b>Postcode</b>	
<b>Email</b>	

1. Do you agree or disagree with the proposal to improve the A1 between junction 65 Birtley and junction 67 Coal House?

Agree
  Disagree
  Neither agree nor disagree

2. Do you have any comments on our proposals to improve the A1 between Birtley and Coal House?

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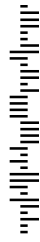
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Fold B



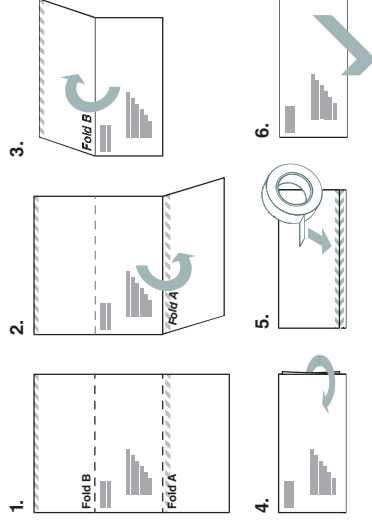
Freeport RSAS-ZGKK-CSUL  
A1 Birtley to Coal House Project Team  
3rd floor south  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

Fold A

### Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



3. What else would you like to see included in the scheme and why?

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4. Do you have any comments on the documents published with this consultation, including Preliminary Environmental Information Report, draft land and work plans?

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5. What is your relationship to A1 Birtley to Coal House and the surrounding area?

Tick all that apply.

- I live in the local area and use the A1 between junction 65 and 66 to get to/from home
- I live in the local area and use the A1 between junction 66 and 67 to get to/from home
- I work in the local area and use the A1 between junction 65 and 66 to get to/from work
- I work in the local area and use the A1 between junction 66 and 67 to get to/from work
- I use the A1 between junction 65 and 67 to get to local leisure facilities
- I use the A1 but don't leave at junction 65, 66 or 67
- I use the A1 between junction 65 and 67 to travel through Tyne and Wear, for example between Newcastle and Sunderland

**Other** (please state)

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6. How often do you use this junction?

Daily  More than once a week  Weekly  More than once a month

Monthly  Less than once a month

7. Did you attend a consultation event?

Yes  No

If so, which venue did you attend?

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8. How did you hear out about the events?

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9. We continually want to improve our communications with you. In order to help us do this, we would be really grateful if you could give us your thoughts on our communications. Your feedback will help us make things better and ensure you are getting the information you need from us, in a timely way that works for you.

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This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the community we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

10. Your gender?

Male  Female  Prefer not to say

11. Your age?

16 – 24  25 – 34  35 – 44  45 – 54

55 – 64  65 +  Prefer not to say

12. Do you consider yourself to have a disability?

Yes  No  Prefer not to say



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From: A1BirtleytoCoalhouse <A1BirtleytoCoalhouse@highwaysengland.co.uk>  
Sent: 12 March 2018 13:47  
Subject: A1 Birtley to Coal House Public Exhibition - Kibblesworth Village Millennium Centre

Good afternoon,

As you may be aware we had planned a public consultation event for Thursday 1<sup>st</sup> March 2018 at Kibblesworth Village Millennium Centre as part of the A1 Birtley to Coal House statutory consultation period. Unfortunately, the severe weather conditions forced us into postponing the event. We understand that this enforced postponement may have caused residents and interested parties some inconvenience and for this we apologise.

I am pleased to inform you that we have now rescheduled the event for the following date and time:

**Date:** Thursday 22<sup>nd</sup> March 2018

**Time:** 10am – 4pm

**Location:** Kibblesworth Village Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, Tyne and Wear, NE11 0XN

We will also be extending our consultation period by a week. Therefore, the deadline for all feedback on our proposals will now be 23:59 on Thursday 29<sup>th</sup> March 2018.

Kind regards,

Jess.

**Jessica Meikle**

**Project Support, A1 Birtley to Coal House**

**Regional Investment Programme (RIP) North**

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Telephone: +44 (0) 300 470 4548

Web: <http://www.highways.gov.uk>

Our ref: A1B2CH Statutory Consultation



Nicola Wilkes  
Highways England  
RIP North  
Lateral  
8 City Walk  
Leeds LS11 9AT

Date: 12/03/18

Dear 

**A1 BIRTLEY TO COAL HOUSE SCHEME  
PUBLIC EXHIBITION – KIBBLESWORTH VILLAGE MILLENNIUM CENTRE**

As you may be aware we had planned a public consultation event for Thursday 1 March 2018 at Kibblesworth Village Millennium Centre. Unfortunately, the severe weather conditions forced us into postponing the event. We understand that this enforced postponement may have caused residents and interested parties some inconvenience and for this we apologise.

I am pleased to inform you that we have now rescheduled the event for the following date and time:

**Date:** Thursday 22 March 2018

**Time:** 10am – 4pm

**Location:** Kibblesworth Village Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, Tyne and Wear, NE11 0XN

We will also be extending our consultation period by a week. Therefore, the deadline for all feedback on our proposals will now be 23:59 on Thursday 29 March 2018. You can submit your feedback by:

- completing the questionnaire included within the consultation leaflet and sending it back to us using the freepost address provided or;
- completing the electronic questionnaire available on our website at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

We hope you are able to attend the event and look forward to receiving your feedback on our proposals for the A1. If you require any further information, please do not hesitate to email us at [A1BirtleytoCoalHouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalHouse@highwaysengland.co.uk) or call us on 0300 470 4548.

Yours sincerely,



Nicola Wilkes  
Project Manager  
A1 Birtley to Coal House



**A1**

**Birtley to Coal House**  
improvement scheme

**Preliminary Environmental  
Information Report  
Appendix A**

<b>Acronym</b>	<b>Description</b>
<b>A</b>	
ALC	Agricultural Land Classification
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
ARN	Appraised Road Network
<b>B</b>	
BGL	Below Ground Level
BMV	Best and Most Versatile
<b>C</b>	
CA	Conservation Areas
CCTV	Closed-Circuit Television
CDE	Construction, Demolition and Excavation
CEMP	Construction Environmental Management Plan
CL:AIRE	Contaminated Land: Applications in Real Environments
<b>D</b>	
DBA	Desk Based Assessment
DCO	Development Consent Order
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
<b>E</b>	
EIA	Environmental Impact Assessment
EPDs	Environmental Product Declarations
ES	Environmental Statement

EIA Regulations	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
<b>F</b>	
FRA	Flood Risk Assessment
<b>G</b>	
GCR	Geological Conservation Review
GHG	Greenhouse Gas
GI	Ground Investigation
GLVIA	Guidelines for Landscape and Visual Impact Assessment
<b>H</b>	
ha	Hectares
HER	Historic Environment Record
<b>I</b>	
IAN	Interim Advice Note
IAQM	Institute of Air Quality Management
<b>J</b>	
<b>K</b>	
KPI	Key Performance Indicators
<b>L</b>	
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Site
<b>M</b>	
MMP	Material Management Plan
MoRLiCS	Motorway Road Lighting Control System

MSGP	Making Spaces for Growing Places
MT	Motorised Travellers
<b>N</b>	
NGWB	Newcastle/Gateshead Western Bypass
NIAAs	Noise Important Areas
NMTs	Non-Motorised Travellers
NMUs	Non-Motorised Users
NO	Nitrogen Oxide
NO <sub>2</sub>	Nitrogen Dioxide
NOx	Oxides of Nitrogen
NPPF	National Planning Policy Framework
NPSNN	National Policy Statement for National Networks
NSIP	Nationally Significant Infrastructure Project
<b>O</b>	
<b>P</b>	
PEA	Preliminary Ecological Appraisal
PEIR	Preliminary Environmental Information Report
PRF	Potential Roof Features
ProW	Public Right of Way
PSSR	Preliminary Sources Study Report
<b>Q</b>	
<b>R</b>	
RBMP	River Basin Management Plan
RIS	Roads Investment Strategy
RPE	Respiratory Protective Equipment

<b>S</b>	
SOBC	Strategic Outline Business Case
SNCI	Sites of Nature Conservation Importance
SM	Scheduled Monument
SoS	Secretary of State
SSSI	Site of Special Scientific Interest
SWMP	Site Waste Management Plan
SAC	Special Area of Conservation
SoCC	Statement of Community Consultation
SPA	Special Protection Area
SPZ	Source Protection Zone
SRN	Strategic Road Network
<b>T</b>	
TMP	Traffic Management Plan
TSCS	Thin Surface Course System
<b>U</b>	
UKCP	United Kingdom Climate Projection
<b>V</b>	
VMS	Variable Message Sign
<b>W</b>	
WFD	Water Framework Directive
<b>Z</b>	
ZVI	Zone of Visual Influence

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Appendix B**

- Ref 1.1** - UK Government (2017) Infrastructure Planning (EIA) Regulations 2017 No. 572
- Ref 1.2** - European Commission (2014) Environmental Impact Assessment Directive (EIA) 2014/52/EU.
- Ref 2.1** - HA551462-WSP-GEN-BCH-RP-D-0000\_051 S2 P2.0 Scheme Assessment Report – A1 Birtley to Coal House; WSP; 10th July 2017
- Ref 4.1** – Highways Agency (1993, updated 2008). The Design Manual for Roads Bridges: Volume 11, Environmental Assessment.
- Ref 4.2** - Highways Agency (2001). Design Manual for Roads and Bridges: Environmental Design and Management. Available from: [[Link](#)]
- Ref 6.1** - <http://uk-air.defra.gov.uk/data/gis-mapping> accessed 27/10/2017.
- Ref 6.2** - The National Policy Statement for National Networks (NPSNN, 2014) Available from: [[Link](#)]
- Ref 6.3** - Highways Agency. (2007). Design Manual for Roads and Bridges, Volume 11, Section 3 – Part 2 HA208/07, Cultural Heritage (August 2007).
- Ref 6.4** - Highways Agency (2010) DMRB Interim Advice Note 135/10 Landscape and Visual Effects Assessment.
- Ref 6.5** - Landscape Institute of Environmental Management and Assessment (2013). Guidelines for Landscape and Visual Impact Assessment. Third Edition.
- Ref 6.6** - Highways England (2015) Our Plan to Protect and Increase Biodiversity. [[Link](#)]
- Ref 6.7** - CIEEM (2016) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal, Chartered Institute of Ecology and Environmental Management, Winchester.
- Ref 6.8** - Highways England (2010) Interim Advice Note 130/10 Ecology and Nature Conservation: Criteria for Impact Assessment.
- Ref 6.9** - Highways Agency (1993) Design Manual for Roads and Bridges. Volume 11, Section 3, Part 4. Ecology and Nature Conservation.
- Ref 6.10** - Defra (2016) UK Statistics on Waste [[Link](#)].
- Ref 6.11** - Environment Agency (2015) Remaining Landfill Capacity – Operator Site Submissions [[Link](#)].
- Ref 6.12** - Highways Agency (2011) Interim Advice Note (IAN) 153/11 – Guidance on the Environmental Assessment of Material Resources [[Link](#)]
- Ref 6.13** - Department for Environment, Food and Rural Affairs, January 2014. Noise Action Plan: Roads (Including Major Roads) Environmental Noise (England) Regulations 2006, as amended.
- Ref 6.14** - Highways Agency. (2011). Design Manual for Roads and Bridges, Volume 11, Section 3 – Part 7 HD213/11, Noise and Vibration (November 2011). London: Highways Agency.

**Ref 6.15** - Highways Agency (2015) Interim Advice Note 185/15 Updated traffic, air quality and noise advice on the assessment on link speeds and generation of vehicle data into 'speed-bands' for users of DMRB Volume 11, Section 3, Part 1 'Air Quality and Volume 11, Section 3. Part 7 Noise.

**Ref 6.16** - <https://www.ons.gov.uk/>.

**Ref 6.17** - Gateshead Local Development Plan. (2015).

**Ref 6.18** - Highways Agency. (2009) Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 Part 10 (HD45/09), Road Drainage and the Water Environment.

**Ref 7.1** - The Planning Inspectorate. (2015) Advice Note 17. Cumulative Effects Assessment relevant to Nationally Significant Infrastructure Projects.

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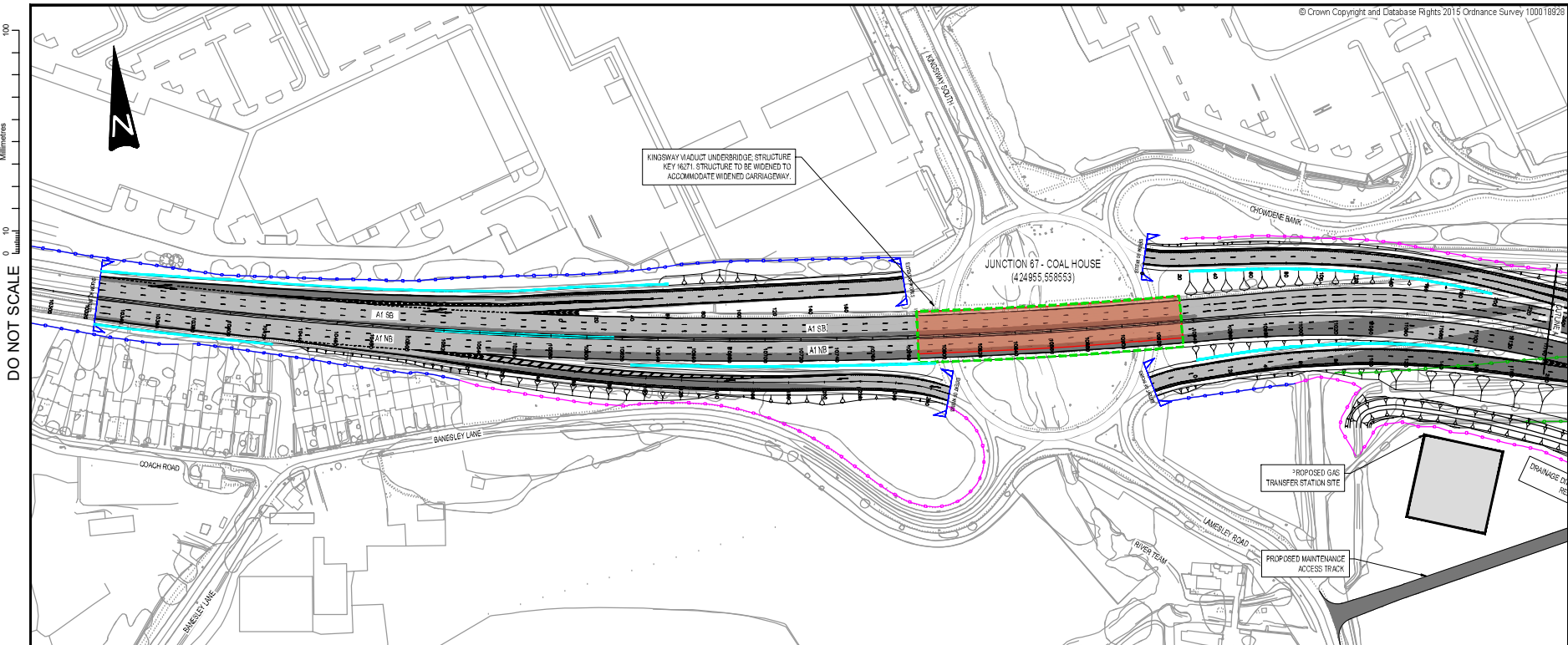
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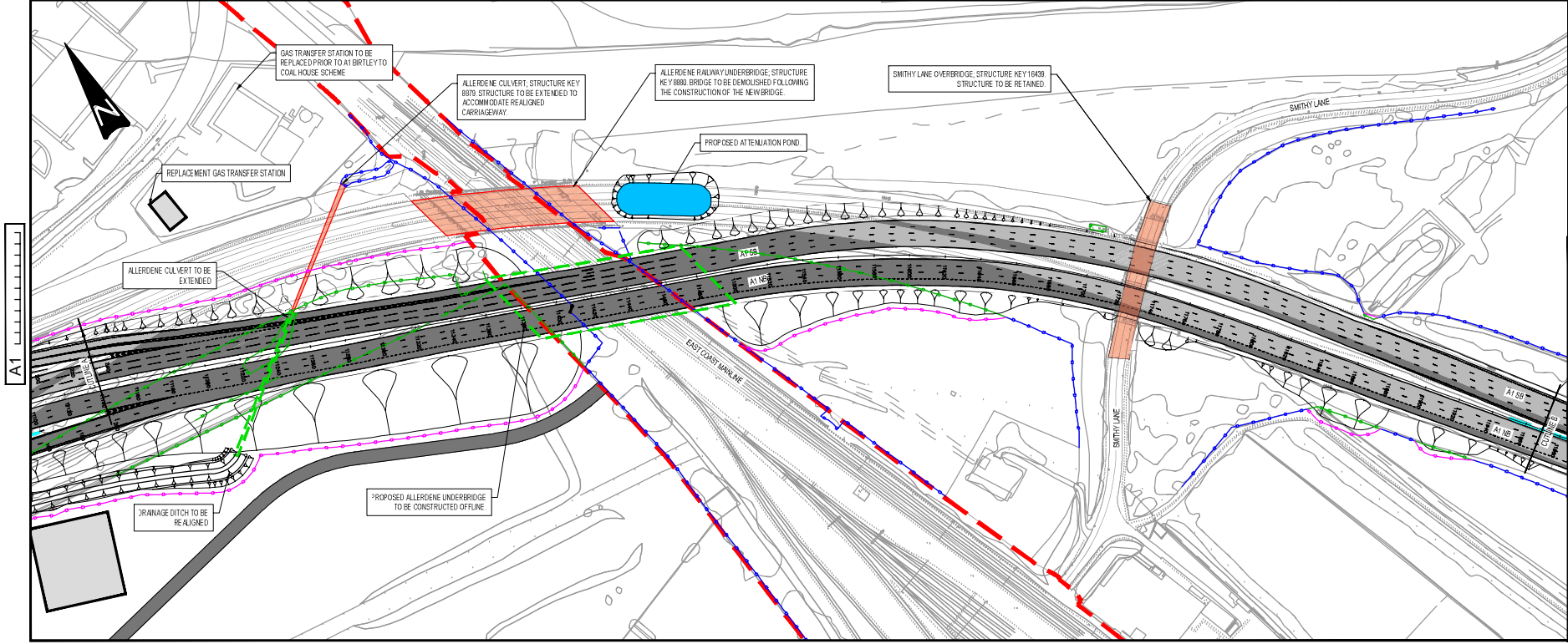
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Appendix C**

**KEY**

- EXISTING STRUCTURE
- PROPOSED STRUCTURE
- PROPOSED RETAINING WALL
- PROPOSED HIGHWAY BOUNDARY FENCE
- RETAINED EXISTING HIGHWAY BOUNDARY FENCE (WHERE AVAILABLE)
- REMOVED EXISTING HIGHWAY BOUNDARY FENCE
- NEW CARRIAGEWAY CONSTRUCTION
- EXISTING CARRIAGEWAY TO BE RETAINED WHERE VERTICAL ALIGNMENT PERMITS
- NETWORK RAIL LAND BOUNDARY
- DRAINAGE ATTENUATION POND
- PROPOSED FOOTPATH DIVERSION / UPGRADE
- EXISTING FOOTPATH



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Rev.	Date	Description	By	CHK'd	App'd
PO1	05/09/16	FOR INFORMATION	JWL	CP	NGR
PO2	06/09/16	AMENDMENTS TO BRIDGE & STRUCTURES, DRAINAGE SCHEME	JWL	SG	NGR
PO3	19/02/17	BASED ON PUBLIC CONSULTATION	JWL	SG	NGR
PO4	19/02/17	DESIGN DEVELOPMENT PERIOD PUBLIC CONSULTATION	JWL	SG	NGR
PO5.1	02/08/17	DESIGN DEVELOPMENT PERIOD 2 PUBLIC CONSULTATION	JWL	SG	NGR
PO6	18/01/18	FOR INFORMATION PUBLIC CONSULTATION	AW	PG	NGR

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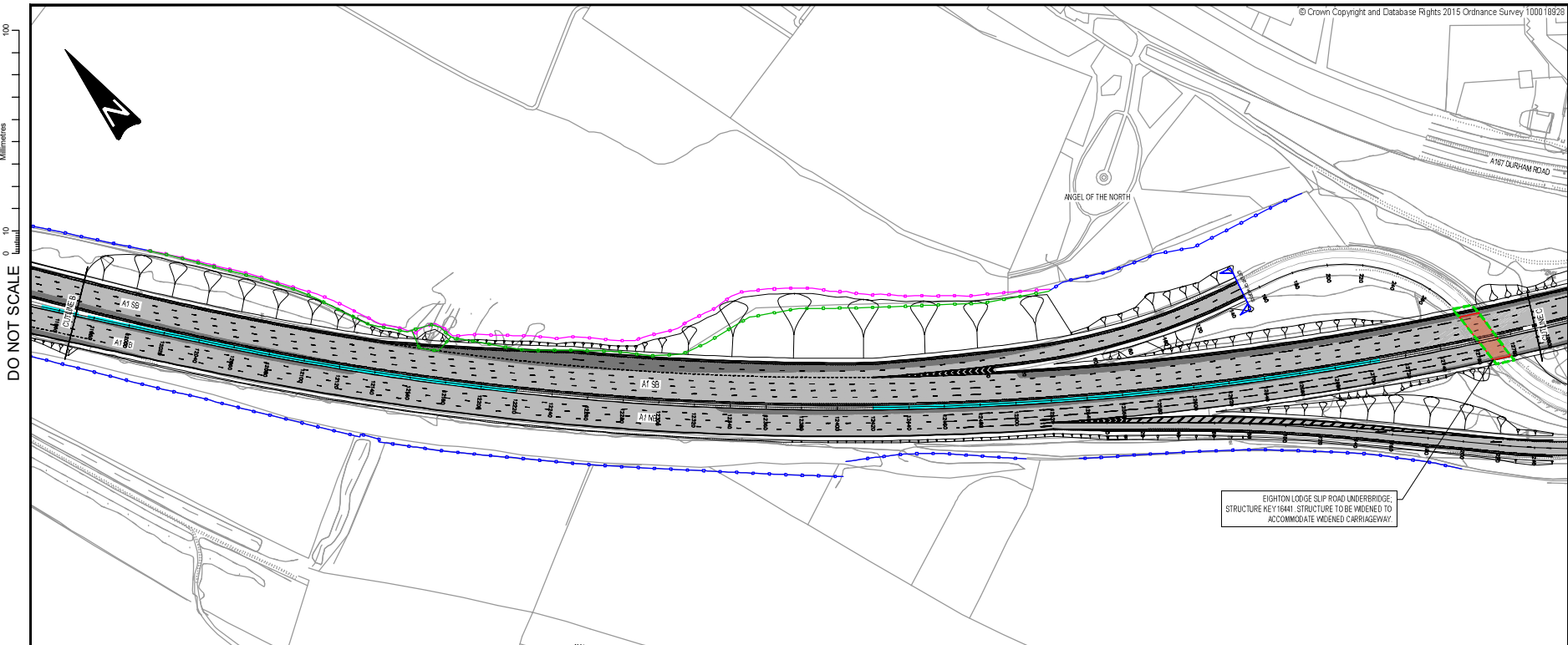
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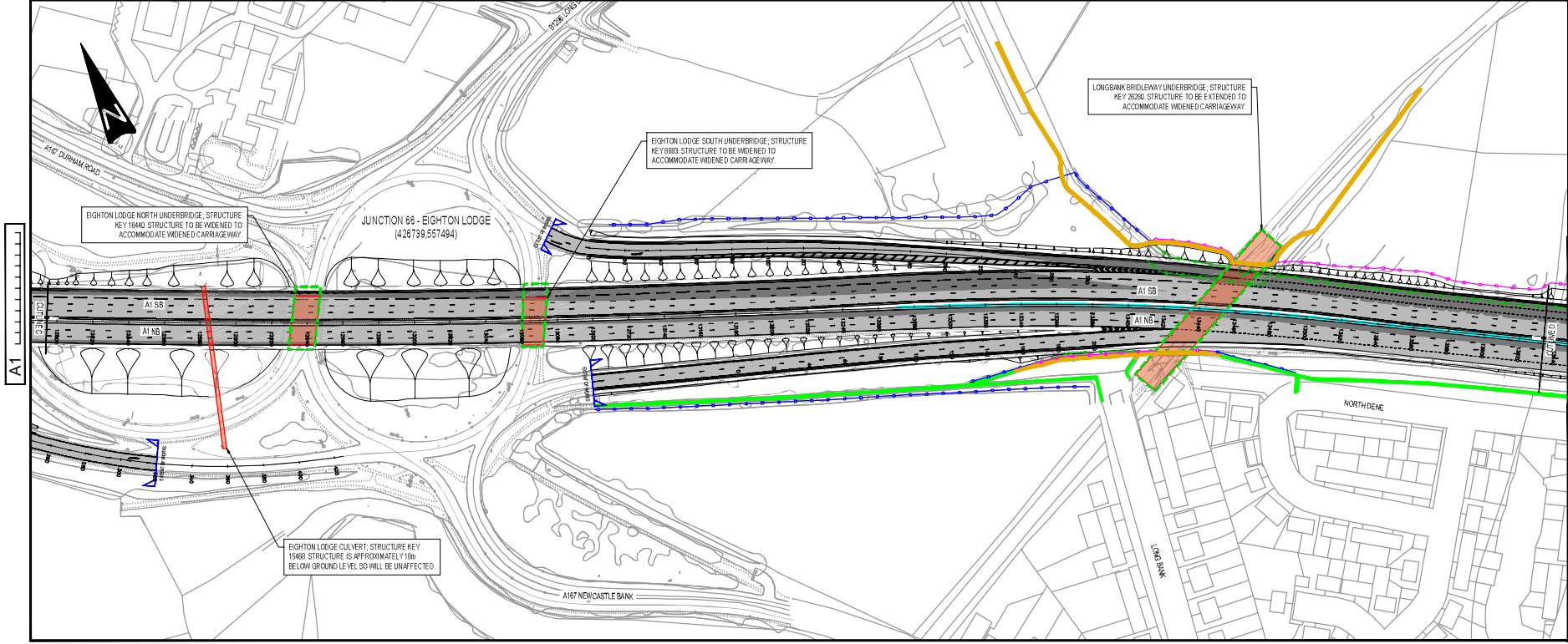
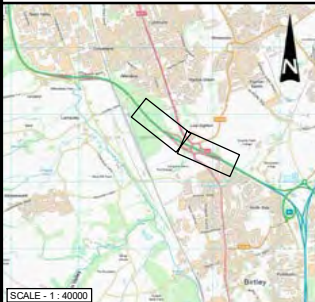
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P01	05/01/16	FOR INFORMATION	JAC		
P02	06/01/16	AMENDMENTS TO BRIDGE & STRUCTURES OVERHEAD BRIDGE	JAC	CP	NGR
P03	10/02/17	BRIDGE OVER PUBLIC CANAL SYSTEM	JWL	SG	NGR
P04	10/02/17	DESIGN DEVELOPMENT PERIOD PUBLIC CONSULTATION	JWL	SG	NGR
P05	25/08/17	UPDATES FOLLOWING BY ROAD 21 TRAFFIC MONITOR	JWL	MS	NGR
P06		FINAL ARCHITECTURAL PUBLIC CONSULTATION	AW	PG	NGR

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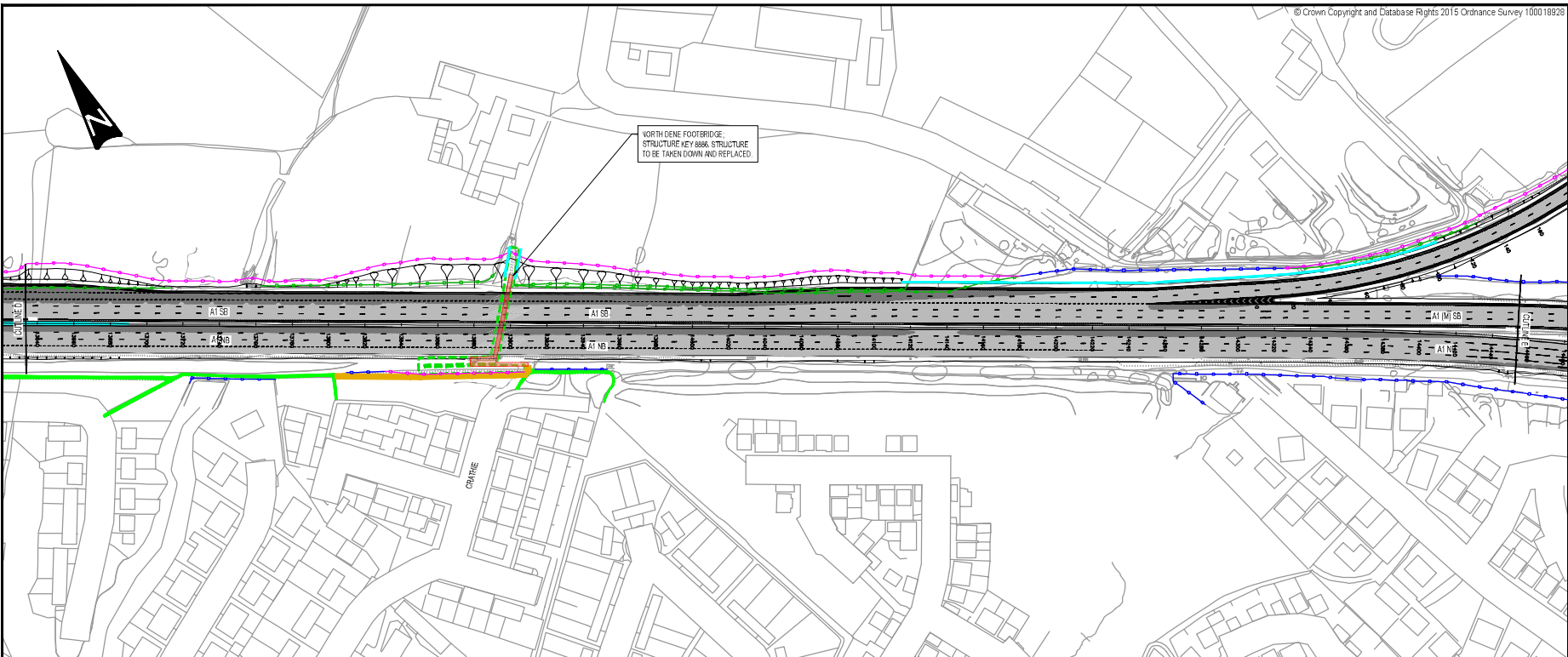
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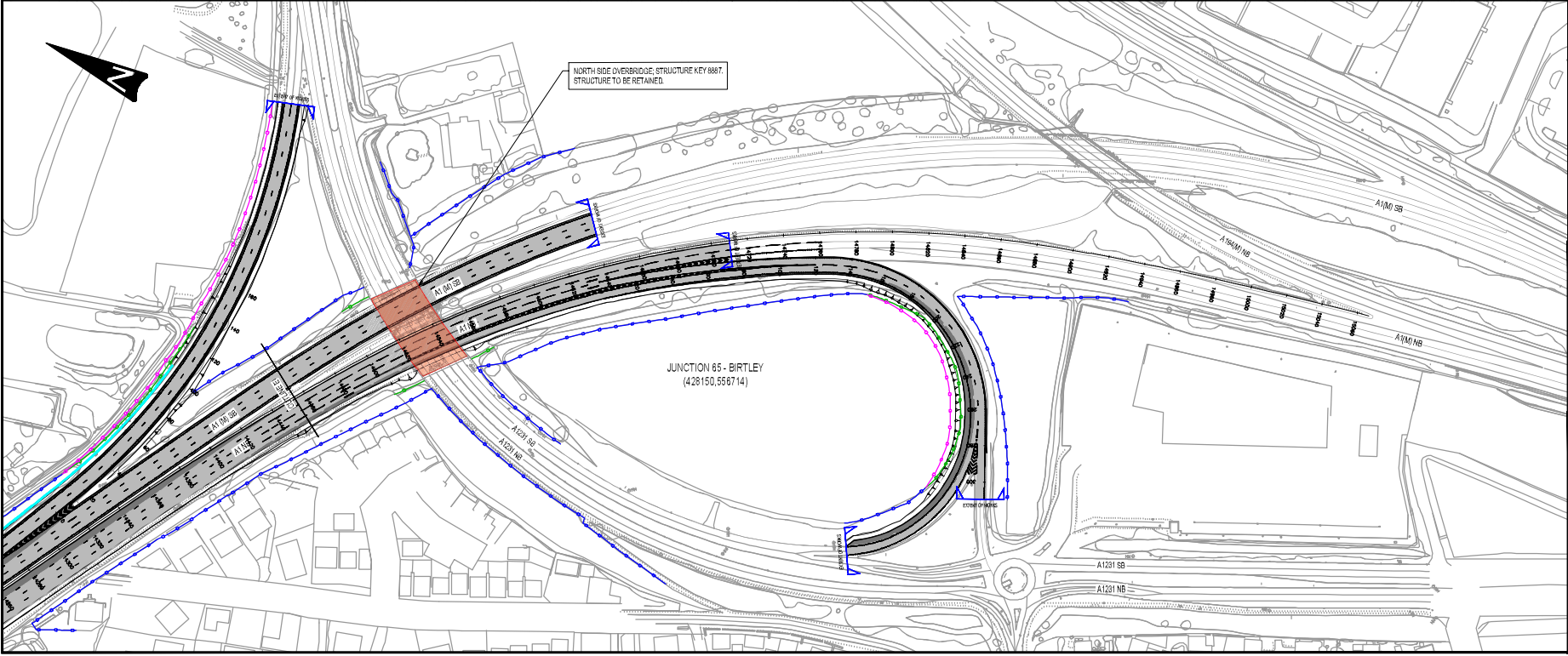
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PO3	19/02/17	BRIDGE FOR PUBLIC CONSULTATION	JWL	SG	NGR
PO4	19/02/17	BRIDGE DEVELOPMENT FOR PUBLIC CONSULTATION	JWL	SG	NGR
PO5	25/08/17	UPDATES FOLLOWING OF ROAD 2 TERRACE BRIDGE	JWL	MS	NGR
PO6		FOR INFORMATION PUBLIC CONSULTATION	AW	PG	NGR

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Appendix D**

REPORT N° HA551462-WSP-EAC-BCH-RP-EN-0000\_061

# A1 BIRTLEY TO COAL HOUSE

ENVIRONMENTAL IMPACT ASSESSMENT-  
SCOPING REPORT



**A1 BIRTLEY TO COAL HOUSE  
ENVIRONMENTAL IMPACT  
ASSESSMENT-SCOPING REPORT**  
**Highways England**

**PO2.0**

Project no: 70015226

Date:

—  
**WSP**

Three White Rose Business Park  
Millshaw Park Lane  
Leeds  
LS11 0DL




Tel: +0 (0) 113 395 6200

Fax: +0 (0) 113 395 6201

**[www.wsp.com](http://www.wsp.com)**



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Checked by	Kevin Stubbs	Kevin Stubbs		
Signature		 kevin.stubbs@emeia.wspgroup.com 2017.11.07 16:28:44 Z		
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# PRODUCTION TEAM

## HIGHWAYS ENGLAND

Project Manager Nicola Wilkes

Assistant Project Manager Amie Locker

## WSP

Project Director Bruce Donaldson

Project Manager Nigel Rawcliffe

Discipline Lead Nicola Ashworth

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## APPENDICES

<b>APPENDIX A</b>	<b>GLOSSARY OF ABBREVIATIONS</b>
<b>APPENDIX B</b>	<b>FIGURES</b>



# 1 INTRODUCTION

## 1.1 INTRODUCTION TO THE SCHEME

- 1.1.1 The Birtley to Coal House improvement scheme (the Scheme) aims to increase capacity along this section of the A1. The existing road would be widened to provide a three lane carriageway; additional lanes would be provided between junctions to help manage traffic joining and leaving the A1.
- 1.1.2 Modifications would be made to the existing structures at junction 65 (Birtley), junction 66 (Eighton Lodge) and junction 67 (Coal House) to accommodate the additional lanes.
- 1.1.3 Allerdene Railway Bridge would be replaced with a wider structure and additional lanes to improve capacity. The height of the bridge and road at this section would also be raised to ensure the bridge meets current standards.
- 1.1.4 Most of the work will take place within the highway boundary; however, some additional land would be required at points along the route.
- 1.1.5 The Scheme is a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008. As such Highways England will submit an application for a Development Consent Order (DCO) to allow the Scheme to be constructed.
- 1.1.6 An EIA Screening exercise was undertaken and it was identified that an Environmental Impact Assessment (EIA) would be required for the Scheme.
- 1.1.7 This Scoping Report has been produced in accordance with the Infrastructure Planning (EIA) Regulations 2017 and the Design Manual for Roads and Bridges (DMRB). The report identifies those topics that would be the subject of the environmental assessment (those topics that have been “scoped in”) and those topics that will not be taken further in the environmental assessment (those topics that have been “scoped out”).

## 1.2 SCHEME LOCATION

- 1.2.1 The Scheme is situated in North East of England and is located in the Metropolitan Borough of Gateshead between J65 (Birtley) and J67 (Coal House) as shown on **Figure 1.1 Location Plan**, which can be found in **Appendix B**.

- 1.2.2 The area within the Schemes 1km buffer, as shown on **Figure 1.2 Environmental Constraints Plan** within **Appendix B**, is characterised by a combination of residential, rural, industrial, recreational, open space and urban fringe land uses. Much of the area falls within designated Green Belt land, namely the Tyne and Wear Green Belt around Gateshead and Newcastle within the Gateshead district. The A1 and East Coast mainline sever the whole area and form strong visual and audible elements of the landscape.
- 1.2.3 The area to the north of Junction 67 is characterised by Team Valley Trading Estate.
- 1.2.4 To the west and north-west of Junction 67 lies Ravensworth Conservation Area, which includes several listed buildings. This area comprises Lady Park which includes a small number of residential properties.
- 1.2.5 To the east of Junction 67 lies Allerdene Bridge which carries the A1 over the East Coast mainline and provides the most important engineering constraint to the Scheme.
- 1.2.6 The central area between Junction 67 and Junction 66 is dominated by the A1. The area to the south of the A1 is designated greenbelt. Longacre wood Local Wildlife Site (LWS) lies directly south of the A1. Other land uses include Lamesley Conservation Area (and listed buildings) and large areas of agricultural land. Longacre Dene ancient woodland lies close to Junction 66 to the south. The River Team runs underneath Junction 67 and continues to flow in a northerly direction through Team Valley Trading Estate where it is heavily modified. The River Team floodplain occupies areas from the outskirts of Birtley in the south, through Lamesley and around Coal House roundabout, and continues through Team Valley. The River Team wildlife corridor, largely to the south of, but also crossing, the A1, is made up of Lamesley Pastures LWS, Tyne Marshalling Yard, Lamesley reed beds mine water treatment area, Bowes Railway Scheduled Monument (SM) and bridleway and Longacre Wood LWS.
- 1.2.7 To the north of the central section between Junction 67 and 66 lie the residential areas of Chowdene, Allerdene, Harlow Green and Eighton. To the east lies the Angel of the North, Ravensworth golf course, Angel View Inn public house, Eighton Lodge Care Home and residential properties to the outskirts.
- 1.2.8 Bowes Railway SM, which is one of the earliest and best preserved examples of a rope haulage system, and Bowes Railway LWS, crosses the 1km buffer from the north east to the south west just south of Junction 66. This route is also a bridleway for most of its length.
- 1.2.9 The area to the south of Junction 66 is dominated by residential properties in Birtley. Birtley Conservation Area lies on the edge of the 1km buffer to the south west. Two schools lie in this area.

1.2.10 The area to the east and south east of Junction 66 is designated greenbelt and is dominated by agricultural and recreational land uses. A number of footpaths and bridle paths cross this area. The Follingsby wildlife corridor, consisting of Sheddons Hill, Dunkirk Pond, Dunkirk Farm west and Bowes Railway Line, lies largely to the north east of the A1.

1.2.11 The area to the south west of Junction 65 is dominated by Portobello industrial estate and residential land uses. The area to the south east of Junction 65 is dominated by industrial land uses, residential areas of Ayton, Blackfell and Oxclose, and two schools.

### 1.3 THE SCHEME FOOTPRINT

1.3.1 The Scheme Footprint includes all temporary and permanent land required to deliver the Scheme. The Scheme Footprint is defined by the red line shown on **Figure 1.2 Environmental Constraints Plan**, which can be found in **Appendix B**. The red line is hereafter referred to as the Scheme Footprint.

1.3.2 The Scheme Footprint was updated following a review on 5 October 2017 which took place after this Scoping Report was completed. In order to meet timescales for submission of the Scoping Report to the Planning Inspectorate the Scoping Report was not updated; however it was confirmed by all specialists that the scope of assessment would not change as a result of this update.

### 1.4 ENVIRONMENTAL IMPACT ASSESSMENT

1.4.1 An EIA Screening exercise has been completed for the Scheme under the EIA Directive 2011/92/EU as amended by EIA Directive 2014/52/EU “the EIA Directive” and the Infrastructure Planning (EIA) Regulations 2017<sup>1</sup>, hereafter referred to as “the EIA Regulations”.

1.4.2 On the basis of the relevant thresholds, the Scheme falls within Annex II 10(b)(e) of the EIA Directive which covers the “construction of roads, harbours, and port installations, including fishing harbours (projects not included in Annex I)” of the EIA Directive.

1.4.3 The Screening determination carried out by Highways England concluded that that the Scheme is likely to result in significant environmental effects and that an EIA is required. It should also be noted that the Scheme has been identified as being in a “sensitive area” due to the location of the Bowes Railway Scheduled Monument within the Scheme Footprint.

### 1.5 PURPOSE OF THE REPORT

1.5.1 This Scoping Report has been prepared in accordance with Section 10 of the EIA Regulations.

1.5.2 The purpose of this Scoping Report is to set out the proposed scope of the EIA. This report has been prepared to support a request for a Scoping Opinion under Regulation 8 of the EIA Regulations from the Planning Inspectorate (PINS). This process will provide feedback on any additional information to be provided in the Environmental Statement (ES) in support of an application for a Development Consent Order (DCO) to be submitted to PINS in due course.

1.5.3 The main objectives of this Scoping Report are to:

- Provide a description of the Scheme and to inform the key stakeholders;
- Identify the topics and issues that are proposed to be the subject of the environmental assessment – those topics that are “scoped in”;
- Eliminate those topics and issues not requiring further consideration and which would therefore not be taken further in environmental assessment – those topics that are “scoped out”;
- Determine the level of assessment needed for each topic area, for example, simple or detailed;
- Define the technical, spatial and temporal scope of the study for each of the topics and issues to be considered;
- Define the approach to, and methodologies for, conducting baseline studies;
- Define the approach to, and methodologies for, predicting environmental impacts and for evaluating the significance of environmental effects;
- Provide details of the consultation undertaken to date and to be undertaken during PCF Stage 3; and
- Provide the mechanism through which comments from key stakeholders can be sought.

1.5.4 The information provided in this Scoping Report is based on best available information at the time of writing.

## 1.6 PROJECT ROLES

### THE DESIGNER

1.6.1 WSP has been commissioned by Highways England under their Project Support Framework (PSF) to undertake the Preliminary Design of the Preferred Route, which includes undertaking the EIA for the Scheme. This work forms Stage 3 (Preliminary Design) of Highways England Project Control Framework (PCF).

### THE DEVELOPER

1.6.2 Highways England, a government company is the Developer of the Scheme.

## 1.7 REPORT STRUCTURE

1.7.1 This Scoping Report is structured as follows:

- Section 2 provides an overview of the Scheme;
- Section 3 details information on the need for the Scheme, a description of the Scheme and the Scheme objectives;
- Section 4 details the assessment of alternatives;
- Section 5 details any previous and proposed consultation;
- Section 6 details the approach to the environmental assessment;
- Sections 7-16 details the findings of the individual environmental assessments;
- Section 17 details the findings of the cumulative effects assessment; and
- Section 18 provides a summary the findings.

## 2 OVERVIEW OF THE PROJECT

- 2.1.1 A Feasibility Study was undertaken in 2014 to determine the existing issues on the route and prioritise the sections which most urgently need attention. A Strategic Outline Business Case was produced for the options which performed well at the Options Assessment Stage, as follows:
- J65 (Birtley) - J67 (Coal House) A1 Birtley to Coal House (including Allerdene Railway Bridge); and
  - J74 (Scotswood) - J79 (North Brunton) A1 Scotswood to North Brunton.
- 2.1.2 Both schemes were announced in the Autumn Statement in December 2014 as schemes that should be taken forward into the Roads Investment Strategy (RIS), for delivery in the current roads period. The completion of the Feasibility Study concluded PCF Stage 0 (Strategy, Shaping and Prioritisation) for both schemes.
- 2.1.3 Following PCF Stage 0, the following PCF Stages have been undertaken:
- PCF Stage 1 (Option Identification) concluded in April 2016; and
  - PCF Stage 2 (Option Selection) concluded in July 2017.
- 2.1.4 Further information regarding the options considered at PCF Stage 1 and 2 can be viewed in **Section 4: Assessment of Alternatives**.
- 2.1.5 This Scoping Report falls within PCF Stage 3 (Preliminary Design).



# 3 THE SCHEME

## 3.1 NEED FOR THE SCHEME

- 3.1.1 The A1 is a critical part of the road network and the A1 Newcastle Gateshead Western Bypass (NGWB) is one of the most congested sections of highway in the North East with more than 110,000 vehicles using the route every day on the busiest section.
- 3.1.2 Currently this section of the A1 suffers congestion, particularly during peak hours, which can result in unreliable journey times. It is anticipated to become busier with traffic expected to grow as a result of new housing and employment developments planned for the area. Road improvements are needed to support this growth.
- 3.1.3 As part of the Scheme, Allerdene Railway Bridge which carries the A1 over the East Coast Mainline will be replaced. The current bridge was built nearly 40 years ago and requires regular maintenance that can cause disruption to traffic.
- 3.1.4 A Feasibility Study was undertaken in 2014 to determine the existing issues on the route and prioritise the sections which most urgently need attention. It was determined that this Scheme should be taken forward into the Roads Investment Strategy (RIS) for delivery in the current roads period.

## 3.2 SCHEME OBJECTIVES

- 3.2.1 The objectives of the Scheme are to:
- Reduce congestion;
  - Improve the reliability of people's journeys;
  - Make journeys safer;
  - Help support economic growth; and
  - Support the government's initiative for growth in the North East by improving the Team Valley Employment Zone.
- 3.2.2 The overall environmental aims of the Scheme are as follows:
- Reduce carbon by providing more free flowing traffic;
  - Reduce the noise environment in 3 Noise Improvement Areas and along the whole Scheme; and
  - Work with stakeholders to improve the water environment.

**3.2.3** In addition, the design of the Scheme will be carried out in the context of the Performance Specification set out for Highways England in the Department for Transport's (DfT) RIS which identified Key Performance Indicators (KPIs), including targets and requirements relating to the environment, cyclists, walkers and other vulnerable users of the network.

### **3.3 SCHEME DESCRIPTION**

**3.3.1** The Scheme will consist of widening of the existing carriageway between J65 (Birtley) and J67 (Coal House) to provide more lanes and increase capacity. The widening will be mainly online widening, with a section of re-alignment to the south at Allerdene Bridge between J66 (Eighton Lodge) and J67 (Coal House); the new bridge will replace existing crossing over the East Coast Mainline and both junctions will be retained.

**3.3.2** The southbound carriageway to Smithy Lane will be 50mph with an urban all-purpose cross section, and beyond this, to J65 (Birtley), the speed limit will be 70mph with a rural all-purpose cross section. A lane gain at J67 (Coal House) provides 4 lanes until the lane is dropped again at J65 (Birtley). The northbound carriageway will be a dual 3-lane urban all-purpose road with lane gain / lane drops are proposed between the junctions. The speed limit of 50mph will be retained on the northbound carriageway for the length of the Scheme.

**3.3.3** To retain the existing northbound carriageway edge, the widening between J65 (Birtley) and J66 (Eighton Lodge) is generally proposed to be adjacent to the southbound carriageway. North Dene Footbridge will be replaced and Longbank Bridleway underbridge extended to accommodate the widening.

**3.3.4** The three underbridges at J66 (Eighton Lodge) interchange are to be widened. The proposed slip roads at J66 (Eighton Lodge) are to tie into the existing so that the existing roundabout geometry can be retained.

**3.3.5** The A1 is to be re-aligned approximately 60m to the south in the vicinity of Allerdene Bridge to allow continuous provision for traffic on the existing bridge during construction. The existing structure will be demolished once traffic has been diverted onto the new alignment. Demolition of the existing structure is, therefore, not programme critical to the Scheme.

**3.3.6** Kingsway Viaduct which carries the A1 over J67 (Coal House) roundabout will be retained and widened to accommodate the additional lanes. Impact to J67 (Coal House) roundabout will be minimised by tying into the existing slip roads and making use of retaining structures between the mainline and the slip roads.

**3.3.7** The Scheme will look to use existing traffic communication technology (such as Variable Messaging Signs (VMS), CCTV cameras, Motorway Incident Detection Automatic Signalling, etc.). Where the existing technology does not meeting current standards, it will be replaced to current standards to ensure operational expectations are met.

- 3.3.8 The works are planned to start in September 2020 with construction duration estimated to be 30 to 36 months. The Scheme will open to traffic by 2023.
- 3.3.9 The proposed site compound is located adjacent to Lamesley Road in a plot of land that was formerly an underground gas storage facility. Temporary compounds would also be set up at the existing Allerdene Bridge and Longbank Bridleway for the works associated with these structures. All compounds are subject to change until the Order Limits are confirmed on submission of the DCO application.

# 4 ASSESSMENT OF ALTERNATIVES

## 4.1 ALTERNATIVE ASSESSMENT METHODOLOGY

4.1.1 The development of options followed Highways England Project Control Framework (PCF) methodology steps as follows:

- PCF Stage 0 - Strategy, Shaping & Prioritisation
- PCF Stage 1 - Option Identification
- PCF Stage 2 - Option Selection
- PCF Stage 3 – Preliminary Design (the current Stage)

4.1.2 Each stage was subject to a Stage Gate review (SGAR) prior to commencing to the next stage. This culminated in the preferred route announcement. The sections below set out the process and findings at each stage leading to this point.

### PCF STAGE 0 - STRATEGY, SHAPING & PRIORITISATION

4.1.3 A feasibility study was carried out to determine the viability of potential improvements following WebTAG methodology, this can be found at the following location: <https://www.gov.uk/government/publications/a1-newcastle-gateshead-western-bypass-feasibility-study-overview>

### PCF STAGE 1 – OPTION IDENTIFICATION

4.1.4 At PCF Stage 1 three options, as detailed in section 4.2.3 below, were identified within the corridor and an environmental desk based assessment was prepared which identified environmental constraints. The assessment followed DMRB methodology and highlighted the key environmental issues for each option and the potential further environmental assessment work required at the next stage.

### PCF STAGE 2 – OPTION SELECTION

4.1.5 At PCF Stage 2 a further Scoping exercise was carried out in accordance with DMRB methodology to review the scope of assessment identified at PCF Stage 1 to ensure it was still appropriate and proportionate in line with the principles of Interim Advice Note 125/15 Environmental Assessment Update<sup>2</sup>. This scoping exercise took place in a meeting between Highways England Regional Environmental Advisor, and WSP | Parsons Brinckerhoff (now WSP) Environmental Coordinator on 3 May 2016. It was considered that for traffic related topics, i.e. Air Quality, Noise, and Water and Drainage, where no traffic data was available at Stage 1, a Screening and Scoping assessment would be sufficient to highlight the differences between options, identify any risks and propose the likely level of assessment at PCF Stage 3. For other topic areas,

namely Landscape, Nature Conservation, Materials and People and Communities, the assessment proposal from PCF Stage 1 was amended to cover only the differences between options, or to explore further issues that presented a risk to the further development of the Scheme. For example, there is little difference between options in relation to heritage, but understanding and reporting on the views of Historic England in relation to Bowes Railway Scheduled Monument, was considered worthy of reporting. For the remaining topics, Geology and Soils and Cultural Heritage, there are no significant differences between options, and the PCF Stage 1 assessment was considered valid for PCF Stage 2.

## 4.2 ALTERNATIVES ASSESSMENT FINDINGS

### PCF STAGE 0

4.2.1 In 2014, a Feasibility Study was undertaken to determine pre-existing issues on the A1 in order to prioritise the road sections which most urgently require upgrading. During this study the feasibility of conceptual options was appraised using sifting tools.

4.2.2 The Feasibility Study led to the definition of the scope of work for improvement to the A1 Birtley to Coal House from junction 65 to 67 (including Allerdene Bridge) as announced in the Roads Investment Strategy (RIS) in December 2014, which was progressed to the Options Identification Stage (PCF Stage 1).

### PCF STAGE 1

4.2.3 Three options were identified at PCF Stage 1 (Option Identification); each with the same alignment and cross section between J66 (Eighton Lodge) and J65 (Birtley), where widening of existing structures was possible. The main difference was the approach to replacing Allerdene Bridge, either in the existing footprint or to the south of the existing structure. The options were as follows:

- Option 1 - Allerdene Railway Bridge would be replaced in its current location. This would require a temporary bridge to be constructed to carry traffic over the A1 while the new bridge is constructed. This option would be a more complex scheme to construct requiring more traffic management and a longer construction period;
- Option 2 - Allerdene Railway Bridge would be reconstructed south of its current location, improving the existing road alignment and improving safety. To accommodate the new alignment there may be a requirement to replace Smithy Lane overbridge; and
- Option 3 - Replacement of Allerdene Railway Bridge approximately 200m to the south of the existing structure, which would require the section between Eighton Lodge and Coal House (junction 66 to junction 67) to also be offline. This option would require significant additional land to be purchased and would result in a completely new layout of Coal House junction with the

existing structure at junction 67 (Kingsway Viaduct) being demolished and replaced.

- 4.2.4 PCF Stage 1 concluded that Option 3 should be omitted from further assessment. The benefits for all three options were similar but the costs for Option 3 were significantly higher with more land take and a larger impact on the surrounding environment. Consequently, this option offered better value for money compared to Options 1 and 2. This assessment is more fully described in the Technical Appraisal Report<sup>3</sup>.

## PCF STAGE 2

- 4.2.5 At PCF Stage 2 (Option Selection) the two remaining options from PCF Stage 1 (Option Identification), Option 1 and 2, were progressed. At this stage the options were renamed as follows:

- Option 2 renamed as Option 1A; and
- Option 1 renamed as Option 1B.

- 4.2.6 The outcome of the PCF Stage 2 assessment highlighted that the Scheme would have potential significant environmental effects for water, heritage and noise. Mitigation strategies for these potential impacts would be developed at PCF Stage 3.

- 4.2.7 Overall there were no significant differences between the two options. However the likelihood is that Option 1a would have a more negative effect on landscape and biodiversity around Allerdene due to the permanent relocation of the structure towards Lamesley.

## CONSULTATION

- 4.2.8 A public consultation event was held in September 2016. The following options were presented to the public and other stakeholders for comment:

- Option 1a – Offline Replacement of Allerdene Railway Bridge; and
- Option 1b – Online Replacement of Allerdene Railway Bridge.

- 4.2.9 Scheme and environmental information was presented and expert staff were on hand to answer questions. Information was also available in written and online form and numerous questions have been addressed in writing subsequent to the events.

- 4.2.10 The public consultation identified that 73% of respondents preferred Option 1a. The primary reasons given for choosing Option 1a were a shorter construction period resulting in potentially less disruption and the Scheme was generally considered less complex to construct. The outcome of the consultation was reported in the Report on Public Consultation<sup>4</sup> produced in April 2017.



## ENGINEERING PERSPECTIVE

- 4.2.11 From an engineering perspective the following provides a summary of the comparison of the options:
- Both options have potential to affect construction employment and amenity value of recreational routes and public spaces.
  - The quantity of earthworks, ground improvement and treatment of shallow mine works is likely to be less for Option 1b.
  - Option 1a offers less constraints for the construction of Allerdene Bridge resulting in improved buildability - there are fewer constraints to foundation design/location, fewer modifications required to existing earthworks and increased working room.
  - Option 1a has less risk to the construction programme as the demolition of the existing Allerdene Bridge is not on the critical path.
  - Option 1a has reduced temporary works complexities.
  - The overall cost/programme of the scheme would be significantly reduced for Option 1a.
  - Option 1a offers an improved geometrical alignment.
  - Option 1a is generally a better option in respect of driver stress as the speed/lane restrictions will be significantly less than Option 1b during construction.

## ECONOMIC PERSPECTIVE

- 4.2.12 Both options have Benefits to Cost Ratios (BCR) that fall into the very high value for money category for both core and optimistic scenarios and high for pessimistic. There is a more favourable BCR for Option 1a as a result of the lower Scheme costs and reduced construction programme.
- 4.2.13 **Table 4-1** below summarises the conclusions of the assessments completed and shows a comparison of Options 1a and 1b. Green indicates where an option is comparably better than the other and red shows which is worse, (red is not an indication that an option has failed an assessment) amber shows where there is no difference between the two options.

**Table 4-1 - Comparison of the options**

ASSESSMENT	OPTION 1A	OPTION 1B
<b>Requirements</b>	Meets the requirements/objectives as set out in the Client Scheme Requirements. There would be no difference in the end produce that the options provide.	Meets the requirements/objectives as set out in the Client Scheme Requirements. There would be no difference in the end produce that the options provide.
<b>Quality</b>	Meets the quality requirements. There would be	Meets most of the quality requirements. There would be

ASSESSMENT	OPTION 1A	OPTION 1B
	no difference in additional functionality that both options can offer.	no difference in additional functionality that both options can offer. As the demolition and replacement of Allerdene Bridge is on the critical path, construction duration is 8 months longer than option 1a and the level of impact on road users, due to the scale and nature of traffic management required is likely to be more significant than option 1a.
<b>Cost</b>	£228,974,901	£256,149,151
<b>BCR (Core)</b>	5.07	4.59
<b>Time</b>	Start of work by March 2020 meeting RIS target. Construction duration of 36 months	Start of work by March 2020 meeting RIS target. Construction duration of 44 months
<b>Affordability</b>	Delivery of option is well within budget (delivery plan target)	Delivery of option is well within budget (delivery plan target)
<b>Risk Profile</b>	Medium/High Risk - can mitigate with early involvement of consultees and advanced work around structures and GI	High Risk – can mitigate with early involvement of consultees and advanced work around structures and GI however the replacement of Allerdene Bridge is on the critical path requiring disruptive possessions.
<b>Noise</b>	Adverse	Adverse
<b>Air Quality</b>	Adverse	Adverse
<b>Greenhouse Gases</b>	Adverse	Adverse
<b>Landscape</b>	Moderate Adverse	Slight Adverse
<b>Heritage of Historic Resources</b>	Moderate Adverse	Moderate Adverse
<b>Biodiversity</b>	Moderate Adverse	Moderate Adverse
<b>Water Environment</b>	Moderate Adverse	Moderate Adverse
<b>Public Preference</b>	73% of the vote	10% of the vote

- 4.2.14 Option 1a was selected as the Preferred option and this was announced in July 2017 details can be found at the following location:  
<http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/>

### PCF STAGE 3

- 4.2.15 Following PCF Stage 2, the Preferred Option has been taken forward as the Option 1a progression into PCF Stage 3 (Preliminary Design – the current stage).
- 4.2.16 Therefore this Scoping Report has only considered Option 1a of the proposed improvements to the Scheme.

## ALTERNATIVE DESIGN CONSIDERATIONS

- 4.2.17 As part of the EIA alternative design options will be considered and the findings reported in the Environmental Statement. This assessment will be undertaken in accordance with DMRB Volume 11 Section 2, Part 5 Assessment and Management of Environmental Effects<sup>5</sup>. The assessment of alternatives would include consideration of technology, design, size, scale, demand, delivery, scheduling and mitigation, as appropriate.
- 4.2.18 Further design work during PCF Stage 3 is required to evaluate the alignment between junction 65 (Birtley) and junction 66 (Eighton Lodge) to determine if residential land take can be reduced or eliminated.

# 5 CONSULTATION

## 5.1 PREVIOUS CONSULTATION

### PUBLIC CONSULTATION

5.1.1 Highways England carried out public consultation for six weeks from 26<sup>th</sup> August 2016 to 7<sup>th</sup> October 2016 in order to explain the nature of the options to members of the public and obtain their comments and views of the Scheme. All responses were reviewed and assessed and helped to inform selection and further development of a preferred improvement option.

5.1.2 Views and comments received during public consultation were used to:

- Produce a Scheme that will have minimal adverse impact on the community and environment;
- Ensure the Scheme design is updated with relevant responses, where applicable; and
- Record how the feedback has been considered to develop the Scheme further.

### ENVIRONMENTAL CONSULTATION

5.1.3 At PCF Stage 2 the following environmental consultation was carried out:

- Meeting with Historic England and Newcastle City Council (NCC) in 18 May 2016 to agree the level of assessment for Cultural Heritage. It was agreed in the meeting that the following scope of assessment would be sufficient to identify and record any historic features and allow further consideration of investigation or mitigation:
  - Desk-based assessment (Detailed) and walkover survey of the area of Bowes railway; and
  - Desk-based assessment (Detailed) and walkover survey of the areas of land take for both options with the aim of determining the presence or otherwise of archaeological remains.
- Meeting with the Environment Agency (EA) in 30<sup>th</sup> June 2016 to obtain water modelling data and discuss Lamesley pastures; and
- Consultation with the EA on 15<sup>th</sup> August 2016 to obtain river model data for the River Team.

## 5.2 PROPOSED CONSULTATION

### PUBLIC CONSULTATION

- 5.2.1 As required by Section 47 of the Planning Act 2008 (as amended) Highways England will prepare a Statement of Community Consultation (SoCC) for publication in Winter 2017/2018. The SoCC will outline how Highways England intends to formally consult with the local community about the Scheme. Highways England will first consult the relevant local authorities on the draft SoCC.
- 5.2.2 Preliminary Environmental Information (PEI) will be provided for statutory consultation which will take place in Spring 2018.
- 5.2.3 Responses received during consultation will be carefully considered and taken into account in the development of the Scheme, in accordance with Section 49 of the Planning Act 2008, and this will be detailed in the Consultation Report submitted with the DCO application. The Consultation Report will demonstrate how Highways England has complied with the consultation requirements of the Planning Act 2008.

### ENVIRONMENTAL CONSULTATION

- 5.2.4 Highways England has notified PINS that the Scheme is EIA development. Following receipt of this notification PINS will have notified the consultation bodies that Highways England intends to provide an ES for the Scheme. PINS will also have notified the consultation bodies of their duties under regulation 9(3) of the EIA Regulations. PINS has provided Highways England with a list of the notified consultation bodies and any regulation 9(1)(c) persons (other interested parties), and any non-prescribed consultation bodies, if appropriate.
- 5.2.5 Highways England will use this list to inform who they will consult during their pre-application consultation under s42 of the Planning Act. Information and views obtained from this consultation will inform the EIA.
- 5.2.6 The following consultees have been contacted prior to the submission of this Scoping Report, and any initial comments have been addressed, where appropriate in this report:
- Lead Local Flood Authority (LLFA) in relation to the Road Drainage and Water Environment assessment;
  - Environment Agency in relation to the Road Drainage and Water Environment assessment;
  - Defra with regards to the availability of regional waste data for the Materials assessment; and
  - Historic England in relation to potential enhancement measures for the Cultural Heritage assessment.

5.2.7 During the EIA at PCF Stage 3, the following consultees will be consulted. This list would be further informed by the list of the notified consultation bodies identified by PINS:

- County Archaeologist;
- British Horse Society;
- Durham Wildlife Trust;
- Environment Agency;
- Gateshead Council:
  - Environmental Health Officer (EHO)
  - Lead Local Flood Authority (LLFA) officer
  - Public Rights of Way (PRoW) officer
- Historic England;
- Natural England;
- The Ramblers;
- Sunderland Council; and
- Sustrans.

5.2.8 The Environmental Statement (ES) will be submitted as part of the Development Consent Order application at which point there will also be a further opportunity for comment.



# 6 APPROACH TO THE ENVIRONMENTAL ASSESSMENT

## 6.1 INTRODUCTION

6.1.1 The Design Manual for Roads and Bridges (DMRB), including any Interim Advice Notes, will be used as the main source of guidance, with relevant discipline specific guidance used as appropriate. In particular the guidance contained in DMRB Volume 11 Environmental Assessment will be used. DMRB Volume 10 which contains guidance on Environmental Design and Management will also be used to inform topic areas as appropriate.

6.1.2 The description of the approach to assessment has been based on the guidance in DMRB Volume 11 Section 2 Part 5 (HA205/08)<sup>6</sup> Assessment and Management of Environmental Effects.

6.1.3 DMRB Volume 11, Interim Advice Note 125/15 Environmental Assessment Update<sup>7</sup> advises on the environmental topics to be included in the environmental assessment and the method to be used for each assessment. In accordance with IAN 125/15, this Scoping Report provides information on the topic areas that will be covered in the environmental assessment for the Scheme as follows:

- Air Quality;
- Cultural Heritage;
- Landscape and Visual;
- Biodiversity;
- Geology and Soils;
- Materials;
- Noise and Vibration;
- People and Communities;
- Road Drainage and the Water Environment; and
- Climate Change.

6.1.4 In accordance with the DMRB the assessment will cover the likely significant effects arising from the permanent and temporary, direct, indirect, secondary, cumulative, short, medium and long-term, positive and negative impacts of the Scheme.

6.1.5 The approach to the assessment of each of these topics is detailed in the relevant sections of this Scoping Report.

## 6.2 HEAT AND RADIATION

- 6.2.1 Schedule 4 Part 5 of the EIA Regulations details the requirement for a description of the likely significant effects on the environment resulting from, amongst others, the emission of heat and radiation.
- 6.2.2 The Scheme is a major highways improvement project as described in **Section 1**. Due to the scale and nature of the Scheme, it is not anticipated that there will be any significant sources of heat or radiation either during construction or operation of the road. The consideration of heat and radiation emissions has therefore been scoped out of the assessment and has not been considered further in this Scoping Report.

## 6.3 HEALTH

- 6.3.1 There is no consolidated methodology or practice for the assessment of health in EIA. However the scope of the assessment is considered to be covered by existing Highways England guidance as set out below. This recognises the specific requirements of the NNNPS for consideration of health, specifically within paragraphs 4.79-4.82<sup>8</sup>. This will address health by utilising the guidance associated with the following topic assessments:
- Air Quality (HA 207/07, IAN 185/15, IAN 175/13, IAN 174/13, IAN 170/12) as reported in Chapter 7);
  - Noise and Vibration (HD 213/11, IAN 185/15) as reported in Chapter 13;
  - Road Drainage & The Water Environment (HD 45/09) as reported in Chapter 15; and
  - People and Communities (DMRB Volume 11 Section 3 Part 8) as set out in Chapter 14.
- 6.3.2 In addition to the guidance detailed above, emerging best practice, professional judgement and experience, and established research will inform the methodology for health.
- 6.3.3 The identification of environmental impacts through these topic assessments, alongside the determination of effects of likely significance, the implication of any associated mitigation or enhancement measures, and identification of residual impacts will closely correlate to the significance of any associated human health effects.
- 6.3.4 In addition, where human health effects are identified in these topic assessments, whether significant or not, these effects will be incorporated into the cumulative effects assessment of human health.

## 6.4 MAJOR ACCIDENTS AND HAZARDS

- 6.4.1 Schedule 4 Part 5 of the EIA Regulations details the requirement for a description of the likely significant effects on the environment resulting from, amongst others, the risks to human health, cultural heritage or the environment (for example due to disasters).
- 6.4.2 The assessment of major accidents and disasters, hereafter referred to as “major events”, as required by the EIA Regulations should cover:
- Vulnerability of the project to risks of major accidents and or/disasters; and
  - Any consequential changes in the predicted effects of that project on environmental topics.

### DEFINITIONS

- 6.4.3 In the absence of a current industry definition of major events in the context of EIA, the following definitions have been used to inform the identification of potential major events related to the Scheme.
- 6.4.4 The Control of major accidents and hazards (COMAH) 2015<sup>9</sup> Regulations define major accidents as follows:
- “Major accident” means an occurrence such as a major emission, fire, or explosion ... leading to serious danger to human health or the environment;*
- 6.4.5 Serious danger to human health means a risk of death, physical injury or harm to health, e.g.: (a) a substantial number requiring medical attention; (b) some people seriously injured, requiring prolonged treatment.
- 6.4.6 Serious danger to the environment includes accidents with the potential to result in:
- The death or adverse effects on local populations of species or organisms, with lower thresholds for high-value or protected species;
  - Contamination of drinking water supplies, ground or groundwater;
  - Damage to designated areas, habitats or populations of species within the areas;
  - Damage to listed buildings;
  - Damage to widespread habitats; and
  - Damage to the marine or aquatic environment.
- 6.4.7 The United Nations Office for Disaster Risk Reduction defines disaster as follows:

*“A serious disruption of the functioning of a community or a society involving widespread human, material, economic or environmental losses and impacts, which exceeds the ability of the affected community or society to cope using its own resources”.*

**6.4.8** *As such major accidents and disasters are very closely linked. They can be natural or man-made and may include:*

- Severe weather e.g. floods; earthquakes, hurricanes, storms, drought, tsunamis, extremes of temperature – hot and cold;
- Transport accidents e.g. rail accidents, motorway pileups, plane crash;
- Industrial e.g. explosions, pollution, fire;
- Terrorism; and
- Disease outbreaks.

**6.4.9** *With regards to the Scheme, the following potential major events have been identified:*

- Severe weather: storms, floods;
- Transport accidents: road and rail.

**6.4.10** These were identified based on the site location, nature of the Scheme, likelihood of occurrence and surrounding land uses. They were also informed by the PCF Stage 2 ESR, the PCF Stage 2 Safety Plan and the PCF Stage 2 Health and Safety Risk Register.

**6.4.11** An assessment of significance would be carried out for the major events identified for the Scheme. A qualitative assessment would be carried out and reported within the relevant individual environment topics as detailed in **Table 6-1** below.

**Table 6-1 - Major events and associated environmental assessment topics**

MAJOR EVENT	POTENTIAL ENVIRONMENTAL IMPACTS	ENVIRONMENTAL ASSESSMENT TOPIC
Storms	Flooding High winds causing damage to environmental receptors and structures	Climate Change Road Drainage and the Water Environment
Floods	Flooding	Road Drainage and the Water Environment Flood Risk Assessment
Transport accidents – road and rail	Environmental pollution incidents; emissions to air, ground and water	Air Quality Biodiversity Materials Road Drainage and the Water Environment

## 6.5 STRUCTURE OF THE ES

6.5.1 The ES for the Scheme is likely to comprise of three Volumes as follows:

- Volume 1: Non-Technical Summary;
- Volume 2: Environmental Statement; and
- Volume 3: Figures and Technical Appendices.

6.5.2 The main Environmental Statement (ES) (Volume 2) will be a concise document that is appropriate and proportionate to the Scheme. Technical or supporting documents will, where appropriate, be contained in Volume 3 so that the main ES provides clear and focussed information.

# 7 AIR QUALITY

## 7.1 INTRODUCTION

- 7.1.1 This section considers the implications of the Scheme on local and regional air quality during the construction and operational phases and any potentially significant effects. It sets out the proposed methodology for the air quality and identifies those impacts that can be scoped out of the EIA.
- 7.1.2 This section has been informed by the results of the PCF Stage 2 air quality assessment<sup>10</sup> and the methodology set out in DMRB HA207/07<sup>11</sup> and associated Interim Advice Notes.
- 7.1.3 The National Policy Statement for National Networks (NPSNN) requires that the air quality impacts of a scheme are assessed in relation to relevant statutory air quality thresholds set out in domestic and European legislation. In particular, detailed consideration should be given to impacts within or adjacent to Air Quality Management Areas (AQMAs), roads identified as exceeding, or being at risk of exceeding, EU Limit Values, or sites designated for nature conservation.

## 7.2 STUDY AREA

- 7.2.1 The study area for operational impacts will be determined by analysis of the PCF Stage 3 traffic data (not available at time of writing) to produce an ARN. The criteria for defining affected roads are set out in HA207/07:
- Road alignment will change by 5 m or more; or
  - Daily traffic flows will change by 1,000 AADT or more; or
  - Heavy Duty Vehicle (HDV) flows will change by 200 AADT or more; or
  - Daily average speed will change by 10 km/hr or more; or
  - Peak hour speed will change by 20 km/hr or more.
- 7.2.2 The study area consists of 200m corridors either side of all roads in the ARN.
- 7.2.3 At PCF Stage 2, the study area for the Scheme covered the A1 from Junction 65 in the south to J75 in the north, together with minor routes running parallel to the A1 and some radial routes into Newcastle/Gateshead centres. However, the traffic model did not extend to the south and east of Junction 65 and some links at the edge of the model were “affected” by the Scheme.
- 7.2.4 The traffic model is being extended at PCF Stage 3 and it is anticipated that the revised Affected Road Network (ARN) will extend to the south and the east of junction 65 (along the A1 and A194 respectively) for at least two junctions and will, therefore, include Gateshead AQMA No 2 (Birtley).



## 7.3 BASELINE CONDITIONS

7.3.1 Baseline air quality has been assessed with reference to the following data sources:

- Local Air Quality Management (LAQM) Reporting undertaken by Newcastle City Council (NCC) and Gateshead Council (GC) (2013 to 2015);
- Project-specific nitrogen dioxide diffusion tube monitoring undertaken by Highways England between March 2015 and March 2016;
- National modelling undertaken by Defra using the Pollution Climate Mapping (PCM) model; and
- Nitrogen deposition and nitrogen oxides modelling provided by the online Air Pollution Information System (APIS) for ecological sites.

### LAQM REPORTING

7.3.2 The Scheme is not located within an AQMA, nor do any of the routes affected by the PCF Stage 2 assessment of the Scheme lie within an AQMA. However, with the expansion of the modelling to the south and east of the Scheme, it is anticipated that the ARN will extend as far as Gateshead AQMA No 2 (Birtley) (see **Figure 7.1** in **Appendix B**). This AQMA lies within 100m of the west of the M1, adjacent to Washington Services and was declared by Gateshead City Council as a result of annual mean exceedances of the NO<sub>2</sub> air quality objective.

7.3.3 The majority of the local authority monitoring sites, for both passive and continuous monitoring, are located within or in the vicinity of the AQMAs and of limited relevance to the study area. There are five automatic monitoring sites in Newcastle and three in Gateshead, monitoring nitrogen dioxide and particulate matter. One automatic monitoring station, operated by GC that also includes triplicate diffusion tubes is located in Dunston alongside the A1 at the façade of residential premises (**Table 7-1**). This station represents the relevant exposure nearest to the southbound section of the A1 (at Junction 70). All monitored concentrations are within the air quality objective for annual mean NO<sub>2</sub> in all years. Within the extended affected roads network (ARN), there are an additional two diffusion tubes, within the Birtley AQMA, both of which show no exceedances of the air quality objective for annual mean NO<sub>2</sub>.

**Table 7-1 - Local authority monitoring in the Study Area of annual mean nitrogen dioxide concentrations (µg/m<sup>3</sup>)**

LOCATION	2011	2012	2013	2014	2015
Continuous Monitoring					
A1 Dunston (Automatic monitoring station)	36.8	33.3	35.8	30.6	27.0
Passive (Diffusion Tubes) Monitoring					

LOCATION	2011	2012	2013	2014	2015
A1 Dunston (G35 Diffusion Tube) <sup>1</sup>	No Data	No Data	30.8	32.5	26.2
A1 Dunston (G40 Diffusion Tube) <sup>1</sup>	No Data	No Data			25.7
A1 Dunston (G41 Diffusion Tube) <sup>1</sup>	No Data	No Data			25.6
Portobello Terrace	35	36.6	32	No Data	27
Penshaw View, Portobello	32	34.5	34.3	No Data	28.3

<sup>1</sup> Diffusion tube data have been bias adjusted using the local bias adjustment factor

## DEFRA POLLUTION CLIMATE MAPPING

- 7.3.4** The Pollution Climate Mapping (PCM) model is used by Defra, in combination with monitoring data, for the assessment of compliance with EU limit values.
- 7.3.5** The pollutant concentration at any location has two components, namely a contribution from the local (modelled) sources and a contribution from more distant sources. Background pollutant concentrations for this assessment, i.e. those resulting from distant sources and pollutant transport; have been taken from the mapped PCM data provided by Defra on a 1km x 1km grid covering the UK, interpolated to the locations of the selected receptors.
- 7.3.6** The background data are provided by Defra as predictions for all years from 2010 to 2030 from the output of their PCM Model.
- 7.3.7** The PCM model also includes a module for the hindcast/prediction of roadside pollutant concentrations. PCM model projections are available for three scenarios, namely the “Baseline” scenario, a “with Clean Air Zone” scenario, and a “with Clean Air Zone + additional measures” scenario. Around 18,000 links are included in the model in the UK, 15 of which are within the study area. Defra provide roadside projections of pollutant concentrations at annual intervals between 2015 and 2030.
- 7.3.8** PCM data for 2015 are available from Defra's UK-Air website<sup>12</sup>. The data indicate maximum roadside annual mean NO<sub>2</sub> concentrations for the A1 in the study area in the range of 50 – 60 µg/m<sup>3</sup>, in exceedance of EU limit values.
- 7.3.9** By 2023 (Scheme opening year), there are no projected exceedances of the limit value. The maximum annual mean NO<sub>2</sub> concentration in 2023 (Scheme opening year) on any PCM road link within the study area is 38 µg/m<sup>3</sup>, along the A1 between junctions 74 and 75, and is compliant with the limit value. These data do not take account of the implementation of any Clean Air Zones, as set out by Defra in their 2017 Air Quality Plan<sup>13</sup>.

- 7.3.10 Of the links within Defra's PCM model, ten were considered within the PCF Stage 2 assessment. There is one additional PCM model link (ID: 70357) on the A1 within the anticipated Stage 3 ARN, although concentrations along this link are well below the EU limit value ( $27 \mu\text{g}/\text{m}^3$ ) in 2015, and are expected to fall further in the future. There are also additional links to the south and east of Junction 65 (where the extension is anticipated for Stage 3), which were not included within the PCF Stage 2 assessment area. Some of these links exceed the EU limit value for 2015, although none exceed this limit by 2023.

### ECOLOGICAL RECEPTORS

- 7.3.11 The only ecological receptor within the assessment area for the Scheme was Shibdon Pond SSSI. Background concentrations of  $\text{NO}_x$  over Shibdon Pond are well within the critical level (and air quality objective) of  $30 \mu\text{g}/\text{m}^3$  (**Table 7-2**). Nitrogen deposition exceeds the critical load.

**Table 7-2 - Background  $\text{NO}_x$  and nitrogen deposition rates for designated ecological sites in the Study Area**

SITE	SENSITIVE HABITAT	CRITICAL LOAD (KGN/HA/YR)	BACKGROUND DEPOSITION (KGN/HA/YR)	CRITICAL LEVEL ( $\mu\text{G}/\text{M}^3$ )	BACKGROUND $\text{NO}_x$ ( $\mu\text{G}/\text{M}^3$ )
Shibdon Pond SSSI	Fen, Marsh & Swamp	15	17.78	30	19.63

### HIGHWAYS ENGLAND MONITORING

- 7.3.12 Project specific monitoring was undertaken by Highways England, using  $\text{NO}_2$  diffusion tubes, between 3rd March 2015 and March 2016 at 40 sites within or near the study area.
- 7.3.13 Concentrations of  $\text{NO}_2$  are elevated along the A1 but, in general, below the air quality threshold. Exceedances occur most widely at the roadside near Junctions 69, 68 and 66. At urban background locations, monitored concentrations are well below the air quality objective ( $<20 \mu\text{g}/\text{m}^3$ ).
- 7.3.14 The data are consistent with the local authority monitoring which showed that  $\text{NO}_2$  concentrations in Dunston are below the air quality objective threshold ( $30 < \mu\text{g}/\text{m}^3$ ).
- 7.3.15 A summary of the Highways England diffusion tube locations and the monitored concentrations used within the verification of the PCF Stage 2 assessment are presented in **Table 7-3**, below.

**Table 7-3 - Monitored  $\text{NO}_2$  concentrations (2015) used within the verification of the Stage 2 assessment**

DIFFUSION TUBE ID	X(M)	Y(M)	MONITORED $\text{NO}_2$ ( $\mu\text{G}/\text{M}^3$ )
N15	420346	566962	24.6
N16	420514	566859	33.3

N17	420637	566670	28.0
N18	419936	565888	29.5
N19	419831	565565	25.4
N20	419602	565356	38.3
N21	419567	565288	<b>48.4</b>
N22	419534	565350	29.6
N23	419444	565152	<b>41.9</b>
N24	419390	564847	34.5
N25	419607	565709	<b>48.5</b>
N26	419690	565721	31.4
N27A	419732	565787	29.9
N27B	419732	565787	31.6
N27C	419732	565787	32.4
N28	419799	562488	25.1
A1 Dunston A	422505	561937	27.8
A1 Dunston B	422505	561937	28.1
A1 Dunston C	422505	561937	28.6
N32	419649	565469	<b>45.1</b>
N33	419502	565130	<b>43.0</b>
N34	419599	565649	<b>41.8</b>
N35	419556	565407	<b>51.8</b>
N36	419491	565268	<b>46.1</b>
N37	419536	565730	<b>49.2</b>
S1	422547	561951	33.7
S2	422558	561797	28.8
S3	422918	561682	25.9
S4	423102	561535	27.3
S5	422982	561719	32.3
S6A	423242	561530	33.8
S6B	423242	561530	33.4
S6C	423242	561530	33.6
S7	423681	560784	33.6
S8	423678	560700	<b>41.2</b>
S9	423772	560474	23.8
S10	424726	558532	28.8
S11	426721	557580	<b>41.2</b>
S12	427083	557303	24.3

S13	427529	557070	28.2
S23	423178	561586	<b>44.5</b>
S24	423727	560633	37.7

## 7.4 POTENTIAL IMPACTS

- 7.4.1 The Scheme is expected to result in changes to emissions of oxides of nitrogen (NO<sub>x</sub>) and NO<sub>2</sub> along the A1 and linked routes as a result of changes in traffic flows and speeds.
- 7.4.2 Improvements to the A1, while leading to an increase in flow on the A1 and potentially an overall increase in traffic within the ARN, are also expected to reduce congestion and provide a more consistent traffic speed. The latter impact may partially offset the impacts of increased flows on emissions. Conversely, where traffic re-routes from roads parallel to the A1 onto the A1, traffic flows, and emissions from traffic, will decrease.
- 7.4.3 Therefore, the Scheme is anticipated to result in both beneficial and adverse changes to local air quality depending on the specific changes to emissions from road traffic in the vicinity of individual receptors.
- 7.4.4 Traffic management measures during construction may also lead to changes in vehicle emissions which may, in turn, result in impacts on local air quality.

## 7.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

- 7.5.1 Based on the outcome of the PCF Stage 2 assessment, the Scheme is not expected to give rise to significant effects on local or regional air quality.
- 7.5.2 No Scheme specific mitigation or Scheme Air Quality Action Plans are likely to be required for the operation of the Scheme, although should there be a requirement, the Scheme air quality action plan will be produced in accordance with the guidance set out in IAN 175/13.
- 7.5.3 As noted previously, best practice mitigation will be required to control dust and emissions from construction works and plant. These measures will be set out in the Scheme CEMP.
- 7.5.4 Any requirements for consideration of air quality within the specification of traffic management measures during construction will be determined within the EIA.

## 7.6 RESIDUAL EFFECTS

- 7.6.1 No significant residual air quality effects are anticipated subject to update of revised traffic data and modelling.

## 7.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

- 7.7.1 No significant effects relating directly to construction works and plant were identified in the PCF Stage 2 assessment. Best practice mitigation measures will be required to ensure no significant effects and will be set out in the Construction Environment Management Plan (CEMP). However, no requirement for site-specific measures was identified and, as such, the further assessment of direct construction impacts is **scoped out** of the EIA.
- 7.7.2 The assessment of the impacts due to traffic management measures during construction is **scoped in**. The PCF Stage 2 assessment identified an on-going risk of exceedances of air quality objectives for nitrogen dioxide at receptors close to the A1. Since the construction period will extend beyond 6 months, following HA207/07 (para 3.6) the effects of traffic management measures should be assessed. However, due to the absence of formal traffic modelling and the availability of reliable construction traffic data this assessment will be qualitative.
- 7.7.3 The operation of the Scheme has the potential to change traffic volumes and speeds on the public highway. A potential worsening of exceedances of both air quality objectives and EU limit values, was identified during the PCF Stage 2 assessment although it is unlikely to constitute a significant effect. In addition, the previous assessment was undertaken using the previous version of Defra's PCM model, which has since been updated. Notwithstanding this, taking into account the risk of exceedances of standards, the assessment of operational traffic on local air quality is **scoped in**.
- 7.7.4 In relation to highways schemes and emissions from vehicular traffic, the pollutants of greatest concern are oxides of nitrogen and particulate matter. The focus of the assessment will be impacts on oxides of nitrogen since this is the pollutant where vehicle emissions are the most likely to give rise to pollutant levels near to or above air quality standards. Concentrations of particulate matter are below the air quality standards and at no risk of exceeding the standards. As a result, consideration of particulate matter is **scoped out** of the EIA.
- 7.7.5 The assessment of impacts on regional level emissions is **scoped out** of the EIA, due to the limited scope for changes to emissions at the regional scale, although they will be assessed and reported within the WebTAG appraisal.

## POLICY AND PLANS

- 7.7.6 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:
- A schedule of the relevant national, regional, county and local policies; and
  - A commentary setting out the significance of the impact of the Scheme on each policy objective.

## METHODOLOGY



- 7.7.7 Following the conclusions set out in the PCF Stage 2 report, further work on the air quality impacts of the Scheme will be undertaken at the detailed level, as set out in the HA207/07, and in line with the requirements of NNNPS. A **detailed** level assessment, wherein traffic data are specified for each peak period, rather than a daily average, is warranted due to the risk of exceedance of air quality standards and the nature of the scheme (peak hour congestion relief).
- 7.7.8 The methodology takes into account the following Interim Advice Notes (IANs):
- IAN 170/12v3 Updated Air Quality Advice on the Assessment of Future NO<sub>x</sub> and NO<sub>2</sub> Projections for Users of DMRB Volume 11, Section 3, Part 1 'Air Quality'
  - IAN 174/13 Updated Advice for Evaluating Significant Local Air Quality Effects for DMRB Volume 11, Section 3, Part 1, 'Air Quality'
  - IAN 175/13 Updated air quality advice on risk assessment related to compliance with EU Directive on ambient air quality and on the production of Scheme Air Quality Action Plans for user of DMRB Volume 11, Section 3, Part 1 'Air Quality'
  - IAN 185/15 Updated Traffic, Air Quality and Noise Advice on the Assessment of Link Speeds and Generation of Vehicle Data into 'Speed bands' for Users of DMRB Volume 11, Section 3, Part 1 'Air Quality' and Volume 11, Section 3, Part 7 Noise.
- 7.7.9 IAN 170/12 includes projection factors for annual mean NO<sub>2</sub> and NO<sub>x</sub> concentrations between 2008 and 2030, which were updated by Highways England in May 2015. These updated factors reflect the latest predicted long term trends from the introduction of Euro 6/VI (termed LTTE6).
- 7.7.10 IAN 175/13 has been withdrawn pending issue of updated advice. However, in the absence of published updated advice, IAN 175/13 will be used to assess the impact of the Scheme on compliance with the EU Directive on ambient air quality for the EIA.
- 7.7.11 IAN 185/15 includes vehicle emission rates for NO<sub>x</sub>, PM<sub>10</sub> and CO<sub>2</sub>, for use in air quality assessments, which were updated by Highways England in November 2016. These updated factors reflect the latest available vehicle emissions testing data. Barring any update, these factors will be used in the EIA.
- 7.7.12 The local air quality assessment will consider the following scenarios:
- Baseline (2017);
  - Opening Year (2023) Do Minimum; and
  - Opening Year (2023) Do Something.

HA207/07 states that "*the worst year in the first 15 years from opening needs to be assessed*" in relation to local air quality. For the Scheme, this covers any year

between 2023 and 2038, although it is generally assumed to be the opening year of the Scheme.

## HEALTH

- 7.7.13** The assessment of likely significant effects on human health in relation to air quality is inherent in the health based objectives on which the assessment is based. These objectives have been established to protect individuals in a population, such that they define the standard below which health effects are unlikely to be experienced even by the most sensitive members of the population. Above these, worse health outcomes may be predicted.
- 7.7.14** The human health findings of the assessment will therefore be summarised qualitatively in the assessment section of the topic chapter. A cumulative assessment (**Chapter 17**) will also be undertaken to take account of cumulative changes in air quality arising from the proposed Scheme and other committed developments.
- 7.7.15** Where human health effects are identified in this and any other topic, whether significant or not, these effects will be incorporated into the cumulative effects assessment of human health.

## 7.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS

- 7.8.1** This Scoping Report is based on the data available during the PCF Stage 2 assessment for the Scheme. Where possible, the limitations of this assessment have been addressed.
- 7.8.2** It was a limitation of the PCF Stage 2 assessment that roads at the edges of the Traffic Reliability Area (TRA) trigger the DMRB affected routes criteria, specifically at Junction 65 where the TRA ends to the north of the merge of the A1 with the A194(M). It is an assumption of this report that future traffic modelling will be extended to capture all links affected by the Scheme.
- 7.8.3** The modelling of future air quality has associated uncertainties. In future years, one such uncertainty relates to the projection of vehicle emissions and, in particular, the rate at which emissions per vehicle will improve over time. The guidance set out in IAN 170/12 advises on the adjustment of modelled concentrations of NO<sub>2</sub> (and NO<sub>x</sub>) to take account of recent trends on roadside pollutant concentrations and evidence on future vehicle emissions.

# 8 CULTURAL HERITAGE

## 8.1 INTRODUCTION

8.1.1 This section considers the implications of the Scheme on cultural heritage during the construction and operational phases and the potentially significant effects that may arise. It sets out the proposed methodology for the cultural heritage assessment and identifies those elements that have been scoped in and out of the EIA.

## 8.2 STUDY AREA

8.2.1 Two study areas will be applied in the EIA.

- A study area of 1km from the Scheme Footprint for statutory designated assets and their context, conservation areas and locally listed buildings; and
- A study area of 500m from the Scheme Footprint will be applied for non-designated assets.

8.2.2 The extent of the study areas are based on accepted best practice and due to the scale and nature of the development.

## 8.3 BASELINE CONDITIONS

8.3.1 A simple cultural heritage assessment was undertaken at PCF Stage 2 in December 2016. Using data obtained for Newcastle Historic Environment Record, a number of designated and non-designated heritage assets were identified that were potentially at risk of harm resulting from the proposed scheme. Through evaluation of baseline information the following key receptors have been identified:

- Scheduled monuments, listed buildings, locally listed buildings and conservation areas within the 1km study area (these can also be viewed on **Figure 1.2 –Environmental Constraints Plan in Appendix B**); and
- Non-designated heritage assets within the 500m study area.

8.3.2 These are presented in **Table 7-1** and

8.3.3 **Table 8-2** - Non-designated heritage assets within the 500m study area

8.3.4 below and the locations of the assets are presented on Figures 8.1 and 8.2 which can be found in Appendix B.

**Table 8-1 - Scheduled monuments, listed buildings, locally listed buildings and conservation areas within the 1km study area**

HERITAGE ASSET TYPE	ASSET NAME	VALUE
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HERITAGE ASSET TYPE	ASSET NAME	VALUE
Scheduled Monument (SM)	Ravensworth Coal Mill (1015922) and Bowes Railway (1003723). The latter appears on the Historic England Heritage at Risk Register (HARR). It is listed as being in very bad condition and at risk of further deterioration or loss of fabric.	High
Conservation Areas	Lamesley Village (11883); Ravensworth Park (646); Birtley (11878) and Chowdene (11885).	High
Grade II Listed Buildings	Arch and walls adjoining South Lodge (1025189); South Lodge (1025188); Kenmore, the Old Vicarage (1355108); Temple Meads (1025153) ; Church of St. Andrew (1025154); Tomb of Robert Moscrop (1355109); Ravensworth Park Farmhouse (1185135); Statue of Em Perkins (1025203); Birtley Cenotaph, memorial shelters, and garden wall including gate piers and railings (1433563); Church of St Joseph (1431020).	Medium*
Locally Listed Buildings	Team Valley Trading Estate (7636), The Angel of the North (11053)	Low
* It is acknowledged that Grade II listed buildings are of national importance but that they are more common than Grade I and Grade II* listed buildings.		

**Table 8-2 - Non-designated heritage assets within the 500m study area**

SMR NUMBER	DESCRIPTION	PERIOD	VALUE
3907	Whin Pit	Industrial	Medium
3909	Birtley, Shaft	Industrial	Medium
3002	Boundary Pit	Industrial	Medium
3865	Corn Pit	Industrial	Medium
3768	Lamesley Bridge	Industrial	Medium
669	Lamesley Bridge	Industrial	Medium
3870	Rush Pit	Industrial	Medium
3871	Nelly Pit	Industrial	Medium
3861	Chance Pit	Industrial	Medium
3766	Nanny Pit	Industrial	Medium
3767	Betty Pit	Industrial	Medium
3867	Lamesley, Engine House	Industrial	Medium
3773	Lamesley, Workshop	Industrial	Medium
3776	Corner Pit	Industrial	Medium
3860	Green Pit	Industrial	Medium
3859	Lamesley, Coal Shaft	Industrial	Medium
3772	Dean Pit	Industrial	Medium
3862	George Pit	Industrial	Medium
3872	Dam	Industrial	Medium
3873	Flat Pit	Industrial	Medium

SMR NUMBER	DESCRIPTION	PERIOD	VALUE
658	Eighton, hermitage	Industrial	Low
3901	Coal Shaft	Industrial	Medium
3902	Way Pit	Industrial	Medium
1237	Black Fell	Industrial	Medium
659	Chapel	Industrial	Low
671	Lamesley Manor	Late Medieval	Low
667	Lamesley Mills	Industrial	Medium
5384	Site of Washington Mill	Industrial	Medium
5394	Pillbox	Modern	Medium
5563	Searchlight	Modern	Medium
5831	WW2 road block	Modern	Medium
11052	Viewing Platform	Modern	Medium
11194	War memorial	Modern	Medium
11195	War memorial	Modern	Medium
12200	Medieval grave slabs	Late Medieval	Low
12964	Roman bridge abutments	Romano-British	Medium
11220	Longacre Dene, an area of ancient woodland	Prehistoric	Medium
15237	A194(M)	Modern	Medium
15241	A1(M) Birtley By-pass	Modern	Medium
3741	Team (Colliery) wagonway	Industrial	Medium
3749	Team wagonway	Industrial	Medium
4125	Newcastle to Durham Road	Industrial	Medium
276	Gateshead to Chester-le-Street Roman road	Romano-British	Medium
3910	Birtley wagonway	Industrial	Medium
3908	Birtley wagonway	Industrial	Medium
2616	Washington wagonway	Industrial	Medium
3010	Harton wagonway	Industrial	Medium
3774	Lamesley wagonway	Industrial	Medium
4124	Lamesley wagonway	Industrial	Medium
4123	Lamesley wagonway	Industrial	Medium
1908	Possible hollow way	Industrial	Medium
12965	Team Valley Railway	Industrial	Medium
3010	Wagonway	Industrial	Medium
3764	Allerdene Brick and Tile Works	Industrial	Medium

SMR NUMBER	DESCRIPTION	PERIOD	VALUE
3771	Allerdene Colliery	Industrial	Medium
3869	Reservoirs	Industrial	Medium
356	Team Colliery	Industrial	Medium
3866	Meadow Pit	Industrial	Medium
3874	Street Pit	Industrial	Medium
3876	Longbank Quarry	Industrial	Medium
3875	Lamesley Quarry	Industrial	Medium
3903	Borehole Pit	Industrial	Medium
2615	Mill Pit	Industrial	Medium
3915	Blackfell Engine	Industrial	Medium
4929	Ridge and furrow at Lamesley, (disturbed)	Late Medieval	Medium
1672	Long Acre Farm	Industrial	Low
3904	Lamb Pit	Industrial	Medium
3900	Hill Pit	Industrial	Medium
5081	North Farm	Industrial	Low
7516	Birtley East Primary School	Industrial	Low
7864	Site of Lady Ravensworth Almshouses	Industrial	Low
7491	Ravensworth Arms Hotel	Industrial	Low
7536	Church Hall at Lamesley,	Industrial	Low
7425	Lady Park Lodge	Industrial	Low
7424	Lady Park Lodge, gate piers	Industrial	Low
9730	Crowther Industrial Estate	Modern	Low
9725	Oxclose	Modern	Low
9716	Blackfell	Modern	Low
9658	Harlow Green, Church of St. Ninian	Modern	Low
11905	Redholme	Industrial	Low
11906	The Cottages	Industrial	Low
11908	Meadowgate	Modern	Low
11909	Orpington House and Blacksmith's Cottage	Industrial	Low
5141	Smithy	Industrial	Low
11910	Woodhurst	Industrial	Low
8628	Elisabethville	Modern	Low
15783	Northside Farm House	Post-medieval	Low



SMR NUMBER	DESCRIPTION	PERIOD	VALUE
15783	Northside Farm, stables and barns	Post-medieval	Low
17222	Methodist Chapel	Industrial	Low
3741	Team wagonway branch through Allerdene	Industrial	Medium
3749	Team wagonway	Industrial	Medium
5942	Donnison's or Great Grindstone Way	Industrial	Medium
5935	Rudston's Way (wagonway)	Industrial	Medium
4122	Urpeth / Ouston Colliery (wagonway)	Industrial	Medium
2616	Old Washington (Broomy) Way	Industrial	Low
3010	Humble's wagonway	Industrial	Medium
3910	Birtley Old wagonway	Industrial	Medium
17090	Urpeth to Poulter's Close wagonway	Industrial	Medium
2624	New Washington (Usworth) Way to Cox Green	Industrial	Low
17097	Humble's wagonway	Industrial	Medium
664	Site of Lamesley village	Late Medieval	Medium
661	Site of Eighton village	Late Medieval	Medium
670	Site of Birtley Village	Late Medieval	Medium
12021	Site of Ravensworth	Industrial	Medium

## 8.4 POTENTIAL IMPACTS

8.4.1 The Scheme has the potential to affect cultural heritage during construction and operation as follows:

### CONSTRUCTION

8.4.2 Outlined below are potential impacts resulting from the construction phase of the Scheme:

- Changes and harm to the setting of Bowes Railway SM, Lamesley Village CA(11883); Ravensworth Park CA (646); Birtley CA (11878) and Chowdene (11885) CA; ten Grade II listed buildings (detailed in **Table 8-1**) and the locally listed Team Valley Trading Estate (7673) and Angel of the North. Construction related noise, lighting and vibrations in addition to the siting of temporary compound areas have the potential to have a detrimental impact on the appreciation and historical significance of the asset.

- The partial loss and disturbance of known non-designated below ground archaeological assets that include the remains of Eighton Village (661) and Ravensworth Village (12021); the site of two wagonways (4122 and 5935); the site of Lady Ravensworth Almshouses (7864) and a section of the Chester-le-Street to Gateshead Roman Road (276). Harm to these assets are likely to be caused by ground moving activities such as top soil stripping, ground levelling and excavations for drainage, compounds and other construction related activities.
- The HER identifies an area of medieval ridge and furrow (4929) to the north of Lamesley Village conservation area. This area however has been subject to remediation and the asset no longer survives.
- The loss and disturbance of hitherto unknown buried/surface archaeological remains spanning from the Prehistoric to the Modern period to survive within areas of previously undisturbed ground. Harm to any surviving archaeology is likely to be caused by ground moving activities such as top soil stripping, ground levelling and excavations for drainage, compounds and other construction related activities.

## OPERATION

8.4.3 Outlined below are potential impacts resulting from the construction phase of the scheme:

- The enhancement of the setting and interpretation of the Bowes Railway SM resulting from the design of Longbank Bridleway underbridge.
- The Scheme has the potential to increase current traffic noise levels, and lighting that has the potential to have a detrimental effect on the appreciation of Bowes Railway SM, Lamesley Village CA (11883); Ravensworth Park CA (646); Birtley CA (11878) and Chowdene CA (11885); ten Grade II listed buildings (detailed in **Table 8-1.**); and the locally listed Team Valley Trading Estate (7673) and Angel of the North.

## 8.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

- 8.5.1 The Scheme has aimed to minimise the requirements for new land take by remaining largely within the existing alignment of the A1. Where new land take cannot be avoided, an investigation strategy will be devised in consultation with the County Archaeology Officer at Gateshead Council. This is likely to comprise a geophysical survey followed by a programme of intrusive trial trenching or archaeological monitoring.
- 8.5.2 It is likely that any geotechnical ground investigation works will need to be monitored if within an area of archaeological sensitivity.
- 8.5.3 It is possible that a Historic England standard building investigation may need to be undertaken prior to any work taking place at Longbank Bridleway underbridge.

- 8.5.4 SM consent will need to be sought from Historic England ahead of any works taking place within the Bowes Railway SM.
- 8.5.5 There is potential inter-visibility, historical and functional relationship between Bowes Railway SM, conservation areas and built heritage in the vicinity of the Scheme and therefore careful design of new structures, such as Longbank Bridleway underbridge, would be required.
- 8.5.6 Bowes Railway SM is considered by Historic England to be currently at risk of degradation due to poor maintenance and vandalism. Historic England are in the process of being consulted on potential enhancement measures which could include facilitating the understanding of the asset through signage and improvement of its current condition through good design.

## MONITORING

- 8.5.7 Monitoring parameters and programme shall be developed in PCF Stage 3 through the completion of the ES and Outline Environmental Management Plan (EMP). Any geotechnical trial pits undertaken in Stage 3 will need to be monitored if within an area of archaeological sensitivity.

## 8.6 RESIDUAL EFFECTS

- 8.6.1 Residual effects on above or below-ground archaeology during the operation phase will be negated through mitigation measures such as preservation by record or preservation in situ. Residual effects are expected as result of direct impacts on the setting of designated heritage assets during the operation phase. The significance of these effects will be known following the completion of a setting assessment.
- 8.6.2 Following the implementation of mitigation measures such as the careful design of Longbank Bridleway underbridge and the introduction of signage, the setting of the SM, may be enhanced, thus leaving a positive residual effect. Negative residual effects are also expected on any conservation area, listed or locally listed buildings whose setting is considered to be harmed as a result of the proposed scheme. This statement may be revised following the undertaking of the detailed assessment and the settings assessment.

## 8.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

- 8.7.1 In accordance with DMRB<sup>14</sup>, Cultural Heritage encompasses Archaeological Remains, Historic Buildings and Historic Landscapes. These comprise; World Heritage Sites (WHS), Scheduled Monuments (SM), Listed Buildings (all grades), Conservation Areas (CA), Registered Parks and Gardens, Historic Battlefields, the Historic Landscape and non-statutory designated heritage assets including below-ground and earthwork archaeological remains.

- 8.7.2 SM, CA, Listed Buildings (Grade II) and non-designated historic assets including below-ground and earthwork archaeological remains have been **scoped in** to the EIA.
- 8.7.3 Historic Landscapes have been **scoped out** of the EIA as construction works will be largely confined to the existing highways boundary or within its immediate vicinity and no structures of height are anticipated that may have an impact on the wider setting.
- 8.7.4 No WHS, Registered Parks and Gardens, Historic Battlefields, Grade I or II\* listed buildings have been identified in the study area.

### POLICY AND PLANS

- 8.7.5 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:
- A schedule of the relevant national, regional, county and local policies; and
  - A commentary setting out the significance of the impact of the Scheme on each policy objective.

### METHODOLOGY

- 8.7.6 As part of the PCF Stage 2 consultations with the regional representative of Historic England, it was agreed that the EIA should be informed by a detailed desk-based assessment of the Scheme that features Bowes Railway SM. It was considered that a desk-based assessment would be sufficiently adequate to identify the significant effects of the Scheme and allow further consideration of investigation or mitigation in order to minimise direct impacts.
- 8.7.7 A detailed desk-based assessment (DDBA) undertaken in accordance with DMRB Volume 11, Section 3, Part 2, HA208/07 will be carried out at PCF Stage 3. The DDBA will discuss the value of the heritage assets and their settings and their cultural heritage significance. The historical and archaeological context of the Scheme will be also be presented as will a strategy for further site investigation where necessary; and outline suitable mitigation measures, where possible at this stage, to avoid, reduce, or remedy adverse impacts.
- 8.7.8 NPSNN Policy 5.127: states that the applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the applicant should include an appropriate desk-based assessment and, where necessary, a field evaluation. Policy 5.128: reads in determining applications, the Secretary of

State should seek to identify and assess the particular significance of any heritage asset that may be affected by the proposed development (including by development affecting the setting of a heritage asset), taking account of the available evidence.

- 8.7.9 Of particular importance will be the impact of the Scheme on both the setting and physical structure of Bowes Railway SM. Scheduled Monument consent is required for works at Bowes Railway within the SM.

#### DATA COLLECTION

- 8.7.10 The setting assessment would follow Historic England Guidance. Sources of information for the detailed DBA will include:

- The Tyne and Wear Historic Environment Record;
- The National Heritage List for England;
- The Tyne and Wear Archive;
- Historic mapping including the Ordnance Survey;
- Online academic sources; and
- Easily available secondary sources.

#### TERMINOLOGY

- 8.7.11 The technical terminology to be applied in the assessment process is based on that contained within Historic England guidance, Historic Environment Good Practice Advice in Planning Note 3 (Historic England, 2015) and the Cultural Heritage Section (Volume 11, Section 3, Part 2) of the Design Manual for Road and Bridges (DMRB) (Highways Agency, 2007). This latter document has been widely adopted throughout the heritage industry as a standard.

#### STANDARDS AND GUIDANCE

- 8.7.12 The assessment will be written in compliance with the relevant national, regional and local policies and in accordance with the following relevant professional guidelines:
- Chartered Institute for Archaeologists (ClfA) Standard and Guidance for Historic Environment Desk-based Assessment (2014);
  - ClfA Code of Conduct (2014);
  - Historic England guidance, Historic Environment Good Practice Advice in Planning Note 3; and
  - DMRB Volume 11 Section 3 Part 2 HA208/07.

## SENSITIVITY OR IMPORTANCE OF THE ASSET

8.7.13 Initially, the sensitivity or importance of a heritage asset is judged in a neighbourhood, local, regional, national and international context, which results in the cultural heritage sensitivity of the asset being determined (**Table 8-3**).

**Table 8-3 - Criteria Used to Determine Importance of Heritage Assets**

CULTURAL IMPORTANCE/ SENSITIVITY	CRITERIA
Very high	World Heritage Sites; Sites of International Importance.
High	Scheduled Monuments; Listed Buildings (Grade I, II* ; Registered Parks and Gardens. Areas of Archaeological Importance; Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments; Conservation Areas containing very important buildings
Medium	Grade II listed buildings; Conservation Areas containing buildings that contribute significantly to their historic character. Designated or non-designated assets that contribute to regional research objectives;
Low	Locally listed buildings. Archaeological sites and remains with a local or borough interest for education, cultural appreciation; Assets which contribute to local or cultural understanding of the area.
Negligible	Relatively numerous types of remains, of some local importance; Isolated findspots with no context; Areas in which investigative techniques have revealed no, or minimal, evidence of archaeological remains, or where previous large-scale disturbance or removal of deposits can be demonstrated.
Uncertain / Potential	Potential archaeological sites for which there is little information. It may not be possible to determine the importance of the site based on current knowledge. Such sites are likely isolated findspots, place names or cropmarks identified on aerial photographs.
→ Source: DMRB Volume 11 Section 3 Part 2 HA208/07	

8.7.14 **Table 8-3** is a general guide to the attributes of cultural heritage assets and it should be noted that not all the qualities listed need be present in every case and professional judgement is used in balancing the different criteria.



## POTENTIAL IMPACT

- 8.7.15** DMRB states that an impact is defined as a change resulting from the scheme that affects the archaeological resource. The baseline from which this change is measured should be the condition that would prevail in a 'do-nothing' scenario, that is, it should take into account changes that would happen anyway if the scheme was not built (insofar as this can be predicted). It goes on to state that an impact is defined as a change arising from the scheme that would affect the historic building resource.
- 8.7.16** For historic landscapes DMRB states as historic landscapes are ubiquitous, it follows that they cannot be destroyed; impacts on them can change their character, but not leave a hole in the historic landscape map. An impact is, therefore, defined as a change as a result of the proposed scheme that would not otherwise have occurred, and which alters the historic landscape character.
- 8.7.17** Key impacts have been identified as those that would potentially harm the significance of the heritage asset. Each potential impact has been determined as the predicted deviation from the baseline conditions, in accordance with current knowledge of the site and the scheme options.
- 8.7.18** The magnitude, or scale of an impact is often difficult to define, but will be judged from Major to No change as shown below in **Table 8-4**.

**Table 8-4 - Criteria Used to Determine Magnitude of Impact**

IMPACT MAGNITUDE	DESCRIPTION
Major	Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit.
	Change to most or all key archaeological materials, such that the resource is totally altered. Comprehensive changes to setting.
	Change to most or all key archaeological materials, such that the resource is totally altered. Comprehensive changes to setting.
	Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
Moderate	Changes to many key historic landscape elements, parcels or components, visual change to many key aspects of the historic landscape, noticeable differences in noise or sound quality, considerable changes to use or access; resulting in moderate changes to historic landscape character.
	Changes to many key archaeological materials, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset.
	Change to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly

IMPACT MAGNITUDE	DESCRIPTION
	modified.
Minor	Changes to few key historic landscape elements, parcels or components, slight visual changes to few key aspects of historic landscape, limited changes to noise levels or sound quality; slight changes to use or access: resulting in limited changes to historic landscape character.  Changes to key archaeological materials, such that the asset is slightly altered. Slight changes to setting.  Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.
Negligible	Very minor changes to key historic landscape elements, parcels or components, virtually unchanged visual effects, very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.  Very minor changes to archaeological materials, or setting.  Slight changes to historic buildings elements or setting that hardly affect it.
No change	No change to elements, parcels or components; no visual or audible changes; no changes arising from in amenity or community factors. No change. No change to fabric or setting.
→ Source: DMRB Volume 11 Section 3 Part 2 HA208/07	

8.7.19 The interaction between the importance of the heritage asset **Table 8-3** and the potential scale of harm **Table 8-4**. Produce the impact significance. This may be determined using the matrix shown in **Table 8-5**.

**Table 8-5 - Significance of effects**

		MAGNITUDE OF IMPACT (DEGREE OF CHANGE)				
		No change	Negligible	Minor	Moderate	Major
HERITAGE ASSET SENSITIVITY (VALUE)	Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate
	Negligible	Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight

8.7.20 It is normal practice to state that impacts of moderate or above significance are regarded as significant impacts.

## **8.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS**

- 8.8.1 This scoping report is based on the design and construction information available PCF Stage 2. As such these findings may be subject to change as the design progresses. The setting assessment and assessment of the significance of effects will be undertaken as part of PCF Stage 3.

# 9 LANDSCAPE AND VISUAL

## 9.1 INTRODUCTION

9.1.1 The Landscape and Visual Impact Assessment (LVIA) considers the two related topics of landscape and visual amenity. Landscapes are an important component of the distinctiveness of any local area; they take their character from a combination of elements, including landform, land use and pattern, land cover/vegetation, open space and cultural heritage influences.

9.1.2 A view, its components and context can have a great effect on the quality of peoples' lives. The landscape and visual assessment will assess potential changes in the existing views, taking into account the extent to which the Scheme would be visible from the surrounding residential properties, footpaths, open spaces, educational buildings and commercial and retail estates.

## 9.2 STUDY AREA

9.2.1 The study area has been defined as 1km offset from the Scheme Footprint. It is considered unlikely that potentially significant effects would arise beyond 1km due to the surrounding build form within the urban areas e.g. Birtley and Team Valley Trading Estate and the wider undulating landscape to the South. This landform creates shortened views and a smaller zone of influence associated with the Scheme.

9.2.2 The selection of the study area is a product of professional judgement and guidance in accordance with paragraph 3.14 Baseline of Highways England DMRB Volume IAN 135/10 Landscape and Visual Effects Assessment, and the Guidelines for Landscape and Visual Impact Assessment (GLVIA).

## 9.3 BASELINE CONDITIONS

### TOPOGRAPHY AND GEOLOGY

9.3.1 The Southern end of the Scheme Footprint lies at 100m AOD, falling to 10m AOD into the Team Valley at its northern end.

9.3.2 The local landscape topography rises to the northeast at Springwell situated 2km from the Scheme Footprint to approx. 150m AOD. The land also rises to approx. 210m AOD at Marley Hill, to the 4km west of the A1 at the northern end of the Scheme Footprint.

## LAND USE AND OPEN SPACES

- 9.3.3 There is a marked contrast in land use associated with the study area. Residential land use extends west and north of Junction 67 forming the suburbs of Lobley Hill and Dunston Hill respectively. To the south of Junction 65 further residential land use forms the suburb of Birtley.
- 9.3.4 North of Junction 67 and extending to the north and east of the A1 is the Team Valley Trading Estate, an extensive area of offices, light industrial, warehousing and retail parks, representing one of the main local land uses.
- 9.3.5 The A1 represents the main demarcation between the urban land uses, associated in the main with the Team Valley Trading Estate to the north and east and the open farmland to the west and south.
- 9.3.6 This open farmland to the west and south contains open agricultural land with large, regular fields, many of which are bounded by hedgerows with hedgerow trees. Woodland, bordering the A1 and extending into the wider landscape forms a significant land cover bounding fields that are a mixture of arable and grazing.
- 9.3.7 Within this open farmland and to the south of Junction 67 is the Tyne Marshalling Yard, comprising several railway sidings associated with the East Coast Mainline Railway, this represents a marked but localised change in land use.
- 9.3.8 Open spaces within Birtley have been used for housing infill in the past few years. However there is some evidence of urban fringe land uses including smaller paddocks for pony grazing around Birtley and Eighton Lodge. There are also recreational facilities, including a golf course and fishing lakes.
- 9.3.9 To the north of Junction 66 is the iconic statue of the Angel of the North, this highly conspicuous landmark forms a gateway to the wider Newcastle conurbation. The statue is surrounded by open space; however views towards the A1 are largely screened by vegetation.

## CONNECTIVITY

- 9.3.10 The study area contains a good number of footpaths and bridleways, especially to the north-east of the A1 (where the urban areas are connected to the surrounding countryside) although there are fewer footpaths within the open space to the south-west of the A1 around Birtley.
- 9.3.11 A summary of Public Rights of Way (PRoW) within the study area (as shown on **Figure 1.2 – Environmental Constraints Plan**, in **Appendix B**) is as follows:
- National Trails - none within the study area;
  - Bridleways - 7 Bridleways within the study area;
  - BOAT (byways open to all traffic) - none within the study area;
  - Footpaths - 22 footpaths within the study area; and

→ Restricted byways - none within the study area.

9.3.12 The footpaths and bridleways enable good connectivity between the urban and rural areas to the south of Harlow Green; however east-west links are severed by the A1 corridor, the East Coast Mainline and the River Team. There are points for pedestrians to cross these features: on Smithy Lane/ Lamesley Road; Moor Mill Lane; and the A167 but the only off-road connection is a Bridleway.

9.3.13 Three Sustrans routes lie within the study area:

→ Sustrans Regional Route 11;

→ Sustrans National Cycle Network - Local Route 2; and

→ Sustrans Local Routes.

9.3.14 As with the PRoW, there is some off-road connectivity for cyclists around Harlow Green. However, off-road east-west links are limited to Route 11 which follows the line of the SM and a separated cycle path at the roundabout with the A167, which joins an on-road cycle route into Birtley. Alternative crossing points are Smithy Lane. The residential areas at Birtley are poorly connected to the settlement to the east; cyclists needing to access this area are required to use the A1231.

## VEGETATION

9.3.15 Linear belts of semi-mature broadleaf tree and shrub planting are located along the A1 including around junctions. This vegetation has been assessed from Google imagery, and a site visit carried out in July 2016. The vegetation within the highway boundary integrates with vegetation in the surrounding area and acts as screening for nearby visual receptors. There are several, now fragmented areas of woodland cover along the length of the Scheme, these are: Longacre Wood; Longacre Dene; Robins Wood, Lady Park and several unnamed areas that tie into the adjacent A1 corridor.

9.3.16 There are several landscape designations within the study area as detailed below and illustrated on **Figure 9.1**, in **Appendix B**.

## LANDSCAPE DESIGNATIONS

9.3.17 There are no National Parks or Areas of Outstanding Natural Beauty within or adjacent to the study area.

9.3.18 Watergate Forest Park lies approximately 600m to the west of Junction 67. This country park lies to the north of the A692 and forms the western edge of Lobley Hill that forms a visual barrier with the A1 corridor.



## GREEN BELT

- 9.3.19 Much of the study area falls within designated Green Belt land, namely the Tyne and Wear Green Belt around Gateshead and Newcastle within the Gateshead district.

## CONSERVATION AREAS

- 9.3.20 This part of the A1 runs through or adjacent to three conservation areas.
- Ravensworth Conservation Area is to the west of the Team Valley. This contains the remains of a medieval castle and its boundary reflects the nineteenth century Ravensworth Estate. The boundary of the Conservation Area is immediately adjacent to the A1 corridor.
  - Lamesley Conservation Area lies approximately 300m to the south and west of the A1 adjacent to the East Coast Mainline railway; and
  - Birtley Conservation Area lies approximately 800m to the south west of the study area. It covers the historic centre of Birtley village.
  - Chowdene Conservation Area lies approximately 520m to the east of the study area.

## NATIONAL CHARACTER AREAS

- 9.3.21 To assess a new development there must be understanding of both landscape character and the quality of the surrounding areas. The Scheme sits within National Character Area (NCA) 14 - Tyne and Wear Lowlands. This extends from Newcastle upon Tyne and Tynemouth in the north to Durham in the south and is centred on the lower valleys of the Tyne and Wear, characterised by broadleaved woodlands. NCA 14 is densely populated and its history of urban settlement and industry has had a significant impact on its character. NCA 14 is crossed by major north-south transport routes including the A1 and the East Coast Mainline railway.

## LOCAL LANDSCAPE CHARACTER AREAS

- 9.3.22 The majority of the study area lies within the Metropolitan Borough of Gateshead, with a small section of the study area lying within the City of Sunderland.
- 9.3.23 Gateshead Council has two existing Landscape Character Assessments which are not adopted. The most recent assessment was undertaken in 2007 by White Young Green<sup>15</sup>. This divided the borough into six broad Landscape Character Types. The Scheme sits within the Team Valley Landscape Character Area (LCA).
- 9.3.24 The assessment then subdivides this Character Area into 33 smaller LCAs, (these were assessed individually in terms of their landscape character and condition, architecture and settlement form and given a landscape sensitivity and capacity assessment). These are illustrated on **Figure 9.2, in Appendix B**.

- 9.3.25 Gateshead Council further commissioned their 'Made in Gateshead' Urban Character Assessment in 2011. These are illustrated on **Figure 9.2, in Appendix B.**

## VISUAL RECEPTORS

- 9.3.26 **Table 9-1** details all visual receptors identified surrounding and their distance the Scheme. These are illustrated on **Figure 9.3, in Appendix B.**

**Table 9-1 - Visual receptors**

VISUAL RECEPTOR	DISTANCE
Properties along A1231 in Birtley	
Approx. 55 properties on Brightlea	between 165m and 285m
Approx. 41 properties on Northside	between 20m and 300m
Approx. 14 properties on Banesley Lane	between 100m and 235m
Approx. 18 properties on Coach Road	Between 18m and 44m
Birtley East -	
Approx. 57 properties on Malone Gardens	between 85m and 225m
Approx. 42 properties on Crathie	between 45m and 155m
Approx. 39 properties on Dene Court	between 300m and 50m
Approx. 78 properties on North Dene	between 300m and 60m
Approx. 37 properties Long Bank	between 265m and 30m
Eighton -	
Properties around Eighton Lodge and on Durham Road	150m
Properties on Durham Road 'Angel View House'	200m
28 properties on Cowen Gardens	265m
Rural -	
Property at Fishing tackle shop	60m
Residential properties at Angel of the North Fishing Lakes	185m
Residential property near Northside Farm	80m
Northside Farm	130m
Farm near Northside Farm	445m
Properties near Northside Farm	435m
Willowbeds Farm	90m
The Courtyard (Lamesley Road)	380m
Allerdene -	
Properties along Woodford	200m
Properties along Salcombe Gardens	175m
Lamesley Village -	
Properties at Lamesley Village	600m
Properties at South Farm	295m
Recreational -	
Angel of the North Fishing Lakes	approx. 150m
Users of the footpath and cycle network which link settlements and the surrounding countryside	Varied
Users of the Cycle networks	Varied
Visitors to Angel of the North	300m
Employment, retail/commercial or light industrial -	
Team Valley Trading Estate	from 80m
Educational: Primary School -	
Ravensworth Terrace Primary School	945m
St Joseph's RC Primary School	1225m
Birtley East Community Primary School	230m

St Anne's RC Primary School	885m
Harlow Green Community Primary School	670m
Blackfell Primary School	775m
Oakfield Infant School	800m
Oakfield Junior School	925m
Joseph Swan Academy	765m

## VALUE OF THE LANDSCAPE AND VISUAL RECEPTORS

9.3.27 The landscape receptors identified from the baseline above have been assessed within PCF Stage 2 for their sensitivity and value in **Table 9-2**.

**Table 9-2 - Landscape receptor sensitivity**

RECEPTOR	DISTANCE	ENVIRONMENTAL VALUE (SENSITIVITY)
Green Belt	Within and Adjacent to the Scheme	High
Trees and Vegetation	Adjacent to Scheme	High
Local Landscape Character	Surrounding the Scheme	High
Character of Conservation areas	Adjacent to Scheme to 530 m	High

9.3.28 The visual receptors have been assessed within PCF Stage 2 for their sensitivity and value as detailed in **Table 9-3**.

**Table 9-3 Sensitivity value of visual receptors**

RECEPTOR	DISTANCE	SENSITIVITY VALUE
Residential Properties along A1231 in Birtley	between 20m and 300m	High
Residential Properties along A1231 in Birtley East	between 85m and 225m	High
Residential Properties in Eighton	between 150m	High
Residential Properties - Rural residential viewpoints	between 60m and 445m	High
Residential Properties in Allerdene	between 175m and 200m	High
Residential Properties in Lamesley Village	between 295m and 600m	High
Users of Public Rights of Way and other recreational trails	Varies	High
Users of the fishing lakes near Northside Farm	between 200-400m	High
Visitors to the Angel of the North	300m	High
Users of the East Coast Main Line	between 0-1000m	Medium
Users of primary and secondary schools	between 50m-950m	Medium
Users of Team Valley Trading Estate	80m +	Low

## 9.4 POTENTIAL IMPACTS

### POTENTIAL CONSTRUCTION EFFECTS

9.4.1 The effects on visual receptors and landscape which would occur as a result of the construction of the Scheme include:

- Temporary and permanent inclusion of new features for the Scheme including land profiling and the provision and location of the site compound(s) (Geotechnical Investigations and main site works);
- The removal and replanting of some of the vegetation for the Scheme which currently provides integration and filtering of views from and to the surrounding areas, to allow the construction, especially those that directly affect nearby properties;
- Effects on Long Acre Wood and Bowes Railway LWS during construction through loss of vegetation within LWS or adjacent to it;
- Visual effects as a result of construction operations including site hoardings, construction compounds and construction traffic for the Scheme;
- Effects of temporary lighting of the construction area for the Scheme during the construction period; and
- Temporary construction impact upon the setting and views to the Angel of the North from the existing A1.

## POTENTIAL OPERATIONAL EFFECTS

9.4.2 Effects which would potentially occur as a result of the operation of the Scheme include:

- Potential changes in landscape character due to the scale of the Scheme, introduction of new features including the Allerdene Bridge;
- The Scheme would potentially create permanent changes in local landscape character due to the removal of maturing highway woodland and vegetation connection to Longacre Wood;
- Visual changes would potentially affect residential properties and would occur from the operation of the Scheme, including the proposed Allerdene Bridge on the southern side;
- Potential impact upon the setting and views to the Angel of the North from the existing A1;
- Landscape and visual effects of possible additional permanent road lighting (although this is likely to utilise LED technology with dimming capability for future integration of the Highways England Motorway Road Lighting Control System (MoRLiCS), signage and gantries in-line with the A1 NGWB Signing Strategy and lighting; and
- Impact from the establishment of mitigation planting implemented as part of the Scheme, which over time would add screening and character benefits.

## 9.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

- 9.5.1 The change in character of the landscape in the proposed offline section could be mitigated with the use of well thought out landscape planting to reflect the local character of the Study Area. The mitigation landscape planting may also perform a visual screening role where vegetation has been removed to enable the works or where the new road corridor will have potential adverse effects on visual receptors. Consideration will be given to the setting of the Angel of the North, Ravensworth, Birtley and Lamesley Conservation Areas. The retention of existing vegetation where possible will help to reduce potentially adverse effects on these receptors.
- 9.5.2 Views to the Angel of the North from the A1 are paramount to its success as a piece of public art. Approximately 90,000 cars pass the Angel each day; it is necessary that the links and views between the A1, the East Coast Mainline and the Angel of the North are maintained.
- 9.5.3 Opportunities exist for further enhancement of the wider landscape character. Local woodland identified in the baseline contributes to the wider landscape character and has visual screening properties associated with it. There is scope to replace and extend areas where vegetation is removed as a result of the Scheme and provide additional mitigation planting to further reduce potentially significant effects. Space created through the decommissioning of parts of the existing road corridor and bridge will be considered during preliminary design as part of the overall mitigation strategy to offset potential effects, and integrate the Scheme within the landscape and surrounding woodlands.

### MONITORING

- 9.5.4 Monitoring requirements will be determined once Scheme specific details are known, associated impacts assessed and mitigation requirements understood.

## 9.6 RESIDUAL EFFECTS

- 9.6.1 The PCF Stage 2 assessment of the Scheme found that overall the likely Landscape effect would be Large adverse during construction and Moderate adverse during operation and the likely Visual effect would be Moderate adverse during construction and operation. The residual effects identified at PCF Stage 2 have been outlined below.
- 9.6.2 There would be likely permanent residual effects in the perception of landscape character due to the scale of the Scheme; the introduction of new features including the Allerdene Bridge, lighting and removal of maturing highway woodland and vegetation connection to Longacre Wood are likely to contribute towards significant landscape effects.
- 9.6.3 Visual changes such as the proposed new Allerdene Bridge and gantries, new signage, technology assets and lighting, would likely result in residual effects on residential properties as well as views to the Angel of the North.

9.6.4 A further detailed assessment of residual effects will be carried out at PCF Stage 3.

## 9.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

9.7.1 A Simple landscape assessment was undertaken at PCF Stage 2. Landscape and visual topics were identified as potentially giving rise to significant effects and a detailed assessment is considered appropriate for PCF Stage 3 as outlined below.

9.7.2 Following consideration of the likely impacts associated with the Scheme it is proposed that a detailed assessment of landscape effects, in accordance with IAN 135/10 would be required as the potential impacts have been deemed to be potentially significant.

9.7.3 It is deemed likely that visual effects will arise from the Scheme, essentially from the removal of vegetation close to residential properties, resulting in newly exposed views of the corridor and moving traffic therein. It is proposed therefore that a detailed visual assessment of the Scheme is undertaken in accordance with IAN 135/10.

9.7.4 The assessment will be undertaken in accordance with the above guidance and the methodology outlined in Section 9.7.

### POLICY AND PLANS

9.7.5 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:

- A schedule of the relevant national, regional, county and local policies; and
- A commentary setting out the significance of the impact of the Scheme on each policy objective.

### METHODOLOGY

9.7.6 The EIA will be carried out in accordance with guidance within DMRB Volume 11, Section 3, Part 5, IAN 135/10 Landscape and Visual Effects Assessment<sup>16</sup>, and the Guidelines for Landscape and Visual Impact Assessment (GLVIA)<sup>17</sup>.

9.7.7 The study area has been defined as 1km from the Scheme Footprint. It is considered unlikely that significant effects would arise beyond 1km due to the surrounding built form within the urban areas e.g. Birtley and Team Valley Trading Estate and the wider undulating landscape to the South. This landform creates shortened views and a smaller zone of influence associated with the Scheme.



- 9.7.8 The detailed assessment would build on the baseline information acquired for the PCF Stage 2 assessment and assess the potential landscape and visual impacts of the Scheme on individual receptors, by completing the following:
- Undertake detailed desk study and fieldwork to identify the character of the landscape, including its condition and value, and the nature and sensitivity of the visual receptors that may be affected by the project;
  - A review and update of the baseline information including relevant planning policies, regional and district landscape character guidance;
  - A review of the LCAs and determine if any changes are needed to the boundaries and descriptions considering new development / demolition within the study area;
  - Undertake a landscape sensitivity assessment of the LCAs as to the degree that the proposed changes could be accommodated without altering landscape character;
  - Undertake a detailed assessment of the magnitude of landscape impact to determine the significance of landscape impact upon the LCAs;
  - Assessment of the visual impacts of the Scheme. Undertake a Zone of Visibility, identify visual receptors and determine the magnitude and significance of visual impact through site survey and assessment. For the sensitive views, photomontages will be used to illustrate the potential change; and
  - Mitigation to avoid, reduce or remedy the changes should be taken into consideration in determining the significance of resultant effects. A detailed landscape mitigation strategy will be developed.
- 9.7.9 The LVIA will take account of the legislation relevant to landscape and visual issues, including the European Landscape Convention.
- 9.7.10 The LVIA will refer to the National Planning Policy Framework (NPPF), which forms the wide, national policy context for the Scheme. The relevant NPPF's planning principles and objectives will be identified and referenced in the report.
- 9.7.11 The method for defining the significance of effects follows guidance within Highways England DMRB Volume IAN 135/10 Landscape and Visual Effects Assessment.

## 9.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS

- 9.8.1 In accordance with IAN 135/10 two basic assumptions have been made:
- The observer eye height has been assumed to be 1.5m; and
  - The visual intrusion has been occasioned by traffic on the road (assumed maximum height of 4.5m) as well as by the road and associated structures.

- 9.8.2 Within the assessment it will be assumed that any planting would, by year 15, have achieved a minimum height of 4.5m. This assumption is based on predicted growth rates of 0.3m per annum which, given the application of appropriate planting and management techniques, is considered to be a conservative estimated height. This predicted growth rate is also based on experience from comparable highway schemes. The screening effect of vegetation would be less effective in winter in comparison to the summer months.

# 10 BIODIVERSITY

## 10.1 INTRODUCTION

10.1.1 This section considers the implications of the Scheme on biodiversity during the construction and operational phases and any potentially significant effects. It sets out the proposed methodology for biodiversity and identifies those aspects that have been scoped in and out of the EIA.

10.1.2 DMRB Volume 11 Section 3 Part 4<sup>20</sup> defines the objectives for nature conservation as follows:

*"The maintenance of the diversity and character of the countryside, including its wildlife communities and important geological and physical features; and*

*The maintenance of viable populations of wildlife species, throughout their traditional ranges, and the improvement of the status of rare and vulnerable species."*

10.1.3 This section has been informed by the results from the PCF Stage 2 biodiversity assessment and the methodology set out in the Guidelines for Ecological Impact Assessment<sup>18</sup> and Highways Agency's Interim Advice Note 130/10<sup>19</sup> (IAN 130/10), which supplements the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3<sup>20</sup>.

## 10.2 STUDY AREA

10.2.1 For the purpose of the desk study exercise, the search radii were selected following Assessment Methods in DMRB guidance<sup>21</sup> and Guidelines for Preliminary Ecological Appraisal<sup>22</sup>. The following search radii from the Scheme Footprint (provided December 2016) were used:

- 1km radius for protected species records;
- 1km radius for bats;
- 2km radius for statutory and non-statutory designated sites;
- 10km radius for European designated sites, including sites with hydrological connections; and
- 30km for SACs designated for Bats.

- 10.2.2 The study area for the field survey comprises the land previously identified as being within the Scheme Footprint (provided in December 2016), this included the A1 J65-67, the verges of the northbound and southbound carriageways under Highways England control and the area proposed for a new road to be constructed south west of J66-67 (hereafter referred to as the 'Study Area'). Land outside of the Scheme Footprint was not included within the field survey as impacts were considered unlikely. This study area applied to the Preliminary Ecological Appraisal (PEA) and the reptile survey.
- 10.2.3 For other detailed surveys, the Study Area was amended as follows, based on likely effects resulting from the Scheme:
- Land within the Scheme Footprint, which is most likely to be impacted by the Scheme, plus 30m from the Scheme Footprint for Bat Activity Survey;
  - Scheme Footprint plus 500m from the Scheme Footprint for Great Crested Newt (GCN) surveys;
  - Land within the Scheme Footprint, which is most likely to be impacted or lost, plus 50m from the Scheme Footprint for trees and buildings with potential to support bat roosts;
  - Habitat suitable for red squirrel within the Scheme Footprint, which is most likely to be impacted or lost, plus 30m from the Scheme Footprint where access is available; and
  - Habitat suitable for badger within the Scheme Footprint which is most likely to be impacted or lost, plus 50m from the Scheme Footprint where access is available.

### 10.3 BASELINE CONDITIONS

#### DESK STUDY

- 10.3.1 A desk study exercise was undertaken at PCF Stage 2 during March and April 2015 to review existing ecological baseline information available in the public domain and to obtain information held by relevant third parties in relation to the Scheme Footprint. The desk study information has not been updated to inform this scoping assessment; however it will be updated for the environmental assessment at PCF Stage 3. Whilst not considered in date (as per PEA guidelines (CIEEM, 2016)), it is considered unlikely that the provision of up-to-date desk study data, would significantly affect the scope of this assessment.
- 10.3.2 There are a number local wildlife sites (LWS) forming two wildlife corridors identified within the Study Area. These can be viewed in **Figure 1.2 – Environmental Constraints Plan** in **Appendix B**. The following LWS form the an area called the River Team wildlife corridor; Lamesley Pastures, Tyne Marshalling Yard, Lamesley reedbeds, Bowes Railway Walk and Longacre Wood. The Follingsby wildlife corridor consists of; Sheddons Hill, Dunkirk Pond, Dunkirk Farm west and Bowes Railway Line.

- 10.3.3 Fourteen non-statutory LWS were identified within the 2km desk study search radius. The table below summarises those in closest proximity to the Scheme Footprint.

**Table 10-1 - Non statutory nature conservation sites closest to the scheme footprint**

Site Name	Distance	Designation Criteria
Sheddons Hill LWS	340m north of J65	This site is designated for its habitats, specifically herb rich meadow and acid grassland species
Dunkirk Pond (Fox's Pond) LWS	530m north of J65-J66	This site is designated for its open water plant community and large numbers of damselflies breeding in the pond as well as common frog, smooth and palmate newts.
Dunkirk Farm West LWS	10m east of J65-J66	This site is designated for its grassland habitat and the open grassland, tall-herb communities, scrub and hedgerow habitat along the disused wagon way.
Bowes Railway LWS	10m west of J65-J66	This site is designated due to its importance as a wildlife corridor and mosaic of habitats along its length.
Long Acre Dene LWS	Within the Scheme Corridor at J66	This site is designated due to its status as ancient semi-natural woodland in an urban area where ASNW is scarce.
Long Acre Wood LWS	Within the Scheme Corridor at J66-J67	This site is designated for its habitats and provision of habitat in an urban setting.
Lamesley Meadows LWS /Lamesley Pastures SNCI	500m south west of J66-J67	This site is designated due to its habitats and its provision for a variety of breeding wading birds.
Key: ASNW – Ancient Semi Natural Woodland LWS – Local Wildlife Site SNCI - Site of Nature Conservation Importance		

- 10.3.4 No European or UK statutory designated sites were identified within the desk study search radius of 2km (10km for European sites and 30km for European sites where bats are one of the qualifying interests). The Habitats Regulations Assessment Report (WSP, 2017) concluded that there would be no impacts to European Sites as a result of the Scheme, during construction and operation. Therefore Appropriate Assessment is not required.
- 10.3.5 The desk-top review of the WSP Preliminary Ecological Assessment Report identified notable and protected species records within 1km of the Scheme footprint, citing records of badger, bat species (4), bird species (83), otter, water vole, red squirrel, hedgehog, brown hare, amphibian species (4) (including GCN), and invertebrate species (7).

## FIELD SURVEY

- 10.3.6 The Preliminary Ecological Appraisal (PEA) survey undertaken in 2015 covered the Study Area (as described in the 'study area' section; and where access allowed). The survey identified a Study Area dominated by broadleaved plantation woodland, scrub and grassland with less dominant habitats comprising hedgerow, bracken, hardstanding, shrub and both standing and running water.

10.3.7 **Table 10-2** lists all habitats within the study area and whether they are Habitats of Principal Importance (HPI) or listed within the Local Biodiversity Action Plan (LBAP) habitats.

**Table 10-2 - Habitats identified within the study area**

Habitat	Habitat of Principal Importance	Local Biodiversity Action Plan Habitat
Broadleaved semi-natural woodland	✓	✓
Broadleaved plantation woodland		✓
Mixed plantation woodland		✓
Dense scrub		✓
Scattered scrub		
Scattered broadleaved trees		
Scattered mixed trees		
Semi-improved neutral grassland		
Improved grassland		
Scattered bracken		
Tall ruderal vegetation		
Standing water	✓	✓
Running water	✓	✓
Amenity grassland		
Species poor intact hedge		✓
Species poor defunct hedge		✓
Buildings and hard standing		

## SPECIES

10.3.8 The 2015 PEA and subsequent surveys identified habitat suitable for a number of species/species groups:

- Badger;
- Bats;
- Breeding birds;
- Wintering birds;
- Brown hare;
- Amphibian;
- Great crested newt;
- Hedgehog;
- Riparian Mammals, including Otter and Water vole;
- Red squirrel; and
- Reptiles.



- 10.3.9 Update surveys carried out in 2016 identified the River Team had negligible potential to support water vole on this particular stretch. At the time of the update survey the river could support otter commuting and foraging activity, though this was considered unlikely given the presence of a significant stretch of culvert (over 1 km) leading to this section of the river. No potential holts or resting sites were identified within the Survey Area.
- 10.3.10 During follow up surveys a bird of conservation concern (Lapwing *Vanellus Vanellus*) was observed and a review of publically available information was carried out and informed the need for wintering bird surveys<sup>23</sup>.
- 10.3.11 Following update surveys in 2016, bats, great crested newts, badger, red squirrel and reptile surveys were undertaken as shown in **Table 10-3**.

**Table 10-3 - Survey effort**

Survey	Methodology	DATES	FINDINGS
Preliminary Ecological Assessment	Walkover of the Study Area in order to map and identify habitats, with regards to Guidelines for Preliminary Ecological Appraisal (CIEEM, 2013).	Undertaken March-April 2015	Habitats of varying importance identified. No further vegetative surveys required but further protected/notable species surveys required.
Badger	Walkover of appropriate areas of the Study Area in accordance with Harris <i>et al.</i> (1989).	October/ November 2017	To be confirmed following specific survey
Bats	Bat Activity Survey	June-September 2017	Assessment ongoing
	Bat Roost Potential Checks. Assessment of trees, buildings and structures for features offering potential as bat roosts.	July-present 2017	Ongoing
Breeding birds	Walkover transect of appropriate areas of the Study Area in accordance with Bird Census Techniques guidelines (Gilbert <i>et al.</i> 1998)	March – May 2018	To be confirmed following specific survey
Wintering birds	Walkover transect of appropriate areas of the Study Area in accordance with Bird Census Techniques guidelines (Gilbert <i>et al.</i> , 1998)	October 2017 - February 2018	To be confirmed following specific survey
Great Crested Newts	Desk based assessment of waterbodies within 500m of the Scheme.	April 2015	16 waterbodies were recorded and underwent assessment. Eight waterbodies require further survey
	Habitat suitability index assessment of 8 waterbodies	April 2017	All 8 required further survey for GCN
	Environmental DNA assessment of 8 waterbodies	April-May 2017	Two waterbodies returned positive eDNA results. The remaining waterbodies

Survey	Methodology	DATES	FINDINGS
	Presence/absence surveys of 8 of the ponds within 500m of the scheme. Surveys in accordance with great crested newt mitigation guidelines (English Nature 2001).	April-May 2017	returned negative results. Amphibians recorded include great crested newt, smooth newt, palmate newt, common toad. Impacts to be confirmed following final scheme details.
Riparian Mammals	Walkover survey of the River with reference to Dean <i>et al</i> (2016), Strachan <i>et al</i> (2011) and Chanin <i>et al.</i> (2003).	April 2017	Small length of suitable habitat isolated between significant lengths where the river is culverted. Riparian mammals likely absent, no further survey required.
Red Squirrel	Walkover survey of the woodlands with reference to Practical Techniques for Surveying and Monitoring Squirrels Forestry Commission, 2009.	October-November 2017	To be confirmed following specific survey
Reptile	Strategic placement and monitoring of refugia tiles. Methodology based upon 'Herpetofauna Worker's Manual' (Gent and Gibson, (2003)) and 'Froglife Advice Sheet 10' (Froglife, (1999)).	June –July 2017	No reptiles identified. Likely absent. No further survey required

## 10.4 POTENTIAL IMPACTS

10.4.1 At this stage specific impacts to ecological receptors cannot be fully assessed as the final Scheme details are not yet confirmed. A brief summary of the potential impacts during both construction and operational/post-construction is provided below.

### CONSTRUCTION

10.4.2 Potential impacts that would likely effect important ecological features as a result of the Scheme include:

- Direct and indirect effects on legally protected and/or priority species will also result due to general construction site activities, through severance, fragmentation, dividing of habitats and reduction in biodiversity. Disturbance, displacement and potential mortality/injury of species may result through construction activities.

- Direct habitat loss, damage, fragmentation and loss of biodiversity are likely to occur during construction of the Scheme. The loss of woodland habitat would potentially impact bats, badger, red squirrel and nesting birds. Loss of grassland habitat would potentially impact badger and great crested newt whilst loss of scrub would potentially impact bats, great crested newts and nesting birds. Disturbance to species potentially retained habitats will occur during construction. Noise, light, visual and vibration pollution will impact the habitats and further increase disturbance to surrounding habitats.
- Pollution of retained habitats (in the form of dust, run-off and material deposition) would potentially impact protected and/or notable species occupying habitats. This may reduce habitat suitability for certain species.
- Damage to retained habitats and adjacent water courses (River Team and other water courses culverted beneath the A1) during construction, as a result of, for example, accidental pollution, discharge of materials or hydrological effects.
- Direct impacts on Longacre Wood LWS due to vegetation clearance directly adjacent to the highway boundary.

#### OPERATIONAL/POST-CONSTRUCTION

10.4.3 The effects on ecological receptors which would potentially occur as a result of the operation of the Scheme include:

- Disturbance to species (e.g. bats) from increased levels of light, noise and pollution;
- Direct hydrological effects to Longacre Dene ancient woodland;
- Direct mortality through traffic collisions; and
- Effects on vegetation from polluted traffic spray from road traffic and surface water drainage.

#### 10.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

- 10.5.1 Avoidance and mitigation measures will be further investigated, once Scheme specific details are known and associated impacts assessed during PCF Stage 3.
- 10.5.2 Where planting is required, it should be native species and locally sourced (where practicable). This ensures that the planting is suitable for local species likely to use them.
- 10.5.3 The Scheme should seek to achieve no net loss in biodiversity in line with Highways England Road Improvement Strategy 1 and as promoted under the NPPF (2012) and the Biodiversity Plan<sup>24</sup>. An assessment of the Scheme in relation to the Highways England No Net Loss requirements will be undertaken.

10.5.4 Enhancement of existing and/or replacement habitats lost, as well as those included in additional landscaping should focus on the provision of, locally sourced native tree species which support large numbers of invertebrates, to maximise foraging and commuting resources for bats and birds.

10.5.5 Enhancements may include, but will not be limited to:

- Planting of native trees and hedgerows to enhance the wildlife corridors between Long Acre Wood LWS and Long Acre Dean LWS;
- Planting of native trees and hedgerows to enhance the Dunkirk Farm West LWS and Bowes Railway LWS wildlife corridors; and
- Additional planting of strategically placed native hedgerows to increase diversity of native species and strengthen wildlife corridors.

## MONITORING

10.5.6 Monitoring requirements will be determined once Scheme specific details are known, associated impacts assessed and mitigation requirements understood.

## 10.6 RESIDUAL EFFECTS

10.6.1 Field surveys will be undertaken during the appropriate season to allow results to be used during the assessment. The findings of the proposed field survey work will be evaluated and presented in the Environmental Impact Assessment (EIA) describing methodologies employed; results of consultation and field surveys; potential impacts; differences between the options; mitigation measures required to ameliorate identified potential impacts; and an assessment of remaining residual impacts. Residual impacts on biodiversity will be assessed and suitable enhancement measures will be recommended to ensure a minimum target of 'no-net loss' of biodiversity is achieved and where possible, provide a biodiversity gain.

## 10.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

10.7.1 The following has been **scoped in to** the assessment:

- Local wildlife sites (LWS), due to their proximity to the Scheme include;
  - Dunkirk Farm West LWS (approximately 10 m from the Scheme Corridor);
  - Bowes Railway LWS (approximately 10 m from the Scheme Corridor);
  - Long Acre Dean LWS (within the Scheme Corridor);
  - Long Acre Wood LWS;
- All habitats within the field survey Study Area (see **paragraph 10.2.2**);
- The presence of three Section 41 Habitats of Principal Importance and eight Local Biodiversity Action Plan habitats; and

→ Protected and notable species.

10.7.2 The following have been **scoped out** of the assessment:

→ The River Tyne (Northumbria coast) Special Protection Area (SPA) and Special Area of Conservation (SAC).

10.7.3 The River Tyne (Northumbria coast) SPA and SAC has been scoped out of the assessment due to its distance from the Scheme (>15km) and the lack of hydrological connectivity (c. 23km downstream of the Scheme).

#### POLICY AND PLANS

10.7.4 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:

- A schedule of the relevant national, regional, county and local policies; and
- A commentary setting out the significance of the impact of the Scheme on each policy objective.

#### METHODOLOGY

10.7.5 Following completion of ecological surveys, the ecological assessment will be undertaken using a modified approach detailed in the CIEEM Guidelines for Ecological Impact Assessment<sup>18</sup> and Highways Agency's Interim Advice Note 130/10<sup>19</sup> (IAN 130/10), which supplements the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3<sup>21</sup>. The assessment approach will ensure that legislation surrounding the protection afforded to habitats/species is not contravened. The assessment will include the ecological features within the study area listed below.

10.7.6 In order to characterise and assess the impacts of the scheme, IAN130/10 will be used as the current best approach, building on existing advice as set out in DMRB Volume 11, Section 3, Part 4.

10.7.7 In addition to the guidance detailed above, the assessment of ecological impacts will be undertaken in accordance with the following guidance:

- Institute of Environmental Assessment (IEA) (1995) Guidelines for Baseline Ecological Assessment;
- Highways Agency (2001) Design Manual for Roads and Bridges (DMRB) Volume 10 Section 4 Nature Conservation;
- Highways Agency (March 2006) Best Practice in Enhancement of Highways Design for Bats; and
- Highways Agency (Oct 2008) IAN 116/08 Nature Conservation Advice in Relation to Bats.

- 10.7.8 Characterisation of ecological impacts is a process that starts with the 'evaluation of ecological resources', which identifies the most valuable resources that may be impacted by the Scheme.
- 10.7.9 The value given to an ecological receptor takes into account any statutory or non-statutory designations, the intrinsic value of the receptor and whether it supports legally protected or notable species. Consideration will be given to the value of the species or habitat and its conservation status at a geographic level taking population size, life cycle, rarity and/or distribution into account. Each ecological resource will be assessed as being valuable, or potentially valuable, within a geographic frame of reference as set out in Table 1 of IAN 130/10 Ecology and Nature Conservation: Criteria for Impact Assessment. The resource valuation will be further informed by CIEEM's Guidelines<sup>18</sup>.
- 10.7.10 Once the evaluation of ecological resources has been carried out, the assessment will identify potential biophysical changes arising from proposed activities during the construction and operation of the scheme that may affect receptors. In accordance with the DMRB and CIEEM, this will take account of design mitigation measures only (i.e. in the absence of any other mitigation), thus providing clear information regarding the unmitigated impacts to inform the identification of appropriate mitigation and/or compensation requirements.
- 10.7.11 Characterisation of ecological impacts upon each receptor requires the determination of a range of parameters as shown in **Table 10-4** to inform the determination of impact significance. **Table 10-4** has been produced with reference to Table 2 in IAN 130/10. These criteria take account of both direct loss of habitat and ecological resources through land take, and also perceived indirect impacts such as pollution and habitat fragmentation.

**Table 10-4 - Characterisation of impact for ecology and nature conservation**

Impact Character	Description
SI – Sign	Positive (Beneficial) or Negative (Adverse).
PO – Probability of Occurring	Certain, Probable, Unlikely.
CO – Complexity	Direct, Indirect, Cumulative.
EC – Extent	Area measures and percentage of total (e.g. area of habitat/ territory lost).
SZ – Size	Description of level of severity of influence (e.g. complete loss, number of animals affected).
RE – Reversibility	Reversible or Not Reversible (can the effect be reversed, whether or not this is planned?).
DU – Duration	Permanent (P) or Temporary (T) in ecological terms. Where differing timescales are determined in relation to the life-cycle of the receptor, these should be defined.
TF – Timing and Frequency	Important seasonal and/ or life-cycle constraints and any relationship with frequency considered.



- 10.7.12 Having characterised impacts, proposals for mitigation, compensation and enhancement will be considered, with the aim of avoiding or reducing the significance of impacts. Subsequent to the mitigation proposals, the overall residual significance of impacts on each receptor will be assessed.
- 10.7.13 Using the receptor value ascertained from Table 1 of IAN 130/10 and the characterisation impact table from **Table 10-1**, it is possible to assign an 'overall significance category'. Table 3 of IAN 130/10 illustrates the approach taken to relating significant impacts at different levels of value.
- 10.7.14 Desk study data will be gathered from the following sources:
- Environmental Records and Information Centre North East (ERIC NE) - for protected sites and species;
  - Durham Bird Club - for bird records;
  - Durham Badger Group - for badger records;
  - Durham Bat Group - for bat records; and
  - Gateshead Council.

## 10.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS

- 10.8.1 Access to waterbody 14 was not granted following the completion of the environmental DNA (eDNA) testing for great crested newt. The implications of this will be assessed once further design detail is available at PCF Stage 3.
- 10.8.2 Access permission for great crested newt surveys to waterbodies 15, 16, and 17 was removed following the completion of both the eDNA testing and the first population class size assessment. Again, the implications of this will be assessed once further design detail is available at PCF Stage 3.
- 10.8.3 Where full ecological baseline information cannot be obtained due to access, precautionary principle will be applied to any assessment of Important Ecological Features.

# 11 GEOLOGY AND SOILS

## 11.1 INTRODUCTION

- 11.1.1 This section sets out the methodology to assess the potentially significant environmental effects on geology and soils related receptors. It sets out the proposed methodology for the geology and soils assessment and identifies those impacts that can be both scoped in and out of the EIA.
- 11.1.2 This section has been informed by the Preliminary Sources Study Report (PSSR, WSP 2015), and guidance document Soils and Geology DMRB Volume 11, Section 3, Part 11.

## 11.2 STUDY AREA

- 11.2.1 The study area will incorporate the Scheme Footprint plus a buffer of 250m beyond the Scheme Footprint (red line boundary). It is considered that this is the only area that would be affected in terms of geology and soils.

## 11.3 BASELINE CONDITIONS

- 11.3.1 Baseline conditions have been informed by the PSSR report<sup>25</sup> and checked in accordance of the current Scheme Footprint.

### GEOLOGY

- 11.3.2 British Geology Survey (BGS) maps show a large area of Made Ground beneath the existing carriageway east of Junction 67 and south of Smithy Lane overbridge for approximately 300m and 400m respectively. The proposed route is also underlain by Made Ground south of Smithy Lane overbridge for approximately 100m to the east.
- 11.3.3 Drift deposits are shown to comprise Alluvium along the route of the River Team underlying the existing carriageway for approximately 250m at Junction 67. The remainder of the site is underlain by Glacial Till along the side of the Team Valley to Junction 65 in the south.
- 11.3.4 Solid geology comprises the Pennine Middle Coal Measures, indicated to underlie the length of the road and primarily comprising of the High Main Post Member (sandstone), over sandstones, mudstones, siltstones, and coal. A number of coal seams are indicated to sub-crop below the existing and proposed carriageways.

- 11.3.5 Coal Authority records state that the site is within the likely zone of influence from workings in thirteen seams of coal from shallow to 240m bgl. Numerous pits, shafts and adits, both associated with the main collieries, and individuals, are present on and in close proximity to the site. The Coal Authority records eleven shafts and two adits on or within close proximity to the site. From review of the Ordnance Survey, geological mapping, abandonment plans, and coal seam plans it is considered that seventeen shafts / adits may be present on, or in close proximity to the site.

#### HYDROGEOLOGY

- 11.3.6 The underlying alluvium is classified by the Environment Agency as a Secondary A Aquifer, and the Glacial Till as Unproductive Strata. The underlying Middle Coal Measures are classified as a Secondary A Aquifer.
- 11.3.7 The site is not within a Groundwater Source Protection Zone (SPZ), nor is one present within 250m of the site. There are no licenced groundwater abstraction points on site or within 250m of the site.
- 11.3.8 Groundwater strikes were recorded in available historical borehole records within the superficial deposits between 1.80 m bgl and 7.62 m bgl (pre-construction of existing A1 levels).

#### HYDROLOGY

- 11.3.9 There are a number of surface water features on site these include the following:
- River Team; which flows south to north under Junction 67;
  - A below surface culverted drain; east of Junction 67 slip roads (this is referred to as the ordinary watercourse associated with the Allerdene Culvert in Chapter 15 – Road Drainage and the Water Environment);
  - A culvert; 150 m southeast of Smithy Lane Bridge;
  - A culvert; 400 m southeast of Smithy Lane Bridge;
  - A culvert; immediately to the northwest of Junction 66 (this is referred to as the ordinary watercourse in the Longacre Dene in Chapter 15 – Road Drainage and the Water Environment);
  - A culvert; 500 m southeast of Junction 66; and
  - Bassett's Pond (a Secondary River) flowing to the northeast is culverted beneath the A1 to the north of Junction 65.
- 11.3.10 Pertinent off site surface water features comprise of:
- Foxpond Fishery to the immediate east of Junction 65 and
  - Bowes Lake and Lookout Lake; north of Junction 65.

## UNEXPLODED ORDNANCE

- 11.3.11 A desk based unexploded ordnance (UXO) assessment has been commissioned for the site and identified a Moderate Risk associated with encountering below ground UXO, subject to further more detailed analysis.

## DESIGNATED SITES

- 11.3.12 There are no geological SSSIs within the study area shown in the Defra 'Magic' map application. We are still waiting for confirmation from the Local Authority regarding local geological designations (RIGS); any sites identified will be included within the assessment.

## POTENTIAL SOURCES OF CONTAMINATION

- 11.3.13 Based on a review of publically available desk based information the following potential sources of contamination have been identified:
- One recorded historical landfill on site described as Ravensworth Anne Pit Heap, located south of Smithy Lane and to the east of the East Coast Main Line;
  - One historical landfill (Northside Eighton Banks) located off site approximately 250m to the north of the carriageway between J65 and J66;
  - Contamination arising from fuel/oil spillages from vehicles using the existing carriageway;
  - Mine gases; and
  - Areas of Made Ground.

## POTENTIAL CONTAMINANT PATHWAYS

- 11.3.14 Potential pathways include:

### HUMAN HEALTH

- Direct contact, soil ingestion and inhalation; and
- Migration and accumulation of ground gas in excavations and inhalation/asphyxiation by site preparation, earthworks, construction and maintenance workers.

### CONTROLLED WATERS

- Infiltration of rainwater and leaching of contamination to shallow groundwater;
- Migration from groundwater into surface water bodies (main drains, network drains, ponds); and
- Lateral and vertical leaching of contaminants into underlying Secondary A Aquifer.

## ENVIRONMENTAL RECEPTORS

- 11.3.15 Soils and Geology related receptors are summarised in **Table 11-1** considered to be:

**Table 11-1 - Environmental Receptors**

ASPECT	SENSITIVE RECEPTOR	SENSITIVITY*
Human Health	Construction workers; Adjacent site users (visitors/workers); Future site users; and Below ground maintenance workers.	Medium
Controlled Waters	Surface water courses (primarily River Teen); and Groundwater (Secondary A Aquifer).	Medium
Soil	Agricultural Land Grade 3 undifferentiated.	Low
* Sensitivity based on professional experience.		

## 11.4 POTENTIAL IMPACTS

- 11.4.1 The impacts on the Geology and Soils are considered likely to be most significant during the construction phase of the Scheme, which will include major earthworks. Potential impacts are summarised below:

### CONSTRUCTION

- Impacts on soils quality;
- Impacts to human health caused by exposure to contaminated ground, mine gas and buried UXO;
- Impacts to Human Health associated with ground instability; and
- Impacts to controlled waters from the release of physical and chemical contaminants.

### OPERATION

- Impacts to controlled water from the release of uncontrolled spillages from vehicles.

### POTENTIAL SIGNIFICANT EFFECTS

- 11.4.2 During construction, the potential significant effects are considered to be as follows:

- Loss of agricultural land via land take;
- Reduced soil quality, organic matter decline, erosion, over-compaction and sealing;

- Disturbance of contaminated ground during earthworks phase resulting in mobilisation of contaminants impacting controlled water bodies;
- Disturbance of contaminated ground resulting in release of contaminated soil dust to the surrounding environment;
- Disturbance of the ground resulting in release of mine gases into enclosed spaces (utility chambers, excavations);
- Potential exposure to contamination associated with the ground and effects on human health (e.g. ground workers and third parties);
- Disturbance of the geological strata which could lead to changes in the groundwater regime;
- Potential for ground instability and potential effects on construction workers; and
- The construction works being a potential source of contamination via the use of heavy plant and potential for associated fuel/oil spills.

11.4.3 During operation, the potential significant effects are considered to be as follows:

- Use as a highway and potential for there to be fuel/oil spills and spills of hazardous loads;
- Potential exposure of future road users to contamination and effects on human health (e.g. third parties);
- Disturbance of the geological strata which could lead to changes in the groundwater regime; and
- Highway construction and operation can have a significant effect on geological and soil resources. Therefore it is important to understand the potential significant effects of the Scheme on sensitive soil and geological related receptors. The converse also applies, in that the existing soil conditions of a site can impose constraints on a proposed development; for example, where land has been contaminated due to a past industrial use. Potential sources of contamination are identified in **Section 11.3.12**.

## 11.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

The likely mitigation measures to be applied to the Scheme to avoid, prevent or reduce potentially significant effects to Soil and Geology related environmental receptors are likely to include:

- Implementation of a Construction Environmental Management Plan (CEMP) to mitigate risks associated with the construction phase. To include measures to:
  - Mitigate physical and chemical surface water contamination
  - Limit chemical spillages, and,
  - Provide guidance on suitable health and safety practices.



- Earthworks being completed in accordance with a CL:AIRE compliant Materials Management Plan (MMP) to ensure re-used material does not present a risk to human health or the Environment.
- Ensuring construction workers wear appropriate PPE and monitoring equipment and Respiratory Protective Equipment (RPE) will be utilised where required to mitigate the potential risk of exposure to hazardous gas / vapour and / or depleted oxygen.
- Incorporating a temporary drainage strategy during the construction phase as part of the design solution which will include pollution control measures.
- Temporary shoring associated with loose or unstable ground.
- Pollution control measures incorporated within the Scheme drainage system.

## MONITORING

- 11.5.1 As part of the ground investigation a programme of ground gas and water monitoring will be undertaken to assess for the potential presence of hazardous ground gas and mobile contaminants in groundwater.

## 11.6 RESIDUAL EFFECTS

- 11.6.1 It is anticipated that permanent mitigation and environmental enhancement measures are to be incorporated into the design of the Scheme and temporary mitigation measures will be implemented during the construction phase. As such the residual effects are considered to be low to negligible, subject to the findings of the ground investigation.

## 11.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

- 11.7.1 The following elements have been **scoped in**:
- Coal mining related impacts associated with ground stability and release of hazardous mine gas;
  - Impacts on agricultural soil quality;
  - Contaminated land exposure risks associated with disturbance of Made Ground, including an on-site landfill;
  - Impacts associated with piling bridge abutments and creation of preferential contaminant pathways;
  - Impacts associated with major earthworks (construction of new embankments and retaining structures);
  - Impacts associated with construction activities, the use and maintenance of heavy machinery, fuel storage and potential spills;

- Impacts associated with continued use of the study area as a highway, to include fuel/oil spills, loss of hazardous loads and fire water.

11.7.2 The following elements have been **scoped out**:

- The effect on statutory and non-statutory sites of geological importance, as no sites have been identified within the Scheme or surrounding area.

## POLICY AND PLANS

11.7.3 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:

- A schedule of the relevant national, regional, county and local policies; and
- A commentary setting out the significance of the impact of the Scheme on each policy objective.

## METHODOLOGY

11.7.4 A detailed assessment of Soil and Geology (i.e. full EIA) will be undertaken in accordance with DMRB Volume 11, Section 3 Part 11 Soils and Geology. The detailed elements will include:

- Review information on the agricultural quality of land;
- Review baseline soil, geological and environmental information for the corridor, including historical mapping, to enable an assessment of potential constraints associated with land contamination;
- Undertake detailed site survey and ground investigation works to confirm attribute importance and facilitate assessment of potential contaminant linkages, as required;
- List and assess potential impacts;
- Assess the sensitivity of the attributes; and
- List and assess the likely significance of effects.

11.7.5 The potential impacts will take into consideration both the construction and operation phase of the Scheme. Contaminated land related issues will be assessed in accordance with Model Procedures for the Management of Contaminated Land (CLR11). The document advocates the use of a conceptual site model in an attempt to establish the links between a hazardous source and a sensitive receptor via an exposure pathway. The concept behind this approach is that, without each of the three fundamental elements (source, pathway and receptor), there can be no risk from contamination. Thus, the mere presence of a contamination hazard at a particular site does not necessarily imply the existence of associated risks.

11.7.6 The likely significant environmental effects are assessed based on consideration of the sensitivity of receptors and the predicted magnitude of the potential effects. The magnitude of the affected receptor/receiving environment is assessed as substantial moderate, minor or negligible and the sensitivity is assessed on a scale of high, medium, low and negligible. Example receptor sensitivity and magnitude of impact scenarios based on professional experience are provided within **Table 11-1** and **Table 11-2** respectively, these will be developed as the assessment progresses.

**Table 11-2 - Geology and soil sensitivity criteria**

SENSITIVITY	DESCRIPTION
High	<p>Areas containing geological, hydrological or habitat features considered to be of national or international interest, for example SSSIs.</p> <p>Agricultural soil classified as Grade 1 and 2 (excellent and very good).</p> <p>Highly permeable superficial deposits allowing free transport of contaminants to groundwater and surrounding surface waters.</p> <p>Site located within a Source Protection Zone (SPZ) 1 or 2.</p> <p>Wetland/watercourse of Good Ecological and or Chemical Potential (WFD).</p>
Medium	<p>Areas containing features of designated regional importance, for example Regionally Important Geological and Geomorphological Sites (RIGS), considered worthy of protection for their educational, research, historical or aesthetic importance.</p> <p>Site Located within an SPZ Zone 3.</p> <p>Moderately permeable superficial deposits allowing some limited transport of contaminants to groundwater and surrounding surface waters.</p> <p>Wetland/watercourse of Moderate Ecological and / or Chemical Potential (WFD).</p> <p>Impact on agricultural soil classified as Grade 3 A and B (Good to moderate).</p>
Low	<p>Geological features not currently protected and not considered worthy of protection.</p> <p>Low permeability superficial deposits likely to inhibit the transport of contaminants.</p> <p>Site not located within an SPZ.</p> <p>Wetland/watercourse of Poor Ecological and/or Chemical Potential or no WFD classification.</p> <p>Impact on agricultural soil classified as Grade 3 (undifferentiated) and Grade 4 (Poor).</p>
Negligible	No sensitive environmental receptors identified.

**Table 11-3 - Geology and soil magnitude impact criteria**

SENSITIVITY	DESCRIPTION
Substantial	<p>Significant (greater than 50%), or total loss of a site of recognised geological importance,</p> <p>Significant contamination identified, in excess of relevant thresholds for protection of Controlled Waters.</p> <p>Loss of Grade 1 (Excellent) and Grad 2 (very Good) Agricultural Land.</p>

	Significant impact upon human health.
Moderate	<p>Partial loss (between approximately 10% to 50%) of a site of recognised geological importance.</p> <p>Localised or marginal contamination or potential but not proven contamination.</p> <p>Loss of Grade 3 (Good to Moderate) Agricultural Land.</p> <p>Moderate impact on human health.</p>
Minor	<p>Minimal effect (a loss of up to 10%) on a site of recognised geological importance.</p> <p>No significant contamination identified, or could reasonably be expected based on desk study findings.</p> <p>Loss of Grade 4 (Poor) Agricultural Land.</p> <p>Minor/insignificant impact upon human health.</p>
Negligible	<p>Very slight change from baseline conditions. Change hardly discernible, e.g. short term compaction from machinery movements.</p> <p>No contamination above relevant thresholds identified, or could reasonably be expected based on desk study findings.</p> <p>Loss of Grade 5 (Very Poor) Agricultural Land.</p>

## SCOPE OF ASSESSMENT

11.7.7 The following elements of the Scheme will be assessed:

- Land Take - as part of the construction phase of the Scheme, areas of existing land use (e.g. agricultural) to be converted to Highway;
- Earthworks - as part of the construction and preparation phase of the Scheme there will be elements of soil excavation, embankment creation and ground preparation;
- Land Uses - highway and areas of soft landscaping (i.e. embankments) where contaminated soils may be present at/or near the surface; and  
Construction of foundations (e.g. piles) and below ground utility infrastructure - creation of enclosed spaces and placing below ground structure/services into the ground.

## GUIDANCE DOCUMENTS

11.7.8 The Assessment will also be undertaken in accordance with the following principal guidance documentation:

- Agricultural Land classification of England and Wales (MAFF, 1988);
- Part 2A of the Environmental Protection Act, 1990;
- The Water Environment (Water Framework Directive) (England and Wales) Regulations, 2003;
- Environment Agency (2004) Model Procedures for the Management of Contaminated Land (CLR11);

- Construction Industry Research and Information Association (CIRIA) 665 (2007), Assessing Risks Posed by Hazardous Gases to Buildings;
- Dangerous Substances Directive (Amendment), 2006;
- Environmental Damage and Liability (Prevention and Remediation) Regulations, 2009;
- Control of Asbestos Regulations, 2012;
- Contaminated Land (England) (Amendment) Regulations, 2012;
- Construction (Design & Management) (CDM) Regulations, 2015; and
- Groundwater Protection Technical Guidance, 2017.

## **11.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS**

- 11.8.1** It has been assumed that a suitably scoped ground investigation will be undertaken prior to undertaking the assessment to further refine the baseline conditions and characterise potential risks, including coal mining, in the context of the Scheme.

# 12 MATERIAL RESOURCES

## 12.1 INTRODUCTION

- 12.1.1 This section considers the implications of the Scheme on the consumption of materials resources (which includes recovered site arisings), and the generation and disposal of waste. It sets out the proposed methodology and identifies those impacts that can be scoped out of the EIA.
- 12.1.2 The assessment methodology proposed in this assessment is based on guidance set out in Interim Advice Note (IAN) 153/11 (Highways Agency, 2011) Environmental Assessment of Material Resources<sup>26</sup>. IAN153/11 sets out the process and information required for the assessment of significant effects from material resources and waste.
- 12.1.3 Materials resources are defined in IAN 153/11 as "*the materials and construction products required for the construction, improvement and maintenance of the road network. Materials resources include primary raw materials such as aggregates and minerals, and manufactured construction products. Many material resources will originate off site, purchased as construction products, and some will arise on site such as excavated soils or recycled road planings*".
- 12.1.4 IAN 153/11 does not include a definition of waste, however the EU Waste Framework Directive<sup>27</sup> defines it as "any substance or object that the holder discards or intends or is required to discard".

## 12.2 STUDY AREA

- 12.2.1 The primary study area comprises the Scheme Footprint.
- 12.2.2 The secondary study area extends to the availability of construction and recovered material resources within the UK and North East England (Northumberland, Tyne & Wear, Durham and the Team Valley), and the capacity of waste management facilities in the North East of England.

## 12.3 BASELINE CONDITIONS

- 12.3.1 The operation and maintenance of the current A1 Birtley to Coalhouse assets will require the consumption of some material resources, and will generate arisings that may need to be disposed of as waste.
- 12.3.2 **Sections 12.3.3 – 12.3.18** describe baseline material consumption and waste disposal for the current assets, and provide a regional / national information and data in the context of which the subsequent environmental impact assessment will be undertaken.



## MATERIAL RESOURCES

### MATERIALS CURRENTLY REQUIRED

- 12.3.3 The operation and maintenance of the current A1 Birtley to Coal House assets requires a small number of specialist components (for example, light bulbs, signage steelwork for replacement barriers) as well as some bulk products (asphalt for minor re-surfacing) for routine works and repairs of the highway and ancillary infrastructure.
- 12.3.4 The current consumption of construction and other material resources within the Scheme Footprint is, however, deemed negligible.
- 12.3.5 The do-minimum option (no scheme pursued) would be unlikely to change the current consumption of material resources within the Scheme Footprint, although it has been noted that the regular maintenance works on the Allerdene Bridge are likely to consume more material resources per unit time than comparable (but newer) structures.

### UK AND REGIONAL PERSPECTIVE: AVAILABILITY OF CONSTRUCTION MATERIALS

- 12.3.6 **Table 12-1**<sup>28 29 30 31 32</sup> provides a summary of the availability of the main construction materials in North East England and the UK, as required to deliver typical highways schemes. The overview provides a context in which the assessment of impacts and significant effects from material consumption on the Scheme can be undertaken.

**Table 12-1 - Construction materials availability in the North East of England and the UK**

MATERIAL TYPE	AVAILABILITY (2015 UNLESS OTHERWISE STATED)	
	NORTH EAST	UK
Sand and gravel <sup>+</sup>	23.5Mt	52.5Mt
Permitted crushed rock <sup>*</sup>	3.1Mt	99.3Mt
Concrete blocks <sup>#</sup>	241,000m <sup>3</sup> (2014)	5.4Mm <sup>3</sup> (2014)
Primary aggregate <sup>*</sup>	6.0Mt	183Mt
Recycled and secondary aggregate <sup>*</sup>	1.1Mt	63Mt
Ready-mix concrete <sup>+</sup>	0.6Mm <sup>3</sup>	25.2Mm <sup>3</sup>
Steel <sup>+</sup>	(no data)	7.6Mt
Asphalt <sup>*</sup>	0.9Mt	26.3Mt
<sup>#</sup> stocks <sup>+</sup> production <sup>*</sup> sales		

- 12.3.7 The availability of construction materials typically required for highways construction schemes in the North East of England and across the UK, indicates that stocks / production / sales remain buoyant.
- 12.3.8 However, the North East has – in general – a lower availability of construction materials by comparison with other regions in England. This has the potential to increase sensitivity, particularly where adverse cumulative impacts are realised. The sensitivity of materials for the Scheme is assessed to be low.

## SITE ARISING CURRENTLY GENERATED

- 12.3.9 Current routine operation and maintenance works on the A1 Birtley to Coalhouse assets generate negligible volumes of site arisings.

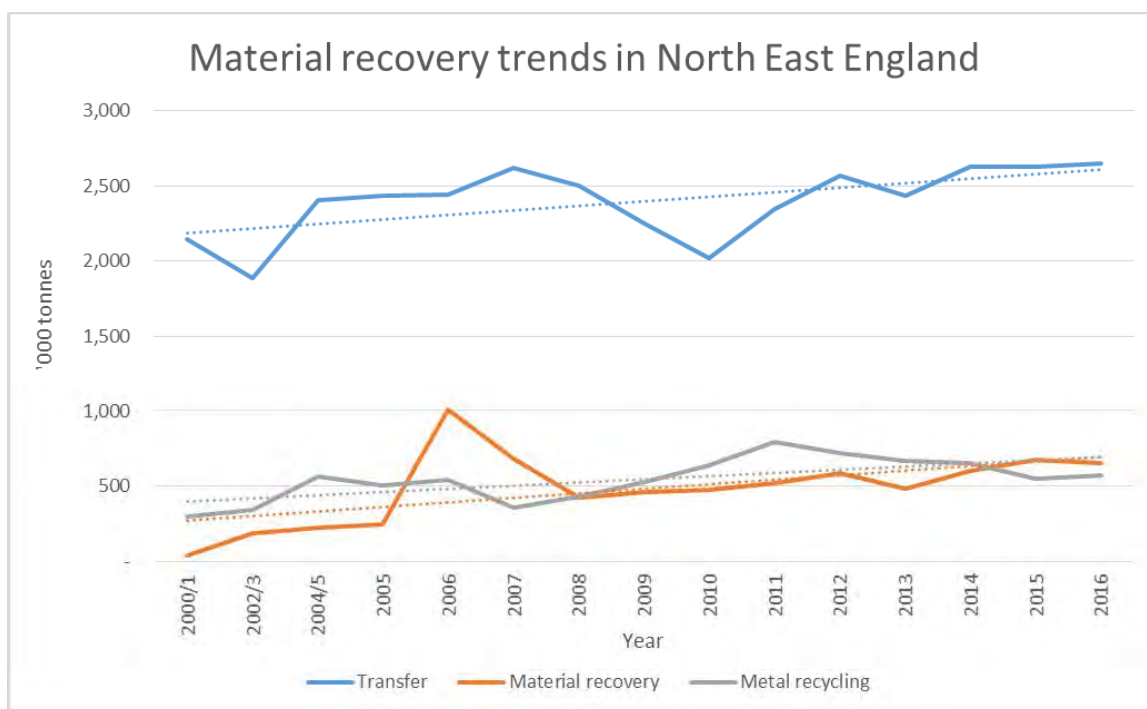
### NATIONAL AND REGIONAL PERSPECTIVE: TRANSFER, RECOVERY AND RECYCLING

- 12.3.10 Environment Agency data<sup>33</sup> (**Table 12-2**) show that within England, the recovery rate for non-hazardous construction and demolition arisings have remained above 90% since 2010. This exceeds the EU target of 70%, which the UK must meet by 2020<sup>34</sup>.
- 12.3.11 No regional data for construction, demolition and excavation production or recovery rates are currently available for the north east of England.

**Table 12-2 - Non-hazardous construction and demolition arisings recovery in England**

YEAR	GENERATION (MT)	RECOVERY (MT)	RECOVERY RATE (%)
2010	43.9	39.7	90.5%
2011	44.1	39.9	90.6%
2012	45.3	41.3	91.1%
2013	46.3	42.1	91.1%
2014	49.1	44.9	91.4%

- 12.3.12 **Figure 12-1** shows that rates of material transfer (non-civic), recovery and metal recycling within the north east of England have risen steadily over the last 15 years. Data provided include all waste types in the region and hence will include, but are not specific to, construction, demolition and excavation arisings.



**Figure 12-1 Transfer, material recovery and metal recycling in the North East of England**

- 12.3.13 Available data demonstrate that transfer, recovery and metal recycling trends generally remain consistent within the North East. These data also show that there is likely to be regional infrastructure and capacity for the transfer and recovery for construction, demolition and excavation arisings from the Scheme. Construction and demolition recovery trends across England (**Table 12-2**) demonstrate further capacity in this context.
- 12.3.14 The availability of materials recovery infrastructure in the North East, and across England, suggests that there is strong potential to divert from landfill site arisings generated by the Scheme. Both the importance (positive value) of this infrastructure and (hence) the potential to maximise the re-use / recycling value of site arisings are assessed to be high.

## WASTE GENERATION AND DISPOSAL

### WASTE CURRENTLY GENERATED AND DISPOSED OF

- 12.3.15 The operation and maintenance of the A1 Birtley to Coal House assets currently generates small volumes of waste from routine bridge maintenance, in combination with littering, light replacement, signage replacement, replacement of reflective road studs (cats' eyes), vegetation from verge clearance and minor barrier refurbishments. The anticipated effects of disposing of this waste are deemed negligible in the context of available regional capacity.

### REGIONAL PERSPECTIVE: REMAINING LANDFILL CAPACITY

- 12.3.16 At the end of 2015, the north east landfill sites presented in **Table 12-3** were recorded as having remaining capacity<sup>35</sup>.

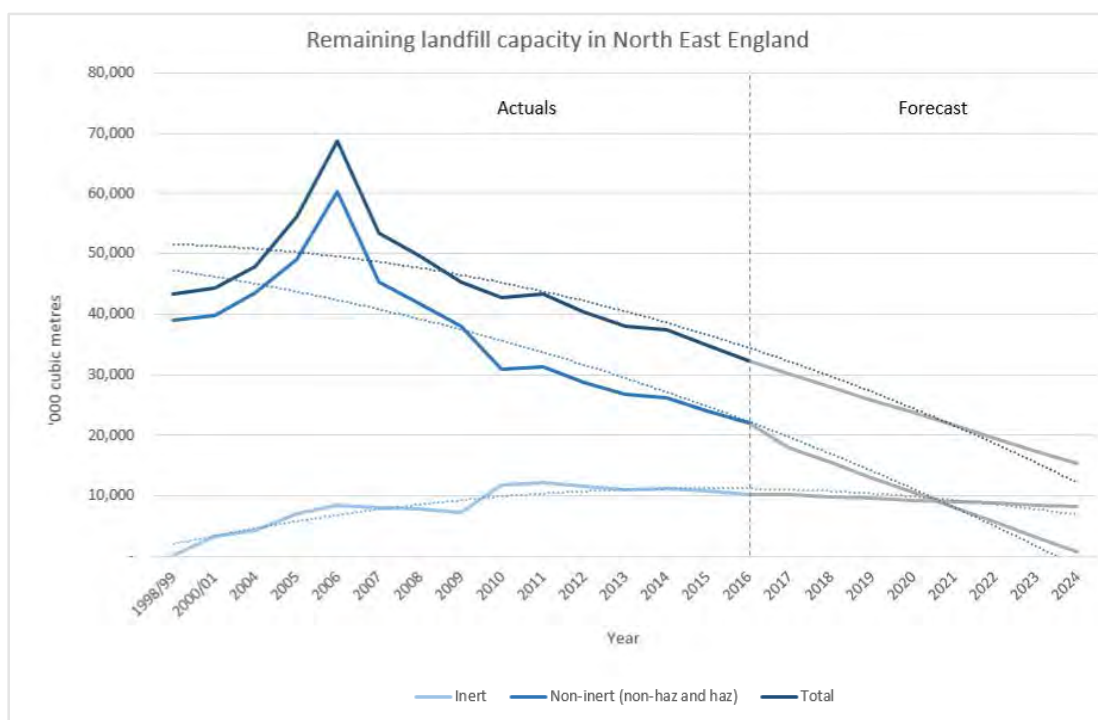
**Table 12-3 - Landfill sites in the north east of England**

FACILITY NAME	FORMER PLANNING SUB REGION	LANDFILL SITE TYPE	REMAINING CAPACITY END OF 2015 (M <sup>3</sup> )
Port Clarence landfill Site (Haz)	Tees Valley Unitary Authorities	Hazardous Merchant Landfill	5,010,912
ICI NO 3 Teesport	Tees Valley Unitary Authorities	Hazardous Merchant Landfill	1,875,903
Bishop Middleham Quarry 2	Durham	Inert Landfill	4,309,592
Old Quarrington Quarry Landfill	Durham	Inert Landfill	1,979,768
Crime Rigg Quarry	Durham	Inert Landfill	1,746,000
Marsden Quarry Landfill	Tyne & Wear	Inert Landfill	1,528,002
Hollings Hill Quarry Landfill	Northumberland	Inert Landfill	784,240
Field House Quarry	Tyne & Wear	Inert Landfill	437,366
Aycliffe Quarry Landfill	Durham	Non Hazardous Landfill With Stable Non-Reactive Hazardous Waste cell	1,908,320

FACILITY NAME	FORMER PLANNING SUB REGION	LANDFILL SITE TYPE	REMAINING CAPACITY END OF 2015 (m <sup>3</sup> )
Ellington Road Landfill Site	Northumberland	Non Hazardous Landfill With Stable Non-Reactive Hazardous Waste cell	1,220,373
Seaton Meadows	Tees Valley Unitary Authorities	Non Hazardous Landfill With Stable Non-Reactive Hazardous Waste cell	1,006,822
Blaydon Quarry Landfill Site	Tyne & Wear	Non Hazardous Merchant Landfill	2,304,721
CLE 3/8 Landfill Site	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	1,876,805
Houghton-Le-Spring Landfill Site	Tyne & Wear	Non Hazardous Merchant Landfill	1,719,969
Joint Stocks Landfill Phase 2	Durham	Non Hazardous Merchant Landfill	1,700,000
Path Head Landfill Site	Tyne & Wear	Non Hazardous Merchant Landfill	1,691,192
Cowpen Bewley Landfill	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	1,650,393
ICI NO 2 Teesport	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	1,049,067
Port Clarence Non-Hazardous Landfill Site	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	645,094
Springwell Quarry	Tyne & Wear	Non Hazardous Merchant Landfill	222,934
Coatham Stob Quarry (Area 6)	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	184,965
Alcan Ash Lagoons 1-4	Northumberland	Non Hazardous Merchant Landfill	15,500
<b>TOTAL CAPACITY</b>			<b>34,867,938</b>

12.3.17 Environment Agency data<sup>36</sup> confirm that at the end of 2016, remaining landfill capacity in the north east was: 10.2Mm<sup>3</sup> for inert (0.6Mt down from 2015), 15.2Mm<sup>3</sup> for non-hazardous (2Mt down from 2015), and 7.0Mm<sup>3</sup> for hazardous waste (0.2Mt up from 2015).

12.3.18 Using the most up to date information available the baseline regional landfill capacity is detailed in **Figure 12-2**. Simple statistical forecasting (Microsoft Excel forecasting function) has been used to demonstrate long term void capacity to the year of planned Scheme completion (2023/24) in the absence of future provision.



**Figure 12-2 North East England Remaining Landfill Capacity (2000/1-2024)**

- 12.3.19** Baseline data indicates that total and non-inert landfill capacity is likely to become an increasingly sensitive receptor over the life of the Scheme to the first full year of operation. Simple forecasting indicates that, by comparison with 2016 data and in the absence of future provision, inert capacity may fall as much as 20%, non-inert capacity by 97%, and total capacity by 53%.
- 12.3.20** Individually, the sensitivity of different landfill capacity types over the lifetime of the scheme is assessed to be inert (low), non-inert (very high) and total (high). On average, the sensitivity of landfill capacity is assessed to be high.
- 12.4 POTENTIAL IMPACTS**
- 12.4.1** The Scheme has the potential to consume material resources (including those recovered from site arisings), and produce and dispose of waste during the construction of the carriageway and its supporting infrastructure.
- 12.4.2** The associated potential environmental impacts (both direct and indirect) will occur principally during construction, and potentially in the first year of operation. Impacts arising further into the operational lifecycle are expected to be negligible, and hence (as described in **Section 12.1.6**) have been scoped out of this assessment.
- 12.4.3** The effects associated with the described impacts include those associated with the production, processing, consumption and disposal of material resources.

- 12.4.4 The effects of the Scheme from material resources (including recovered site arisings) and waste generation and disposal, are likely to occur on-site, off-site within the UK and, potentially, internationally.
- 12.4.5 It is important to note that direct and indirect impacts and effects as a result of the transportation of material resources and waste to and from site, will not be assessed within the Material Resources chapter. Instead, they will be considered in the air quality, people and communities, noise, water and drainage, and climate chapters, as appropriate to these specialist topics.
- 12.4.6 In response to the requirements set out in IAN 153/11 (paragraph 3.2.1) a summary of the potential for material resource consumption and waste generation and disposal to generate significant environmental effects, is provided in **Table 12-4**. Where appropriate, the potential influence of recovering and reusing/recycling site arisings is also included within **Table 12-4**.



Table 12-4 Potential impacts and effects of consuming material resources and disposing of waste

ELEMENT	USE OF MATERIAL RESOURCES, AND POTENTIAL TO GENERATE SIGNIFICANT EFFECTS	PRODUCTION AND DISPOSAL OF WASTE, AND POTENTIAL TO GENERATE SIGNIFICANT EFFECTS
Demolition	No potential significant effects identified with regards to material resources use during demolition.	<p>Wastes generated during demolition are likely to include:</p> <ul style="list-style-type: none"> <li>→ Broken out concrete, cut steel and road surface planings.</li> <li>→ Hazardous or contaminated material found on or beneath the site.</li> <li>→ Other demolition wastes.</li> <li>→ Waste in this phase of the works would, for example, be produced during the demolition of Allerdene Bridge and associated carriageway, and the removal of the North Dene Footbridge (although the intention is to re-use this structure), concrete crash barriers, and areas of the central reserve.</li> <li>→ As far as possible, arisings from demolition will be reused and / or recycled on or off site, with beneficial effect. Where diverting site arisings from landfill is not possible, the impacts associated with disposing of waste would be adverse, permanent and direct.</li> <li>→ The potential for significant effects from waste disposal is associated with the commensurate reduction in landfill capacity. Landfill capacity is increasingly considered a sensitive receptor in the UK.</li> <li>→ The demolition of bridge structures and other highway assets will result in considerable volumes of arisings, a proportion of which (after the potential for reuse and recycling has been maximised) may need to be disposed of.</li> </ul> <p>Where demolition waste does need to be disposed of, and in combination with other the on-site phases, there is potential for significant adverse effects.</p>
Site remediation and preparation	→ The following material resources are expected to be consumed as part of the site remediation and preparation phase:	<p>Wastes likely to be generated during site preparation include:</p> <ul style="list-style-type: none"> <li>→ Vegetation and other above ground materials produced by site clearance (potentially, including invasive weeds).</li> </ul>

	<ul style="list-style-type: none"> <li>→ Timber and other products required for the erection of perimeter fencing.</li> <li>→ Aggregate and stone for ground improvement at site, prior to use by heavy plant.</li> <li>→ Any impacts associated with material resource consumption would be adverse, permanent and direct.</li> </ul> <p>There is potential to generate significant effects associated with material resource consumption during site remediation and preparation.</p>	<ul style="list-style-type: none"> <li>→ Surplus topsoil or subsoil materials.</li> <li>→ Hazardous or contaminated material found on or beneath the site.</li> <li>→ The presence or extent of any hazardous or contaminated substances is currently unknown, but will be informed by Ground Investigation.</li> <li>→ The potential for waste to be produced and disposed of during site preparation works is considered limited. However, any impacts would be adverse, permanent and direct. Some impacts might be precluded where arisings can be reused e.g. top soil and sub soil.</li> </ul> <p>Where waste from site remediation and preparation does need to be disposed of, and in combination with other the on-site phases, there is potential for significant adverse effects.</p>
Scheme construction	<ul style="list-style-type: none"> <li>→ Material resources will be required for the construction of the Scheme including: replacement of the Allerdene and North Dene bridges, construction of new the carriageway and structures, and extension of Kingsway Viaduct.</li> <li>→ Construction materials required are anticipated to include:</li> <li>→ Bulk materials for earthworks (volumes will be dependent on the cut and fill balance)</li> <li>→ Road paving materials, including sub-base and bituminous materials</li> <li>→ Steel – for structures and sheet piling</li> <li>→ Concrete including for pre-cast or prefabricated elements</li> <li>→ Bricks and aggregate</li> <li>→ Timber for fencing and formwork</li> <li>→ New street furniture and signage</li> <li>→ Cabling</li> </ul>	<p>Waste is anticipated to be generated during the construction of the Scheme, for example, during the replacement of the Allerdene Bridge and the construction of new lanes, structures and associated assets.</p> <p>It is anticipated that the following wastes would be generated:</p> <ul style="list-style-type: none"> <li>→ Waste from vegetation clearance</li> <li>→ Timber</li> <li>→ Concrete, bricks and aggregate waste</li> <li>→ Road paving materials including sub-base and bituminous materials</li> <li>→ Hazardous or contaminated material found or generated on site</li> <li>→ Cabling</li> <li>→ Redundant street furniture and signage</li> <li>→ Steel waste e.g. safety barriers</li> <li>→ General construction waste e.g. packaging, ducting.</li> </ul> <p>The volumes of waste likely to be generated and disposed of as result of the Scheme will be identified and assessed at PCF Stage 3.</p> <p>Impacts as a result of waste generation would be adverse and direct, and are generally accepted to be permanent in nature. The resultant adverse</p>

	<p>→ Other general construction materials</p> <p>The volumes of material resources required for the Scheme will be identified and assessed at PCF Stage 3. The main impacts as a result of the use of material resources are the consumption of natural resources. Impacts would be considered adverse, direct and permanent, and would result in the following effects:</p> <p>→ Depletion of natural resources and local / regional stocks; and</p> <p>→ Degradation of the natural environment.</p> <p>Based on the scale and nature of the works i.e. major improvement to an existing road, it is anticipated that the consumption of material resources has the potential to have significant adverse effects.</p>	<p>effects would be the reduction of landfill void capacity.</p> <p>As far as possible, all site arisings (with the potential to become waste) would be targeted for reuse or recycling either on, or off, the Scheme. Where this is not possible, disposal is likely to be required.</p> <p>Based on the scale and nature of the works, it is anticipated that there is potential for significance adverse effects from the generation and disposal of waste.</p>
Operation and maintenance of asset	<p>In the first year of operation, minor amendments and changes to the Scheme assets may be required. Depending on the extent of these changes, the potential to consume material resources (including recovered site arisings), and produce and dispose of waste may be required. Where these changes can be forecast within the first year of operation, they will be included in the environmental assessment.</p> <p>The extent of changes within the first year of operation is not currently known, but professional judgement would indicate that there are unlikely to be significant effects.</p> <p>Similarly, and beyond the first year of operation, it is predicted that there will no significant effects. This element has therefore been scoped out of the assessment.</p>	

## 12.5 DESIGN, MITIGATION, ENHANCEMENT AND MONITORING MEASURES

12.5.1 To date, specific design measures to avoid and mitigate adverse impacts from material resources consumption and site arisings, and the generation and disposal of waste, include:

- A design aspiration has been established for the Scheme to use a 'family of structures' for the circa 25 sign and technology gantries that will be required. This approach has been successfully adopted on previous programmes of work (A19 A1058 Coast Road junction improvement) and the standard design template could be used as each structure would require similar loading. The use of a family of structures would facilitate off-site construction, and thereby reduce the production of on-site waste.
- As far as possible material resource efficiency and waste minimisation strategies would be incorporated into the design as follows:
  - Design for resource optimisation: simplifying layout and form, using standard sizes, balancing cut and fill, maximising the use of renewable material resources, and materials with recycled or secondary content, and setting net importation as a scheme goal;
  - Design for off-site construction: maximising the use of pre-fabricated structures and components, encouraging a process of assembly rather than construction;
  - Design for the future: considering how material resources can be designed to be more easily adapted over an asset lifetime, and how deconstructability and demountability of elements can be maximised at end-of-first-life; and
  - Design for recovery and reuse: identifying, securing and using material resources at their highest value, whether they already exist on site, or are sourced from other schemes.
- As far as possible, material resources from demolition would be re-used in the construction of the new road.
- It is the intention of the project to deconstruct / dismount the North Dene Bridge structure so that it can be re-used elsewhere on the highway network. The feasibility of doing this will be explored and confirmed as the design phase progresses.
- All variable message signs (VMS), and other road signs and posts, will be constructed off-site. The North Dene footbridge replacement is also likely to benefit from the use of pre-constructed elements, though this will be confirmed later in the design development.
- The main highway has been realigned to preclude the need to demolish Smithy Lane; this will reduce demolition waste, and reduce the volume of primary / other material resources that need to be consumed.
- The use of site arisings as fill, sourced from a flood alleviation scheme adjacent to the current A1 Birtley to Coalhouse highway, is being investigated;

viability will be determined following the results of a ground investigation to establish that material is suitable for use in as fill. If successful, this enhancement measure will reduce the volume of imported primary material required.

- Material resources would be designed and specified to minimise the amount of embedded carbon in order to minimise environmental impact.
- A CEMP, incorporating a Site Waste Management Plan (SWMP) and Materials Management Plan (MMP) would be implemented in order to identify, monitor and manage material resources and waste arisings on site.

## 12.6 RESIDUAL EFFECTS

12.6.1 It is anticipated that, with the implementation of effective mitigation measures, including designing out waste, and implementing a CEMP, SWMP and MMP on site, that there would be no significant residual effects associated with material resources.

12.6.2 However, this assertion will be tested fully during the detailed assessment, as part of the Scheme environmental impact assessment.

## 12.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

12.7.1 The following topics have been **scoped in** to the assessment process:

- The consumption of material resources (from primary, recycled or secondary, and renewable sources, and including products offering sustainability benefits) including the generation and use of arisings recovered from site; and
- The production and disposal of waste to landfill.

12.7.2 The following elements have been **scoped out** of the assessment process:

- Lifecycle assessment (including embodied carbon and water) of materials and site arisings, and waste. The effort and resources required to undertake a full lifecycle assessment of these elements are deemed disproportionate to the benefit they would offer the assessment of significance of effect.
- The consumption of materials resources, and site arisings and waste production beyond the first year of operation have been scoped out, as their impacts and associated effects have been deemed to be not significant.

### POLICY AND PLANS

12.7.3 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:

- A schedule of the relevant national, regional, county and local policies; and

→ A commentary setting out the significance of the impact of the Scheme on each policy objective.

12.7.4 It is expected that (as a minimum) the following policy documents will be reviewed and impacts on their objectives determined:

- National Planning Policy for Waste (2014)<sup>37</sup>;
- National Policy Statement for National Networks (2014)<sup>38</sup>;
- Waste Management Plan for England (2013)<sup>39</sup>;
- National Policy Statement for Hazardous Waste (2013)<sup>40</sup>; and
- Newcastle City Council Strategic Policy CS21 Waste (2015).<sup>41</sup>.

## METHODOLOGY

12.7.5 The primary guidance that will be used to inform the assessment process is IAN153/11 Environmental Assessment of Material Resources.

12.7.6 As the proposed works comprise road widening and improvements, and the replacement of the Allerdene railway bridge (which carries the A1 over the East Coast Mainline) and the North Dene Bridge, the Scheme meets the IAN153/11 guidance definition of 'complex improvement and large new construction works'. In accordance with the requirements for complex works set out in the guidance, a detailed assessment of material resources shall be undertaken.

12.7.7 As stated in **Table 12-4**, the consumption of material resources and production / disposal of waste beyond the first year of Scheme operation, has been scoped out because forecasts anticipate negligible impacts and effects.

12.7.8 As part of the detailed assessment, the following assessment tasks will be carried out:

- a) Relevant waste legislation, policies and guidance will be reviewed to identify material use and waste management objectives, commitments and targets;
- b) The likely types of material resources (including site arisings) and waste will be identified, and quantities estimated for the proposed Scheme; for waste, inert and non-inert forecasts will be made;
- c) Impacts will be evaluated against the regional and national materials markets and the capacity of regional (or if appropriate, national) waste infrastructure;
- d) Opportunities to eliminate, reduce, re-use, recycle or recover material resources, site arisings and (potential) waste, will be identified through a review of the Scheme (including proposed building materials, construction methods and design, where available) and in accordance with industry best practice; and



- e) Identification of viable circular economy opportunities in design will be made.

12.7.9 The Environmental Statement will take into account the nature of impacts (adverse/beneficial, permanent/temporary, direct/indirect) from material resources. Significance of effects will be determined using Table 2.4 in DMRB Volume 11 Section 2 Part 5 HA 205/08<sup>42</sup> whilst also taking into account the requirements of the National Policy Statement for National Networks (2014)<sup>43</sup>

12.7.10 The main outputs from the detailed assessment will be:

- a) The identification of the environmental impacts and the significance of effects associated with material resources (including site arisings) and waste; and
- b) The measures which will be implemented to eliminate or mitigate impacts, and to fulfil resource efficiency and circular economy opportunities.

12.7.11 Assessment results will be presented in Table C of Annex 2 (Detailed Assessment Reporting Matrix) as set out in IAN 153/11.

## 12.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS

### ASSUMPTIONS

12.8.1 No assumptions have been made within the preparation of this assessment.

### LIMITATIONS: AVAILABILITY OF BASELINE DATA

12.8.2 Baseline data and information for the assessment are (unless otherwise stated) only available to 2016.

12.8.3 UK landfill operators can claim commercial confidentiality for their data at time of submission; data for sites with a commercial confidentiality in place are therefore unavailable for the analyses presented in this assessment.

### LIMITATIONS: AVAILABILITY OF CDE DATA

12.8.4 The Department of the Environment, Food and Rural Affairs has been consulted to determine whether generation and recovery rates for Construction, Demolition and Excavation (CDE) arisings were available by region.

12.8.5 Defra confirmed that it does not publish Construction Demolition Excavation figures at a regional level, and only national (England) data are accessible through the publically available Waste Data Interrogator Database<sup>44</sup>; the database is held and operated by the Environment Agency. It was quoted that:

*“The methodology used to generate these figures is complex, in order to take into account the inherent double-counting and data gaps that are present within waste system data, and it would not be feasible to reproduce these on a regional basis.”*

- 12.8.6 Until such a time that Construction Demolition Excavation generation and recovery rates by region are available, transfer (non-civic), recovery and metal recycling data (available through the Waste Data Interrogator Database) will be used as the closest possible proxy.

# 13 NOISE AND VIBRATION

## 13.1 INTRODUCTION

- 13.1.1 This section considers the implications of the Scheme on noise and vibration during construction and operation and details any potentially significant effects. It sets out the proposed methodology for noise and vibration and identifies those impacts that can be scoped out of the EIA.
- 13.1.2 This section has been informed by the result of the PCF Stage 2 noise assessment<sup>45</sup> and the methodology set out in DMRB HD 213/11<sup>46</sup> and associated Interim Advice Note 185/11<sup>47</sup>.

## 13.2 STUDY AREA

- 13.2.1 The study area will be defined in accordance with the guidance in DMRB, Volume 11, Section 3, Part 7 (HD 213/11 - Revision 1), as follows.
- Identify the start and end points of the physical works associated with the road project;
  - Identify the existing routes that are being bypassed or improved, and any proposed routes, between the start and end points;
  - Define a boundary one kilometre from the carriageway edge of the routes identified in (ii) above;
  - Define a boundary 600m from the carriageway edge around each of the routes identified in (ii) above and also 600m from any other affected routes within the boundary defined in (iii) above. This area is called the 'calculation area';
  - Identify any affected routes beyond the boundary defined in (iii) above; and
  - Define a boundary 50m from the carriageway edge of the routes identified in (v) above.
- 13.2.2 An affected route is where there is a possibility of a change of 1 dB  $L_{A10,18h}$  or more in the short term or 3 dB  $L_{A10,18h}$  or more in the long term.
- 13.2.3 The traffic model is being extended at PCF Stage 3 and it is anticipated that the revised ARN will extend to the south and the east of junction 65 (along the A1 and A194 respectively) for at least two junctions.
- 13.2.4 The above study area applies to the operational noise effects. Construction noise and vibration effects and operational vibration effects are expected to encompass a reduced study area which will, itself, be within the area defined for the operational noise effects.

### 13.3 BASELINE CONDITIONS

#### NOISE-SENSITIVE RECEPTORS

13.3.1 In accordance with the DMRB HD 213/11, examples of sensitive receptors include dwellings, hospitals, schools, community facilities, designated areas (e.g. AONB, National Park, SAC, SPA, SSSI, SAM), and Public Rights of Way (PRoW).

13.3.2 The study area encompasses residential areas in the south of Gateshead, the north of Birtley, and western areas of Washington, as well as other, smaller conurbations and villages along the route. A summary of potentially sensitive receptors identified during the PCF Stage 2 assessment is provided in **Table 13-1** below. The study area and sensitive receptors will be re-visited during the PCF Stage 3 assessment.

**Table 13-1 - Potentially sensitive receptors**

Receptor	
<b>Residential Areas</b>	
	Lamesley
	Gateshead (Allerdene, Harlow Green, Eighton Banks)
	Birtley
	Springwell
	Washington (Armstrong and Crowther)
	Lady Park
<b>Nursey and Infant Schools</b>	
	Oakfield Infant School
	Oxclose Community Nursery School
<b>Primary Schools</b>	
	Oakfield Junior School
	Harlow Green Community Primary School
	St Anne's RC Primary School
	Birtley East Primary School;
	Blackfell Primary School
	Ravensworth Terrace Country Primary School
	Blackfell Primary School
	Holly Park Primary School
	Saint John Boste RC Primary School
	Oakfield Junior School
	Harlow Green Community Primary School
	St Anne's RC Primary School
	Birtley East Primary School
	Blackfell Primary School
	Ravensworth Terrace Country Primary School
	Blackfell Primary School
	Holly Park Primary School
	Saint John Boste RC Primary School
<b>Secondary Schools, Colleges and Further Education (FE)</b>	
	The Joseph Swan School
	Lord Lawson of Beamish School
	Oxclose Community Academy
<b>Places of Worship</b>	

	Saint Andrew's Church, Lamesley
	Cromer Avenue URC Church
	The Church of Jesus Christ of Latter-Day Saints
	Saint Anne's RC Church
	Oxclose Church
<b>Scheduled Monuments</b>	
	Ravensworth Coalmill
	Ravensworth Castle
	Bowes Railway LWS
<b>Other Cultural Assets</b>	
	The Angel of the North
	Other Receptors
	Longacre Wood LWS

- 13.3.3 The DMRB does not explicitly refer to the concept of receptor sensitivity, nor does it define sensitivity levels for the above receptors. Rather, it refers to magnitude of impact based upon the level of change in the noise environment. In the context of EIA, however, it is typical to compare the magnitude of impact with the sensitivity of the receptor to obtain the likelihood of significant effects. All residential, educational and cultural heritage assets, as listed above, would typically be assigned a sensitivity level of 'high' (based on professional experience). However, Longacre Wood is considered less sensitive and would be assigned a sensitivity level of 'low' as a result of its occasional and transient use.

#### NOISE IMPORTANT AREAS

- 13.3.4 The current Noise Action Plan for major roads (DEFRA, 2014<sup>48</sup>) outlines a number of Noise Important Areas (NIA's) at Round 2 of the UK noise mapping project, identified in accordance with the requirements of the EU Environmental Noise Directive and associated English regulations. The Round 2 NIA's include the top 1% of the population, in terms of exposure to road traffic noise ( $L_{A10,18h}$ ).
- 13.3.5 The Round 2 NIAs for both Highways England and local authority maintained roads are available under the Open Government Licence (DEFRA, 2015<sup>49</sup>). The Round 2 NIAs within or partially within the study area defined for the PCF Stage 2 assessment are set out below. Note that this list will be updated once the PCF Stage 3 study area has been defined.

Table 13-2 - Ownership of Noise Important Area (NIAs) defined for PCF Stage 2

NIAs ON THE A1		NIAs ON SURROUNDING ROADS	
NUMBER	OWNER	NUMBER	OWNER
NIA 2498	Highways England	NIA 6629	Highways England
NIA 2451	Highways England	NIA 6630	Highways England
NIA 6633*	Highways England and Gateshead Council	NIA 2498	Highways England
		NIA 2449	Gateshead Council
		NIA 2450	Gateshead Council
		NIA 6631	Gateshead Council
		NIA 6632	Gateshead Council
		NIA 10048	Gateshead Council
		NIA 2453	Gateshead Council
		NIA 6634*	Highways England and Sunderland Council
		NIA 6633*	Highways England and Gateshead Council

13.3.6 In accordance with the provisions of the Round 2 Noise Action Plan for Roads and the objectives of the RIS Highways England has instructed (via the Major Projects' Instruction) that specific consideration of NIAs be included in this assessment, and that potential improvements to the noise environment in these areas be incorporated into a scheme design, even where a scheme itself does not cause a worsening of impact.

13.3.7 Noise Important Areas can be viewed in **Figure 1.2 – Environmental Constraints Plan in Appendix B.**

#### EXISTING NOISE CLIMATE

13.3.8 The existing noise climate varies across the study area, be that the area for PCF Stage 2 or 3. The noise climate across much of the study area is dominated by road traffic noise, particularly the areas close to the A1 and other major roads such as Durham Road and those that fall within NIAs. However, the study area also includes relatively large spaces where there are no major roads and, as such, these areas are exposed to much lower noise levels.

13.3.9 The existing road traffic noise climate was determined at PCF Stage 2 using a 3D noise model populated with traffic flow data.

#### 13.4 POTENTIAL IMPACTS

##### CONSTRUCTION EFFECTS

13.4.1 It is well known that certain construction activities, such as piling, breaking/demolition, can cause high levels of noise and vibration. Whether such levels might cause significant effects, depends on other factors such as the time of day, duration and proximity of receptors.



- 13.4.2 However, overall, the proximity of sensitive receptors to the Scheme, allied to the scale and complexity of the works, means that there is potential for some disruption, albeit temporary, during the construction phase. This conclusion would be reinforced should any night-working be required.

### OPERATIONAL EFFECTS

- 13.4.3 A summary of effects with respect to operational road traffic noise is set out in **Table 13-2**. These effects were determined during the PCF Stage 2 noise and vibration assessment and are, therefore, relevant to the PCF Stage 2 traffic model. Please see **paragraph 13.2.3** regarding the changes to the extent of the traffic model for PCF Stage 3.

**Table 13-3 - Summary of effects - operational road traffic**

Aspect	Summary of Effects	Mitigation
Direct short term beneficial effects	Short term significant beneficial effects along parts of the Scheme.	None required.
Direct short term adverse effects	Short term significant adverse effects along parts of the Scheme including Longacre Wood	3 metre high noise barrier adjacent to the A1 northbound carriageway in the Birtley area.
Indirect short term beneficial effects	Short term significant beneficial effects on Saltwell Road South and Hertford.	None required.
Indirect short term adverse effects	None identified.	None required.
Direct long term beneficial effects	None identified.	None required.
Direct long term adverse effects	Long term significant adverse effects along parts of the Scheme.	3 metre high noise barrier adjacent to the A1 northbound carriageway in the Birtley area.
Indirect long term beneficial effects	None identified.	None required.
Indirect long term adverse effects	None identified.	None required.

- 13.4.4 With the information available at PCF Stage 2, it is considered that the Scheme with the proposed mitigation met the three aims of the Noise Policy Statement for England (NPSE), as set out below.

- 13.4.5 *"Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*

- *Avoid significant adverse impacts on health and quality of life;*
- *Mitigate and minimise adverse impacts on health and quality of life; and*
- *Where possible, contribute to the improvement of health and quality of life."*

13.4.6 Meeting these aims is subject to the installation of the noise barrier adjacent to the northbound carriageway of the A1 in the Birtley area (which is committed mitigation for the Scheme) and also develop mitigation during preliminary design in NIA 2498 in Ladypark and consider mitigation at Longacre Wood.

13.4.7 The PCF Stage 3 assessment will reconsider whether the Scheme meets the aims of the NPSE.

13.4.8 Additionally, this statement is dependent on the potential changes in the NIAs being re-visited at PCF Stage 3 with mitigation specified, where appropriate.

## 13.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

13.5.1 The following mitigation measures for operational noise have been incorporated into the design and were identified during PCF Stage 2:

- Low noise TSCS for all sections of the A1 and slip roads up to the roundabouts but excluding the roundabout circulatory; and
- A 3 metre high noise barrier adjacent to the A1 northbound carriageway in the Birtley area.

13.5.2 The following areas have been identified as possibly requiring mitigation. This will be determined during the PCF Stage 3 assessment:

- There is an existing 2.5 metre high barrier at the northern extent of the Scheme in the Ladypark area which was included in the PCF Stage 2 assessment. This is within NIA 2498 and the PCF Stage 2 assessment indicated that long term noise level increases between 1 dB and 3dB would be experienced at dwellings comparing the do minimum opening year and do something design year scenarios. Additional mitigation measures for this area will be given further consideration during PCF Stage 3 given the policy objective to avoid noise level increases in NIAs; and
- Longacre Wood is located in an area that experiences a change in noise level as a result of the Scheme. The sensitivity of this area is considered to be relatively low due to its use being transient and occasional. This allied to the fact that it is already exposed to a dominant road traffic noise source (the A1) and the predicted change in noise level being no more than +2 dB in the usable areas of the woodland means that mitigation has not been considered further at this stage but this should remain a consideration during PCF Stage 3).

13.5.3 Mitigation for temporary construction phase effects will be identified during PCF Stage 3.

## MONITORING

- 13.5.4 A baseline noise survey has been undertaken at locations close to the A1 for model verification purposes. The results of this survey will be used to confirm that the noise model accurately reflects the existing scenario and will be reported as part of the PCF Stage 3 assessment.

## 13.6 RESIDUAL EFFECTS

- 13.6.1 Due to the proximity of the dwellings in Birtley to the Scheme, it is expected that there may be residual construction phase effects. However, a construction noise and vibration assessment will be undertaken during PCF Stage 3 and mitigation measures will be identified with a view to minimising and, where possible and feasible, eliminating.
- 13.6.2 The potential operational residual noise effects, if any, are expected to be limited to Longacre Wood and possibly the NIA in the Ladypark area. However, these potentially significant effects will be explored in detail at PCF Stage 3 with a view to minimising and, where necessary and possible, eliminating.
- 13.6.3 At this stage, no residual vibration effects are expected. However, this will be considered further during the PCF Stage 3 assessment.

## 13.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

- 13.7.1 The following topics have been **scoped in** to the noise and vibration assessment:
- Construction noise;
  - Construction vibration;
  - Road traffic noise impact of the Scheme; and
  - Qualitative road traffic vibration impact of the Scheme.
- 13.7.2 No topics have been **scoped out** of the noise and vibration assessment.

### PLANNING POLICY, PLANS AND GUIDANCE

- 13.7.3 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:
- A schedule of the relevant national, regional, county and local policies; and
  - A commentary setting out the significance of the impact of the Scheme on relevant policy objectives.
- 13.7.4 The following policy and guidance will underpin the assessment and will be described in more detail in the PCF Stage 3 assessment. Where any document has particular relevance to this scoping report, details are set out below.

## NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

### NOISE POLICY STATEMENT FOR ENGLAND

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- 13.7.5 The Noise Policy Statement for England (NPSE) was published in March 2010 by the Department for Environment Food and Rural Affairs (DEFRA) and is the overarching statement of noise policy for England.
- 13.7.6 The Explanatory Note to the NPSE introduces three concepts to the assessment of noise in England:
- NOEL - No Observed Effect Level - This is the level below which no effect can be detected and below which there is no detectable effect on health and quality of life due to noise.
  - LOAEL - Lowest Observable Adverse Effect Level - This is the level above which adverse effects on health and quality of life can be detected.
  - SOAEL - Significant Observed Adverse Effect Level - This is the level above which significant adverse effects on health and quality of life occur.
  - None of these three levels are defined numerically in the NPSE and for the SOAEL the NPSE makes it clear that the noise level is likely to vary depending upon the noise source, the receptor and the time of day/day of the week, etc. The need for more research to investigate what may represent a SOAEL for noise is acknowledged and the NPSE asserts that not stating specific SOAEL values provides policy flexibility in the period until further evidence and guidance is published.
  - Planning Practice Guidance;
  - National Policy Statement for National Networks; and
  - Road Investment Strategy: for the 2015/16 - 2019/20 Road Period.
- 13.7.7 The Department for Transport document Road Investment Strategy: for the 2015/16 - 2019/20 Road Period (RIS) was published in March 2015 and sets out policies relating to the strategic planning and funding of the road network.
- 13.7.8 The RIS identifies a capacity to improve noise levels through the management and redevelopment of Highways England assets, via low noise road surfacing, noise barriers etc. It is expected that Highways England will deliver mitigation measures to at least 1,150 NIAs, helping to improve the quality of life of around 250,000 people by the end of the first road period.

## HIGHWAYS ENGLAND: LICENCE

### METHODOLOGY

- 13.7.9 The assessment of noise and vibration will be undertaken in accordance with the requirements of DMRB HD 213/11 - Revision 1. In this regard, it is proposed that a 'detailed' assessment will be undertaken in accordance with guidance contained with HD 213/11 and also considering the further work identified at PCF Stage 2.

### CONSTRUCTION NOISE AND VIBRATION

- 13.7.10 HD 213/11 states when determining the need for assessment of potential noise and vibration effects during the construction phase that the potential for exceeding the criteria provided in BS 5228<sup>50</sup> should be considered. This will also include the effects of any road closures resulting from construction works.
- 13.7.11 BS 5228 Part 1 refers to two methods for assessing construction noise based on the level of pre-construction ambient noise at the receptor. Method 1, the ABC method, uses the pre-construction ambient noise level to determine an appropriate threshold value, with a significant effect being indicated if the  $L_{Aeq,T}$  noise level arising from the site exceeds the pre-determined threshold value. Method 2, the 5 dB(A) change method, indicates a potentially significant effect if the total noise (pre-construction ambient plus site noise) exceeds the pre-construction ambient noise by 5 dB or more, subject to lower cut-off values, which are dependent on the time of day. BS 5228 Part 1 also mentions that potentially significant effects could be indicated if a fixed noise level, which depends on the nature of area in which the works are occurring, is exceeded.
- 13.7.12 As information on the construction activities and associated plant emerges during PCF Stage 3, consideration will be given as to which BS 5228 Part 1 assessment method outlined is most appropriate to the specific circumstances of the Scheme and this method will then be adopted.
- 13.7.13 BS 5228 Part 2 provides guidance on identifying the likely significance of construction vibration. **Table 13-4** (Table B.1 from BS 5228 Part 2) includes threshold levels, in terms of Peak Particle Velocity (PPV), which relate sequentially to the likelihood of vibration being imperceptible, perceptible, the cause of complaints and ultimately intolerable.

**Table 13-4 - Guidance on effects of vibration levels**

VIBRATION LEVEL	EFFECT
0.14 mm.s <sup>-1</sup>	Vibration might be just perceptible in most sensitive situation for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.3 mm.s <sup>-1</sup>	Vibration might just be perceptible in residential environments.
1.0 mm.s <sup>-1</sup>	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation

VIBRATION LEVEL	EFFECT
	has been given to residents.
> 10 mm.s <sup>-1</sup>	Vibration is likely to be intolerable for any more than a very brief exposure to this level in most building environments.

- 13.7.14 The construction vibration assessment will follow the guidance from BS 5228 Part 2, as presented above. A significant vibration effect may arise at levels above 1 mm/s PPV, depending on the sensitivity of the receptor to vibration.

#### OPERATIONAL NOISE AND VIBRATION

- 13.7.15 An assessment of potential magnitude of impacts and associated significance of effects will be undertaken with respect to predicted noise level changes in the short term and long term, using guidance presented in the DMRB HD 213/11.
- 13.7.16 The DMRB states that the determination of appropriate levels of assessment for operational road traffic and noise and vibration effects should be undertaken with reference to the following thresholds:
- A permanent change in daytime road traffic noise of  $\pm 1$  dB  $L_{A10,18h}$  in the Short Term (i.e. on opening).
  - A permanent change in daytime road traffic noise of  $\pm 3$  dB  $L_{A10,18h}$  in the Long Term (typically 15 year after project opening).
  - A permanent change in night-time road traffic noise of  $\pm 3$  dB  $L_{A10,18h}$  in the Long Term, where the predicted level also exceeds 55 dB  $L_{A10,18h}$ .
  - A rise in vibration levels to above 0.3 mm/s PPV or any increase above an existing level of 0.3 mm/s PPV.
- 13.7.17 The short term noise level changes will be determined by comparison of the 'do minimum opening year' and the 'do something opening year' scenarios. The long term noise level changes will be determined by comparison of the 'do minimum opening year' and the 'do something design year' scenarios.
- 13.7.18 The classification of magnitude of noise impacts associated with short and long term changes in noise levels will be determined in accordance with **Table 13-5** below. Both adverse and beneficial changes will be considered in the assessment.
- 13.7.19 The PCF Stage 2 work concluded that there were potentially significant noise level changes and also potential for significant effects with respect to the first two criteria in the bullet pointed list above. As such, a Detailed assessment will be undertaken at PCF Stage 3.



- 13.7.20** In addition to the above requirements of the DMRB, Highways England also requires consideration of Significant Observed Adverse Effect Levels (SOAELs). Where a receptor is exposed to SOAEL (please see following section for definition) in the 'do minimum opening year' scenario and experiences an increase in noise levels of  $\geq 1$  dB  $LA_{10,18h}$  as a result of the Scheme (in the short or long term) a significant effect is deemed to have occurred.
- 13.7.21** The former Department of Transport/Welsh Office technical memorandum Calculation of Road Traffic Noise (CRTN) methodologies will be adopted.
- 13.7.22** The Department for Transport document Road Investment Strategy: for the 2015/16 - 2019/20 Road Period (RIS) was published in March 2015 and sets out policies relating to the strategic planning and funding of the road network. The RIS identifies a capacity to improve noise levels through the management and redevelopment of Highways England assets, via low noise road surfacing, noise barriers etc. It is expected that Highways England will deliver mitigation measures to at least 1,150 NIAs, helping to improve the quality of life of around 250,000 people by the end of the first road period.
- 13.7.23** Noise changes in NIAs will need careful scrutiny given the strategic policy objective to reduce noise levels in NIAs Please see the Baseline Conditions section below for a list of the NIAs that are within the 1 kilometre corridor of the Scheme as defined at PCF Stage 2.
- 13.7.24** The extended road network in the transport model, particularly to the south of the Scheme in Birtley, will be reflected in the PCF Stage 3 noise assessment work.
- 13.7.25** In line with the assessment undertaken at PCF Stage 2, the following criteria will be used for the assessment of operational road traffic noise. These criteria are taken from the DMRB.

**Table 13-5 - Classification of magnitude of Noise Impacts (DMRB HD 213/11)**

Noise Change dB ( $LA_{10,18h}$ )		Magnitude of Impact
Short-term	Long-term	
0	0	No change
0.1 – 0.9	0.1 – 2.9	Negligible
1.0 – 2.9	3.0 – 4.9	Minor
3.0 – 4.9	5.0 – 9.9	Moderate
+5.0	+10.0	Major

- 13.7.26** Changes in noise levels equating to a minor magnitude of effect and above (both beneficial and adverse) will be considered as potentially significant, in line with the DMRB HD 213/11 guidance. Insignificant effects will not be reported, unless they are within a Noise Important Area (NIA). Significant beneficial and adverse effects will be reported. Noise and vibration nuisance will also be determined in line with the DMRB HD 213/11.
- 13.7.27** As required by the DMRB HD 213/11, changes in night-time road traffic noise of  $\pm 3$  dB  $L_{A10,18h}$  in the long-term, where the predicted level also exceeds 55 dB  $L_{A10,18h}$  will be considered a significant effect, depending on the sensitivity of the receptor.
- 13.7.28** Where the traffic flow falls below 1,000 vehicles in the 18-hour period, the CRTN methodology is not valid. In circumstances where the traffic volume on any particular link falls below the threshold in all scenarios, the link will be excluded from the analysis. However, where the traffic volume falls below the threshold in one scenario, but above in another, that link will be considered further to ensure that potentially significant effects are not overlooked.
- 13.7.29** Operational road traffic groundborne vibration will be addressed qualitatively and will reference the DMRB HD 213/11 whereby a level above 0.3 mm/s Peak Particle Velocity (PPV) or any increase above an existing level of 0.3 mm/s PPV may result in a significant effect, depending on the sensitivity of the receptor.

#### HUMAN HEALTH

- 13.7.30** As set out in HD 213/11, a link has been identified between noise impacts and effects on both mental and physiological health. Further research is required to define exposure parameters for a quantitative analysis of such symptoms. Therefore, this assessment will consider noise levels with respect to the Noise Policy Statement for England and in particular its first aim, which is to "avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development". The measurement of SOAEL takes into account of the health effects of noise as set out in paragraph 13.7.20. Where noise exceeds the SOAEL due consideration will be given to measures that might be adopted to limit the number of locations so affected and minimise the road traffic noise levels at these locations. The assessment will also consider the noise index for night time noise, which is recognised by the WHO as an indicator of impact from night time noise on health.
- 13.7.31** Where human health effects are identified in this and any other topic, whether significant or not, these effects will be incorporated into the cumulative effects assessment of human health.

#### DATA SOURCES

- 13.7.32** The following data sources will inform the noise and vibration assessment:

## NOISE MODELLING

- Ordnance Survey (OS) MasterMap base mapping layer;
- 3d engineering drawings to the Scheme topography and road alignments;
- LiDAR or OS Terrain 5 to derive a topographical layer for the study area;
- Traffic flow data;
- Construction phase information (e.g. construction plant lists and methodologies);
- Road surface information provided by A-one+; and
- Open Government Licence (DEFRA, 2015) for Noise Important Areas.

## 13.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS

- 13.8.1 The study area cannot be determined until the noise modelling has been undertaken that in turn will define the roads which trigger a significant noise effect.
- 13.8.2 The noise modelling incorporates many different data sources, as listed above. The outcome of the modelling is, therefore, reliant on the quality of these data.
- 13.8.3 Any limitations of these data sources will be reported in the noise and vibration assessment, along with any associated implications.
- 13.8.4 The BS 5228 calculation methods enable the level of noise during various construction activities to be determined. However, the precision of any such predictions is necessarily limited by the number of assumptions that have to be made regarding the number and type of plant to be utilised, their location and detailed operating arrangements. Some of this information will be clarified as the scheme design progresses and later when a contractor is appointed and resources are mobilised, but other information (such as exactly where the plant operates and for how long) would remain uncertain, even after works have commenced.

# 14 PEOPLE AND COMMUNITIES

## 14.1 INTRODUCTION

14.1.1 This section considers the implications of the Scheme on "People and Communities" during the construction and operational phases and any potentially significant effects. It sets out the proposed methodology for the assessment and identifies those impacts that can be scoped out of the EIA.

14.1.2 This section follows the updated DMRB topic structure contained within IAN 125/15. This combines published guidance in DMRB Volume 11, Section 3, Parts 6 (Land Use), 8 (Pedestrians, Cyclists, Equestrians and Community Effects) and 9 (Vehicle Travellers) into one assessment of People and Communities. This section also incorporates "land".

## 14.2 STUDY AREA

### EFFECTS ON ALL TRAVELLERS

#### MOTORISED TRAVELLERS

14.2.1 The study area for both views from the road and driver stress is the extent of the road network within the Scheme Footprint, in compliance with DMRB guidance within Volume 11, Section 3, Part 9.

#### NON-MOTORISED USERS

14.2.2 The assessment of effects on pedestrians, equestrians and cyclists (Non-Motorised Users (NMUs)) considers the impact of the route options on local journeys made by people on the local Public Rights of Way (PRoW) network.

14.2.3 The study area for the assessment of impact on NMUs includes those PRoW and NMU routes directly affected by the Scheme and any feeder PRoWs between likely destinations, as described in DMRB guidance within Volume 11, Section 3, Part 8. The following have been considered in order to inform the study area:

- Journey lengths, times and local travel plans;
- Amenity; and
- Physical fitness.

### EFFECTS ON COMMUNITIES

## COMMUNITY SEVERANCE

- 14.2.4 Community severance is defined as the separation of residents from facilities and services that they use within their community, in this case as a result of the Scheme.
- 14.2.5 The study area for 'community severance' will include communities that may potentially be directly affected by the Scheme, for example, through severance, as described in DMRB guidance within Volume 11, Section 3, Part 8.

## COMMUNITY LAND

- 14.2.6 Community land is any area of public open space and other facilities such as schools, hospitals, libraries and recreation facilities relied upon for community health and well-being. The study area consists of any community land that is directly affected within the Scheme Footprint, as described in DMRB guidance within Volume 11, Section 3, Part 6.

## AGRICULTURAL LAND

- 14.2.7 The study area consists of any agricultural land that is directly affected within the Scheme Footprint, and the land holdings they fall within, as described in DMRB guidance within Volume 11, Section 3, Part 6.

## EFFECTS ON PEOPLE

### LOCAL ECONOMY

- 14.2.8 Publicly available data has been gathered for the local authority, Gateshead, according to the data sets within available Office National Statistics (ONS) data sets. Information will also be drawn from other topic assessments where applicable.

## 14.3 BASELINE CONDITIONS

### EFFECTS ON ALL TRAVELLERS

#### MOTORISED TRAVELLERS: VIEWS FROM THE ROAD

- 14.3.1 Views from the road within the study area are categorised according to the categories within DMRB Volume 11, Section 3, Part 9 as outlined in **Table 14-1**.

**Table 14-1 - Views from the road within the footprint of the Scheme**

APPROXIMATE LOCATION	DESCRIPTION OF VIEW	CATEGORY
<b>Views Heading Southbound</b>		
Grid ref NZ243586 to NZ246585	From the western extent of the Scheme, heading southbound on the A1, there are <b>no views</b> to the right (south) due to erected screening lining the carriageway.	No view
Western extent of	To the left (north), there are <b>restricted</b> views of the Team Valley Estate, with the	Restricted View

the Scheme, to the J67 southbound exit	road screened by intermittent vegetation.	
Grid ref NZ246585 to NZ252585 J67 southbound exit to J67 southbound entry	Past the southbound exit at J67, the A1 rises in elevation and views on both sides (north and south) are <b>open</b> and extend out over the wider landscape until the J67 southbound entry slip road joins with the A1.	Open views
Grid ref NZ252585 to NZ254585 J67 southbound entry to bridge over the East Coast Mainline	Continuing southbound, the A1 begins to gradually descend in elevation. Views to the left (north) become <b>restricted</b> by vegetation screening. Views to the south west remain open over the wider landscape, with some intermittent vegetation screening in the near view.	Restricted view
Grid ref NZ254585 to NZ263576 Bridge over the East Coast Mainline to southbound exit for J66	From the East Coast Mainline, the A1 is bordered to the left (north east) by an embankment and dense vegetation and to the right (south west) by dense vegetation, providing <b>no view</b> .	No view
Grid ref NZ263576 to NZ266575 Southbound exit for J66 to J66 overbridge	Past the southbound exit for J66, views remain <b>restricted</b> on the left (north east) by dense vegetation. The elevation of the surrounding land to the right (south west) drops to allow more extended <b>intermittent</b> views, with some vegetation screening.	Restricted views Intermittent views
Grid ref NZ266575 to NZ270573 J66 overbridge to J66 southbound entry to A1	Vegetation becomes denser on the left (north east) so that there is <b>no view</b> . Views on the right (south west) are a mixture of <b>open</b> extended views, and <b>intermittent</b> with some vegetation screening.	No view Open / Intermittent views
Grid ref NZ270573 to NZ279568 J66 southbound entry to A1 to J65 southbound exit	Views on both sides are restricted by vegetation screening.	Restricted views
Grid ref NZ279568 to NZ283562 J65 southbound exit to merge with A194 (southern extent of the	On the approach to where the A1 crosses under the A1231, the A1 goes into a cutting and views are screened on both sides ( <b>no view</b> ). This continues until the A1 merges with the A194.	No view



Scheme)		
Views Heading Northbound		
<p>Grid ref NZ283563 to NZ278569</p> <p>Northbound on the A1, from the departure from the A194 (southern extent of the scheme) to northbound entry slip road for J65.</p>	<p>Dense vegetation screening and embankments on either side result in no views.</p>	<p>No view</p>
<p>Grid ref NZ278569 to NZ268574</p> <p>From the J65 northbound entry slip road to the approach to J66.</p>	<p>Views on both sides are restricted by vegetation screening.</p>	<p>Restricted views</p>
<p>Grid ref NZ268574 to NZ266575</p> <p>From the approach to J66 to the northern side of J66</p>	<p>Vegetation becomes denser on the right (north east) so that there is no view. Views on the left (south west) are a mixture of open extended views, and intermittent with some vegetation screening, as the topography drops.</p>	<p>No view</p> <p>Open / intermittent views</p>
<p>Grid ref NZ266575 to NZ263576</p> <p>Northern side of J66 to crest of the hill between J66 and J67.</p>	<p>Past the southbound exit for J66, views are restricted on the on both sides by dense vegetation. At the crest of the hill to the right, the Angel of the North is visible above the tree tops.</p>	<p>Restricted views</p>
<p>Grid ref NZ263576 to NZ254584</p> <p>North of the crest of the hill between J66 and J67 to the overbridge over the East Coast Mainline</p>	<p>Views either side of the road are blocked by vegetation (no view).</p>	<p>No view</p>
<p>Grid ref NZ254584 to NZ251585</p> <p>Overbridge over East Coast Mainline to the</p>	<p>Views to the left (south) are <b>open</b> over the wider landscape. Views to the right (north) are <b>intermittent</b> with some vegetation screening.</p>	<p>Open views</p> <p>Intermittent views</p>

approach to the Team Valley Estate and J67		
Grid ref NZ251585 to NZ243586	Heading towards the western extent of the Scheme, there are <b>no views</b> to the left (south) due to erected timber screening lining the carriageway. To the right (north), there are <b>restricted</b> views of the Team Valley Estate, with the road screened by intermittent vegetation.	No view
From the northbound exit road for J67 to the western extent of the Scheme		Restricted views

#### MOTORISED TRAVELLERS: DRIVER STRESS

14.3.2 The Newcastle Gateshead Western Bypass (NGWB), running from north to south along the west of Tyne and Wear acts a bottleneck, where substantial congestion is experienced during some periods of the day.

14.3.3 Main routes connecting to the A1 in the vicinity of the Scheme are:

- A194(M);
- A1231 which connects to Sunderland;
- A167 Durham Road;
- B1296 Old Durham Road; and
- Lamesley Road / Chowdene Bank / Kingsway South / Banesley Lane.

14.3.4 Smaller roads link the A1 into Birtley from Newcastle Bank to the south of the A1 and access to the Team Valley Trading Estate is located in the north of the Scheme Footprint.

#### NON-MOTORISED TRAVELLERS: JOURNEY LENGTH AND AMENITY

14.3.5 The main PRoW and non-designated public routes (i.e. footpaths which are used by the local community but are not formally designated as a Public Right of Way) in the vicinity of the Scheme are shown on **Figures 1.2 Environmental Constraints Plan** and **Figure 14.1 People & Communities** in **Appendix B** and are as follows:

14.3.6 Those PRoW that fall within the footprint of the Scheme are as follows:

- Non-designated footways around Lamesley Roundabout;
- Non-designated footway on southern side of Smithy Lane;
- Non-designated footways surrounding the Durham Road / A167 / B1296 junction;
- National Cycle Network: Route 725 uses the A167 and Durham Road, and therefore crosses under the A1 on the Durham Road / A167 / B1296 junction;

- Bridleway Lamesley 72, which crosses underneath the A1. This is also forms part of Regional Cycle Route 11;
- Footpath Lamesley 43, which appears from aerial photography to join with the A1, but there is no safe crossing, and therefore is assumed to end at this location;
- Footpath Birtley 16, which crosses the A1 via a footbridge;
- Non-designated footways on the south of the A1, north of Birtley; and
- Non-designated footway on north bound carriageway of A1231, which crosses the A1 over a road bridge.

## EFFECT ON COMMUNITIES

### COMMUNITY SEVERANCE

- 14.3.7 There are a number of communities on either side of the Scheme, accessed by the local road network and PRow. **Sections 14.3.8 to 14.3.21** describe the local communities within the study area and those community facilities and services which serve the local communities and are likely to be trip generators. Community areas and facilities are shown in **Figure 14.1**, in **Appendix B**.

#### TEAM VALLEY TRADING ESTATE & RETAIL PARK

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- 14.3.8 This is a large trading estate with many business premises. Within this area are a number of fast food shops, a pharmacy and a convenience store.
- 14.3.9 It is likely that the majority of customers and employees drive to the trading estate, and access it from the A1 at J67, Coal House roundabout. Local residents are likely to access it via Chowdene Bank from the north or from Lamesley Road from the south. There are pedestrian footways on both of these feeder roads.

#### LAMESLEY

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- 14.3.10 Lamesley is a small area of housing south of the A1. There are no community facilities within Lamesley, other than a public house.
- 14.3.11 It is likely that the majority of services required by residents of Lamesley are sought in either Birtley (via Greenford Lane) or Harlow Green (via Smithy Lane).

#### HARLOW GREEN

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- 14.3.12 Harlow Green is a residential area located east of Durham Road, and north of the A1 J66. There are the following facilities in the locality:
- Two primary schools;
  - One children's nursery;
  - An academy;

- One doctor's surgery;
- One dentistry practice;
- One pharmacy;
- Two convenience stores; and
- Two pubs.

14.3.13 These services are likely to serve most of the local communities' requirements, and any not catered for by those facilities present are likely to be served by facilities nearer to Gateshead, via Durham Road, or Springwell Village to the east.

#### CHOWDENE

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14.3.14 Chowdene is a residential area located between Durham Road and the Team Valley Trading Estate. It has one secondary school and two primary schools.

14.3.15 It is thought the majority of services will be accessed from facilities within Harlow Green (via local roads) and the Team Valley Trading Estate (via Chowdene Bank or Eastern Avenue, both of which have pedestrian footways).

#### BIRTLEY

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14.3.16 Birtley is a residential area situated south of the A1, either side of Durham Road. It has the following community facilities:

- Six primary schools;
- Four convenience stores;
- Two opticians;
- Two dentistry practices;
- A secondary school;
- Six churches; and
- Numerous pubs and restaurants.

14.3.17 The majority of services can be accessed within Birtley on foot or by vehicle.

#### CROWTHER

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14.3.18 Crowther is a residential area east of Birtley and the A1. Within the area are the following community facilities:

- Four primary schools;
- One secondary school;
- Two churches; and

→ A convenience store.

Further services may be accessed in Washington, to the east via Castle Road, which has a pedestrian footway. It is likely that the majority of journeys outside of Crowther will be made via vehicle.

#### ARMSTRONG

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- 14.3.19 Armstrong is an area of land between the Washington Highway, the Sunderland Highway and the A194. Within this area there is a primary school and a convenience store. It is likely that the majority of services are sought elsewhere. The nearest communities are Crowther to the south, Washington to the south east and Great Usworth to the north east. It is likely that the majority of journeys outside of Armstrong will be made via vehicle.

#### LOW EIGHTON

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- 14.3.20 Low Eighton is a small, sparsely populated area north of the A1 and east of J66. There are no community facilities in this area for residents. Services are most likely to be sought from Birtley, Springwell Village or Harlow Green by vehicle via Long Bank or Newcastle Bank.

#### COMMUNITY LAND

- 14.3.21 Longacre Wood is classified locally as Policy CFR23 'Public Open Space Protection' and Policy CFR26 'Accessible Natural Greenspace'.
- 14.3.22 There is a sports field located to the east of Longacre Wood and to the north of the A1, which is listed under Policy CFR17 'Retention of Facilities' of the Local Plan.
- 14.3.23 There is no land within the search area registered under the Countryside Rights of Way Act 2000 as common land or open access land.
- 14.3.24 There are no allotments within the search area.

#### AGRICULTURAL LAND

- 14.3.25 Agricultural land has been classified by the Ministry for Agriculture, Fisheries and Food (MAFF), now the Department for Environment, Food and Rural Affairs (DEFRA), by grade according to the extent to which chemical and physical characteristics impose long term limitations on agricultural use for food production. In accordance with DMRB guidance, only land potentially falling within Agricultural Land Classification (ALC) grades 1, 2 and 3a, are considered to be Best and Most Versatile (BMV) land. BMV land is best suited to adapting to the changing needs of agriculture and maintaining the competitiveness of UK agriculture against international competitors.

- 14.3.26 The Agricultural Land Classification for the Scheme is predominantly 'Urban' with an area of undifferentiated Grade 3 land either side of the A1 carriageway from the Birtley junction up to the Lamesley Road / Chowdene Bank / Kingsway South / Banesley Lane / A1 junction. It is proposed as part of the assessment to carry out agricultural land classification to determine whether the land is BMV.
- 14.3.27 It is anticipated that there will be some temporary and permanent agricultural land required to accommodate the Scheme, particularly in the area of Lamesley Pastures (there is one land parcel in this location that will be directly affected south of the A1 and east of the Lamesley Road). There is also some partial land take of seven land parcels north of the A1, east of J66 required mainly for temporary works. At this stage it is not known how much land is required for permanent works, however, it is thought that this will amount to less than 20ha of land.

### EFFECTS ON PEOPLE

- 14.3.28 The following list of data sources were consulted to inform this Scoping assessment at this stage:
- Local Authority Labour Market Profiles - NOMIS. The profiles bring together data from several sources, such as annual survey data from the ONS;
  - Publically available GIS and mapping information; and
  - Local authority policies and reports.

### LOCAL ECONOMY

- 14.3.29 According to the Office of National Statistics (ONS) labour market statistics website, known as NOMIS, Gateshead had a resident population of 200,000 in 2013 which has increased by approximately 8,849 since 2001. The latest population projections estimate the population of Gateshead will continue to grow, increasing by approximately 8,000 by 2030. 63.8% of Gateshead's population is aged between 16 and 64, which is on par with the averages across the North East (63.9%) and Great Britain (63.8%)<sup>51</sup>.
- 14.3.30 The Labour Market Profiles hosted on the NOMIS website for each local authority area compare the indicators of a number of economic and education statistics for each area with the national average. The profile brings together data from several sources. The information for Gateshead is presented as follows.

### QUALIFICATIONS

**Table 14-2 - Comparison of proportion of Adults obtaining recognised Qualifications in Gateshead with England**

QUALIFICATION	PERIOD	% WINCHESTER ADULT POPULATION	% ENGLAND ADULT POPULATION
NVQ 4 and above	2016	30.1	38.2
NVQ 3 and above	2016	53.4	56.9
NVQ 2 and above	2016	76.4	74.3



NVQ 1 and above	2016	86.6	85.3
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- 14.3.31 The adult population of Gateshead is observed to hold a lower proportion of professional qualifications than the adult population in England for NVQ 3 and above. However, the proportion of adults in Gateshead with NVQ 1 and 2 and above is higher than the national average.
- 14.3.32 The data therefore indicates that there is a mixed picture in relation to the qualifications held by the Gateshead workforce compared to the national average.

#### EARNINGS

- 14.3.33 Earnings statistics for the Gateshead District provide information on the average weekly wage of the population currently employed (thus providing an indication of the local economy).

**Table 14-3 - Comparison of Average Weekly Wage in Gateshead with England**

GROSS WEEKLY PAY	PERIOD	AVERAGE WEEKLY WAGE IN GATESHEAD	AVERAGE WEEKLY WAGE ENGLAND
Full-time	2016	£485.5	£541.6
Full-time Male	2016	£499.5	£581.2
Full-time Female	2016	£447.9	£481.1

- 14.3.34 Average weekly wages in Gateshead are observed to be lower than the England average. Average weekly wages indicate that full-time male workers in Gateshead earning approximately £80 less than the national average. Full-time female workers in Gateshead earn approximately £30 less than the national average.
- 14.3.35 The data therefore indicates that the local economy in Gateshead is performing poorly compared to the national average.
- 14.3.36 The Indices of Multiple Deprivation<sup>52</sup> use a combination of information relating to income, employment, education, health, skills and training, barriers to housing and services and crime to create an overall score of deprivation. As a lower score indicates greater deprivation, the most deprived area is indicated by a rank of 1. In 2010, Gateshead District had a rank of 43 out of 326 local authorities in England<sup>52</sup>. According to the NOMIS<sup>53</sup> in October 2013 to September 2014, 75.9% of the population in Gateshead were economically active, which is higher than the regional average at 74.8% in the North East but lower than the national average of 77.3%. Unemployment levels are particularly high within the wards around the north of the Scheme Footprint and gradually increase towards the southern areas of the Scheme Footprint.

## EMPLOYMENT

- 14.3.37 Historically, Gateshead economy was reliant on traditional heavy industries, including shipbuilding and coal mining. Over recent decades, there has been a shift towards service sectors, but industrial areas remain an important contribution to economic diversity. Team Valley Trading Estate lies to the north of the Scheme.
- 14.3.38 Employment statistics for the Gateshead District provide information on the percentage of the population currently employed (thus providing an indication of the local economy).

**Table 14-4 - Comparison of Employment Status in Gateshead with England**

EMPLOYMENT STATUS	PERIOD	GATESHEAD DISTRICT	ENGLAND
In Employment	2016	73.1%	74.0%
Employees	2016	65.7%	63.1%
Self Employed	2016	7.3%	10.6%
<b>Unemployed</b>	2016	6.3%	4.8%

- 14.3.39 The data indicates that in comparison to the national average, a smaller percentage of the population of Gateshead are in employment. Also, a higher percentage of the population of Gateshead is unemployed, compared to the national average. This data further indicates that the local economy in Gateshead is performing poorly compared to the national average.
- 14.3.40 The Team Valley Trading Estate area is identified as a primary employment site under Saved Policy JE1.5 of the LDP.

## HEALTH

- 14.3.41 This section sets out the baseline conditions in relation to health, comprising local population and facilities information, and indicators of the status of local health, social and economic factors.

### GATESHEAD PHE HEALTH PROFILE 2017

- 14.3.42 The PHE Health Profiles for each local authority area compare the indicators of a number of population health statistics for each area with the national average. The information for Gateshead is presented as follows.

## POPULATION HEALTH

**Table 14-5 - Indicators of Population Health for Gateshead Compared with England**

INDICATOR	PERIOD	LOCAL VALUE	ENGLAND VALUE
Obese children (Year 6)	2015/16	23.2	19.8
Excess Weight in Adults	2013-15	69.4	64.8
Life Expectancy at birth – Males	2013-15	77.7	79.5
Life Expectancy at	2013-15	81.4	83.1

birth – Females			
Under 75 Mortality: Cardiovascular	2013-15	93.1	74.6
Under 75 Mortality: Cancer	2013-15	158.7	138.8

- 14.3.43 The profile indicates that excess weight in children and adults for Gateshead is higher compared to the national average. Life expectancy at birth for both males and females in Gateshead is lower than the national averages. Mortality rates for under 75 year olds (cardiovascular and cancer) are also much higher than the national averages.
- 14.3.44 The PHE health profile data therefore indicates that the population health for Gateshead is worse than the national average.

#### HEALTH INEQUALITY

**Table 14-6 - Difference in life expectancy between most and least deprived areas 2013-2015**

INDICATOR	MALE	FEMALE
Life expectancy gap between most and least deprived areas	9.9 years	8.7 years

- 14.3.45 The profile indicates that the difference in life expectancy between the most and least deprived areas is high. If there was no inequality in life expectancy, the difference would be zero.
- 14.3.46 The PHE health profile data therefore indicates that there is health inequality in Gateshead.

#### DEPRIVATION

**Table 14-7 - Indicator of Deprivation for Gateshead Compared with England**

INDICATOR	PERIOD	LOCAL VALUE	ENGLAND VALUE
Deprivation (Index of Multiple Deprivation)	2015	25.9	21.8

- 14.3.47 The profile indicates that deprivation for Gateshead is high compared to the national average.
- 14.3.48 The PHE health profile data therefore indicates that Gateshead is a more deprived area than the national average.

#### LIFESTYLE

**Table 14-8 - Indicators of Lifestyle for Adults in Gateshead Compared with England**

INDICATOR	PERIOD	LOCAL VALUE	ENGLAND VALUE
Smoking prevalence in adults	2016	17.9	15.5
Percentage of physically active adults	2015	46.3	57.0

- 14.3.49 The profile indicates that smoking prevalence in Gateshead is higher than the national average. The proportion of physically active adults is smaller in Gateshead in comparison to the national average.
- 14.3.50 The PHE health profile data therefore indicates that the adult population in Gateshead has a less healthy approach to lifestyle behaviour than the national average.

#### CHILDREN

**Table 14-9 - Indicators of Lifestyle for Children in Gateshead Compared with England**

INDICATOR	PERIOD	LOCAL VALUE	ENGLAND VALUE
Children in low income families (under 16s)	2014	22.6	20.1
Obese children (Year 6)	2015/16	23.2	19.8
GCSEs achieved	2015/16	56.9	57.8

- 14.3.51 The proportion of children in low income families in Gateshead is higher than the national average. The incidence of obesity amongst children in Gateshead is also observed to be higher in comparison to the national average. The GCSEs achieved in Gateshead is lower the national average.
- 14.3.52 The PHE health profile data therefore indicates that the level of health and education of children in Gateshead is worse than the national average.

#### COLLISIONS RISK

**Table 14-10 - Numbers of Fatalities and Injuries on Roads**

INDICATOR	PERIOD	LOCAL VALUE	ENGLAND VALUE
Killed and seriously injured on roads	2013-2015	30.3	38.5

- 14.3.53 The population of Gateshead appears to experience a fewer number of fatalities or instances of being seriously injured on roads than the national average.
- 14.3.54 The PHE health profile data therefore indicates that roads in Gateshead are safer than the national average.

## 14.4 POTENTIAL IMPACTS

### EFFECTS ON TRAVELLERS

#### MOTORISED USERS

- 14.4.1 There may be some temporary disruption to MTs on the A1 and the surrounding local road network during construction, due to traffic management and construction works. This is likely to cause a temporary increase in driver stress.
- 14.4.2 Views from the road are anticipated to be mostly unchanged in the long term. In the short term, vegetation screening may be reduced until mitigation planting

reaches maturity. This may extend the views in some locations, but may result in a less pleasant road user experience in some locations.

- 14.4.3 It is likely therefore that there will be direct adverse (temporary, during construction) and beneficial (permanent, during operation) impact on population and health through changes in driver stress.

#### **NON-MOTORISED USERS**

- 14.4.4 During construction there may be temporary diversions or closures required for PRow affected by the Scheme, e.g. the footbridge over the A1, Lamesley Bridleway 72 and access to footways in the vicinity of junctions 65 and 66. This may result in increases in journey length. There will not be any diversions required during operation.
- 14.4.5 There may be some temporary reduced amenity for NMUs when using PRowS and non-designated footpaths in the vicinity of construction works.

#### **EFFECTS ON COMMUNITIES**

##### **COMMUNITY SEVERANCE**

- 14.4.6 There may be some temporary disruption to local MTs and NMUs accessing local community facilities during construction as traffic management measures are implemented and PRowS are diverted.

##### **PRIVATE ASSETS AND DEMOLITION OF PRIVATE PROPERTY**

- 14.4.7 It is anticipated that approximately 16 private land parcels will be directly affected by the Scheme, and eight of which are agricultural. There will be some temporary land loss during the construction period. There will also be some permanent land loss on a number of these parcels for permanent works. during operation. The extent of land required temporarily and permanently will be determined within the assessment.

It is not anticipated at this stage that there will be any demolition of privately owned assets. Any agricultural land that may be impacted will be dealt with separately under Agricultural Land.

##### **COMMUNITY LAND**

- 14.4.8 There is an area of woodland north of Smithy Lane owned by Gateshead Council, known as Longacre Wood, which is listed under their countryside sites and country parks, and falls under Policy ENV51 as Wildlife Corridor in the Gateshead Local Plan. Parts to the south of Smithy Lane are also listed under Policy CFR26 Accessible Green Space and to the north east under Policy CFR23 as Open Space. These areas fall within the Scheme Footprint and therefore there is potential for impacts on this land. There are no other community land resources within the footprint of the Scheme.

## AGRICULTURAL LAND

- 14.4.9 It is likely that there will be some permanent (during construction and operation) and temporary (during construction) land take of agricultural land. The majority of agricultural land take is from one land parcel in the area known as the Lamesley Pastures, in addition to partial land take of seven land parcels north of the A1, east of J66. Although it is not clear the exact quantity required at this stage, it is not anticipated to be more than 20ha. It will be determined for the assessment whether the land to be affected will be BMV land or not.

## EFFECTS ON PEOPLE

### ECONOMY

- 14.4.10 There is potential for a beneficial impact during construction on the local economy as expenditure within the local supply chain is likely to increase during the construction works.
- 14.4.11 There is potential that traffic management measures during the construction works could cause disruption to commuters and business travel on the local road network. During operation, reduced delays on the road network have the potential to provide beneficial impacts to the local economy with improved commuter and delivery journey times.

## 14.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

### EFFECTS ON ALL TRAVELLERS

#### MOTORISED TRAVELLERS

- 14.5.1 The Scheme would aim to improve the experience of MTs using the route and connecting roads. The following mitigation and enhancement measures would contribute to an improved experience for MTs:
- 14.5.2 Where overriding landscape or design constraints do not restrict this, the view from the road for MTs should not be further obstructed by new structure(s) (for example roadside screening), and open views of the surrounding countryside should be retained.
- 14.5.3 Signage and layout would be clear to understand and avoid creating route uncertainty. Any diversions or closures undertaken during construction would be clearly advertised, and any diversionary routes would be clearly signposted and not lead to uncertainty. Details of and traffic management measures would be listed within a Traffic Management Plan (TMP).



## NON-MOTORISED USERS

- 14.5.4 The Scheme would aim to accommodate NMUs, and either retain or improve the existing access arrangements. For example, the existing footpaths should be retained and where crossed by the route, provided with proper means of access to prevent severance (for example the footbridge from Birtley). Any temporary diversionary works or closure of NMU routes (for example for the footbridge over the A1, Lamesley Bridleway 72 and access to footways in the vicinity of junctions 65 and 66) would be undertaken following proper consultation with affected groups or individuals, and the required consent obtained.
- 14.5.5 Use of best practice design with regards to the safety of NMUs, including lighting, will improve the amenity of users of the footpaths in the surrounding areas. Additionally, landscaping that can provide screening of the road where possible and reduce noise level for the wider network of PRow will also improve amenity for users.

## EFFECTS ON COMMUNITIES

### COMMUNITY SEVERANCE

- 14.5.6 Existing footpaths and NMU routes should be retained, and where crossed by the route, provided with proper means of access to prevent severance.
- 14.5.7 Existing roads should be incorporated into the Scheme, allowing for crossing points within the design.

### PRIVATE ASSETS AND DEMOLITION OF PRIVATE PROPERTY

- 14.5.8 Landscape planting would be incorporated into the design as much as practicable to reduce the visual and noise impacts on residential properties in the vicinity of the Scheme. More detail on landscape mitigation is provided in Section 8.
- 14.5.9 Landowners should be compensated for any land lost to the Scheme, whether temporarily or permanently.
- 14.5.10 Land required for temporary works only should be reinstated to its former use following the completion of construction.

### COMMUNITY LAND

- 14.5.11 Should land identified as Public Open Space (at Longacre Wood) be required permanently, compensatory land is likely to be required. Land use will need to be returned to original use and condition where temporary land take is required.

### AGRICULTURAL LAND

- 14.5.12 Although agricultural land required within the footprint of the route will be lost permanently, the following measures would be implemented during construction:

- Wherever possible, land required in addition for construction, for example for site compounds, would be returned to agricultural use;
- Severance during construction would be minimised through careful siting of construction compounds and lay down areas, and careful planning of construction activities through consultation with landowners;
- Crop loss would be reduced by giving advanced warning to enable farmers to plan ahead;
- Consideration of field drainage impacts during the detailed design phase; and
- Noise and dust to be kept to a minimum and within acceptable working limits, using best practice methods to be outlined in the CEMP.

## EFFECTS ON PEOPLE

### LOCAL ECONOMY

- 14.5.13 Measures would be put in place, where possible, to maximise the potential for the workforce and project supply chain, to be sourced locally.
- 14.5.14 Effective traffic management would be put in place through a Traffic Management Plan (TMP) during construction works to minimise disruption to road network users.

### MONITORING

- 14.5.15 It is not anticipated that any specific monitoring would be carried out. Monitoring in relation to air quality, landscape and noise and vibration are detailed in **Sections 7, 9 and 13** respectively.

## 14.6 RESIDUAL EFFECTS

- 14.6.1 It is anticipated that there will be no permanent significant effects on motorised or non-motorised travellers during operation of the Scheme.
- 14.6.2 It is anticipated that there will not be any new severance during operation.
- 14.6.3 There is likely to be permanent (during construction and operation) and temporary (during construction) land take of Public Open Space at Longacre Wood, but this is not likely to be significant.
- 14.6.4 Although there is likely to be some private land take required for temporary (during construction) and permanent works (during construction and operation), it is not anticipated that there will be significant effects.
- 14.6.5 There may be some significant effects on agricultural land owners depending on the extent and type of temporary and permanent works required on agricultural land.

14.6.6 It is not expected that there will be any significant effects on the local economy during operation.

## 14.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

14.7.1 The following elements of DMRB Volume 11, Section 3, Parts 6 (Land Use) (except for Water Restoration Projects as described below), 8 (Pedestrians, Cyclists, Equestrians and Community Effects) and 9 (Vehicle Travellers) guidance have been **scoped in**:

- Motorised travellers (MTs);
- Assessment of Non-Motorised Users (NMUs) during construction;
- Assessment of community severance during construction;
- Community land;
- Private Land;
- Agricultural land; and
- The assessment will also consider any impacts that the Scheme may have on people including local economy and employment.

14.7.2 The following elements have been scoped out:

- The assessment of NMUs during operation as there are not anticipated to be significance effects and there is potential betterment through Scheme improvements.
- Community severance during operation as there is not anticipated to be any new severance as a result of the operation of the new road.
- Demolition of private property as it is not anticipated that there will be any impacts to these assets as a result of the Scheme.
- Tourism and recreation as there are not anticipated to be significant effects on the existing tourism and recreational assets. View from the Angel of the North will be covered in the landscape assessment.
- Housing – any impacts on residents will be covered under the Air Quality assessment (Chapter 7) and Noise Assessment (Chapter 13).
- Development land – no development land will be affected by the Scheme.
- The existing A1 route crosses the River Team at J67 and there are no plans for restoration of this watercourse. It is proposed that this element (Waterway Restoration Projects, under Volume 11, Section 3, Part 6 of DMRB guidance) is scoped out of the assessment of the Scheme. Impacts on groundwater and flood risk will be assessed in the Road Drainage and the Water Environment assessment.

## METHODOLOGY

### POLICY AND PLANS

- 14.7.3 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects as set out in IAN 125/15:
- A schedule of the relevant national, regional, county and local policies; and
  - A commentary setting out the significance of the impact of the Scheme on each policy objective.
- 14.7.4 The following national policy and legislation will be adhered to when carrying out the assessment:
- National Policy Statement for National Networks (NPSNN);
  - National Planning Policy Framework;
  - Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations); and
  - The Countryside and Rights of Way Act 2000 (CROW ACT).
- 14.7.5 In addition to the above, Gateshead Council Local Plan<sup>54</sup> will be consulted.

### EFFECTS ON ALL TRAVELLERS

- 14.7.6 A simple level of assessment for People and Communities will be undertaken, as prescribed for Stage 3 assessments within each of the DMRB Volume 11 Chapters 8 and 9, as is considered it is unlikely the Scheme will result in significant effects on travellers.

### EFFECTS ON COMMUNITIES

- 14.7.7 A simple level of assessment for People and Communities will be undertaken, as prescribed for Stage 3 assessments within each of the DMRB Volume 11 Chapter 6, as is considered it is unlikely the Scheme will result in significant effects on communities.
- 14.7.8 An assessment of potential effects on private land will be carried out in accordance with DMRB Volume 11 Chapter 6.
- 14.7.9 In accordance with DRMB guidance, if the quantity of BMV agricultural land lost as a result of the Scheme exceeds 20ha, a detailed Agricultural Impact Assessment may be required, including consultation with DEFRA. The agricultural land take within the Scheme Footprint is not likely to exceed 20ha of BMV land, and therefore a significant effect is not anticipated. For this reason a simple assessment is proposed at this time for agricultural land.

## EFFECTS ON PEOPLE AND HEALTH

- 14.7.10 There is currently no formal methodology for the assessment of impacts on people and populations in EIA.
- 14.7.11 The assessment of likely significant effects on human health in relation to People and Communities covers aspects such as journey times and pleasantness for both motorised and non-motorised users, amenity, fitness, community severance and access to facilities, including agricultural land. Many of these aspects have a bearing on human health in relation to things like access to facilities necessary for the maintenance or enhancement of health and wellbeing, in terms of availability, accessibility, stress and safety.
- 14.7.12 Where human health effects are identified in this and any other topic, whether significant or not, these effects will be incorporated into the cumulative assessment of human health.

## EFFECTS ON ALL TRAVELLERS

### MOTORISED TRAVELLERS: VIEWS FROM THE ROAD

- 14.7.13 The DMRB Volume 11, Section 3, Part 9 describes 'Views from the Road' as "... *the extent to which travellers, including drivers are exposed to the different types of scenery through which a route passes.*" Aspects to be considered are:
- The types of scenery or the landscape character as described and assessed for the baseline studies;
  - The extent to which travellers may be able to view the scene;
  - The quality of the landscape as assessed for the baseline studies; and
  - Features of particular interest or prominence in the view.
- 14.7.14 Views from the road will be categorised by the criteria defined in DMRB Volume 11, Section 3 Part 9. The magnitude of impact on views from the road will be assessed using the criteria in **Table 14-11**.

**Table 14-11 - DMRB Impact Criteria for Views from the Road**

MAGNITUDE OF IMPACT	BENEFICIAL	ADVERSE
No Change	Views remain the same	
Minor	No view – restricted	Restricted – no view
	Restricted - Intermittent	Intermittent – Restricted
	Intermittent – Open	Open – Intermittent
Moderate	No View – Intermittent	Intermittent – No View
	Restricted - Open	Open - Restricted
Major	No View – Open	Open – No View

### MOTORISED TRAVELLERS: DRIVER STRESS

- 14.7.15 Driver Stress is the adverse mental and psychological effects experienced by a driver traversing a road network. Stress can induce in driver's feelings of discomfort, annoyance, frustration, or fear culminating in physical or emotional tension that detracts from the value and safety of the journey. Volume 11 of the DMRB indicates that with increased driver stress, a drop in driving standards occurs, which may be expressed as an increase in aggression towards other road users, or a diminished response to visual and other stimuli.
- 14.7.16 The level of stress experienced by a driver may be affected by a number of factors including: road layout and geometry; surface riding characteristics; junction frequency and speed; and flow per lane. There are three main components of driver stress as follows:
- Driver frustration - caused by an inability to drive at a speed consistent with the standard of the road, and increases as speed falls in relation to expectations;
  - Driver fear - the main factors are the presence of other vehicles, inadequate sight distances and the likelihood of pedestrians, particularly children, stepping into the road. Fear is highest when speeds, flows and the proportion of heavy vehicles are all high, becoming more important in adverse weather conditions; and
  - Driver uncertainty - caused primarily by signing that is inadequate for the individual's purposes.
- 14.7.17 The measurable aspect of driver stress is associated with frustration due to delays. The level of Driver Stress will be determined in accordance with a simple assessment and therefore a qualitative assessment of the factors listed in **Section 14.7.16**, under a three point descriptive scale, as recommended under DMRB guidance, as Low, Moderate or High.

### NON-MOTORISED USERS

- 14.7.18 The methodology will be based on the procedures set out in the DMRB Volume 11, Section 3, Part 8 and 9 and the application of DMRB Volume 5, Section 2, Part 5, HD42/05, and has considered:
- The impact of the Scheme on the journeys that NMUs make in its locality;
  - The impact on existing usage of the community facilities and routes by pedestrians and others;
  - Changes in safety and amenity value of routes which may be affected by the Scheme route; and
  - The effects of the junction options on community severance.



- 14.7.19 The assessment will involve a desk study to identify likely NMU activity during construction, as well as how local community facilities are likely to be affected by the proposed options and the potential adverse and beneficial effects.
- 14.7.20 The level of new severance will use the criteria in DMRB Volume 11, Section 3, Part 8 which categorises severance as Slight, Moderate or Severe.

#### EFFECTS ON COMMUNITIES

- 14.7.21 A qualitative high level desk based assessment will be carried out for each of the elements, as described in DMRB guidance within Volume 11, Section 3, Part 6.
- 14.7.22 A simple assessment for the assessment of impacts on agricultural land is proposed at this time.

#### EFFECTS ON PEOPLE

##### LOCAL ECONOMY

- 14.7.23 A qualitative high level desk based assessment will be carried out for the local economy using publicly available data. There is no formal guidance on the assessment of the local economy and this will be based on professional judgement and best practice.

##### HEALTH

- 14.7.24 The assessment of likely significant effects on human health in relation to People and Communities covers aspects such as journey times and pleasantness for both motorised and non-motorised users, amenity, fitness, community severance and access to facilities, including agricultural land. Many of these aspects have a bearing on human health in relation to things like access to facilities necessary for the maintenance or enhancement of health and wellbeing, in terms of availability, accessibility, stress and safety.
- 14.7.25 Where human health effects are identified in this and any other topic, whether significant or not, these effects will be incorporated into the cumulative assessment of human health.

#### 14.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS

- 14.8.1 The assessment of the NMU route amenity relies on qualitative descriptions by the assessor which is subjective. There is also a degree of subjectivity in the assessment of views. Where subjective assessments are presented, attempts to reconcile against evidence will be made throughout.
- 14.8.2 The DMRB Volume 11, Section 3, Part 8 methodology is over 20 years old (published in 1993) and some aspects may not be as relevant to the assessment of road schemes today. The guidance is currently being revised.

- 14.8.3 The assessment will rely, in part, on data provided by third parties (e.g. local authorities, Natural England) which are the most up-to-date, available at the time of the assessment. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment for EIA purposes.
- 14.8.4 Any limitations found or assumptions used in the final assessment will be highlighted within the EIA.
- 14.8.5 The assessment to date has been compiled from desk based study only, using publicly available data. Data provided by third parties (e.g. OS Mapping, Local Authorities, ONS and PHE) which are the most up-to-date, available at the time of the assessment. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment for EIA purposes.
- 14.8.6 Vulnerable groups have been assumed to be present throughout the study area.

# 15 ROAD DRAINAGE AND THE WATER ENVIRONMENT

## 15.1 INTRODUCTION

15.1.1 This section outlines the scope of the assessment required for the PCF Stage 3 detailed assessment and the potential effects of the Scheme on water and drainage. The guidance contained in the Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 Part 10 (HD45/09)<sup>55</sup> has been followed for this assessment.

15.1.2 This section has been informed by the simple assessment carried out at PCF Stage 2 and additional data that has become available for the Scheme since completion of that assessment.

15.1.3 This section outlines the assessment methodology, assumptions and limitations, and the baseline information. Potential impacts of the Scheme have been identified including a brief summary of the mitigation which could be applied at PCF Stage 3.

## 15.2 STUDY AREA

15.2.1 The overall study area for this assessment comprises the extent of works (i.e. the redline boundary) plus a 1km buffer area as in accordance with HD45/09<sup>59</sup>. The highway surface water drainage network which receives the runoff from the Scheme will also be considered together with the River Team and the ordinary watercourse in the Longacre Dene.

15.2.2 The mechanisms for assessing the impacts on the receiving waterbodies as a result of the Scheme differ for each of the assessed elements (surface water quality and flood risk). This has resulted in the same study area adopted for the assessment but with a different focus area for each assessment element. The focus of the study area for each assessment method is detailed below.

### WATER QUALITY

15.2.3 The Water Quality study area considered for this assessment is the permeable and impermeable areas of the Scheme draining into the highway drainage, and the River Team and ordinary watercourse in the Longacre Dene. Drainage investigations are presently being undertaken which may show that highway runoff from the Scheme does not discharge to the watercourse in the Longacre Dene. If this is the case, this watercourse will not be included in the study area.

## FLOOD RISK

- 15.2.4 The flood risk study area covers the Scheme area and the watercourses (fluvial flood risk) along with the land immediately adjacent to the Scheme which could convey surface water flows (pluvial flood risk) onto the Scheme.

## 15.3 BASELINE CONDITIONS

### RECEPTORS

- 15.3.1 The following receptors have been identified and outlined based on a desk study carried out in 2017 and using information from the following data sources:
- Review of the Environment Agency Flood Maps and associated information;
  - Review of the Environment Agency water quality data; and
  - Review of Highways Agency Drainage Data Management System (HADDMS).
- 15.3.2 Receptors previously scoped out (see **Paragraph 15.7.2**) are not included below.
- 15.3.3 **Figure 1.2 – Environmental Constraints Plan in Appendix B** presents main rivers and flood zones in close proximity to the Scheme.

### WATER QUALITY

- 15.3.4 The current Northumbria River Basin Management Plan (RBMP), as shown by the Environment Agency's Catchment Data Explorer, shows that the River Team is a 'heavily modified waterbody'. The Northumbria RBMP classified the current Ecological and Chemical Quality of the River Team as Moderate and Fail, respectively. The overall waterbody status is classified as Moderate with an objective for Good by 2027.
- 15.3.5 The other watercourses within the study area, including the ordinary watercourse in the Longacre Dene, have not been assessed as part of the Northumbria RBMP. Given that most of the watercourses within the Scheme Extents discharge into the River Team, the water quality of the ordinary watercourse in the Longacre Dene is assumed to be similar to the River Team.
- 15.3.6 The Highways Agency Drainage Data Management System does not show any outfalls draining the Scheme Footprint which is believed to be due to an absence of data rather than an absence of outfalls. Based on OS contours and the direction of flow through drainage assets (shown on HADDMS), two locations were identified at PCF Stage 2 where it is possible surface water discharges from the Scheme:
- Junction 67 and the stretch of the A1 between Junction 66 and 67 are believed to drain west to the Coal House Junction (Junction 67). Based on the topography and the flow direction of assets shown on HADDMS, it is likely that surface water from the road discharges at Junction 67 into the River

Team. Based on the level topography in this area, an outfall may also exist in proximity to the railway culvert into the small watercourse/drain shown on OS mapping. This drain ultimately discharges into the River Team. With respect to water quality, given the moderate WFD status of the River Team, it has been classified as of Medium importance.

- From the east of the Scheme up to Junction 66, the topography suggests that the road drains west to Junction 66. OS mapping indicates the presence of an outfall to the south of Junction 66 into an ordinary watercourse/drain in Longacre Dene (designated as Ancient Woodland). This could not be identified during the site visit at PCF Stage 2 but its presence cannot be ruled out. The ultimate discharge of this watercourse would be the River Team. Given the designation of Longacre Dene, this watercourse has been classified as of High importance with respect to water quality.

**15.3.7** Longacre Dene, to the south of Junction 66, falls under the Ancient Woodland Inventory and the Priority Habitats Inventory, and is therefore considered as a sensitive receptor. OS mapping indicates the presence of an outfall into Longacre Dene where a small ordinary watercourse is shown. It is not clear from the mapping whether this outfall serves drainage from the road, or if it relates to the outlet of a culvert or sewer. Highways Agency Drainage Data Management System (HADDMS) shows Eighton Lodge Culvert in this location with an outlet into the Longacre Dene watercourse. An outfall could not be identified during the site visit at PCF Stage 2 but its presence has not been ruled out.

**15.3.8** It is also possible that the entirety of the Scheme drains west to the River Team.

**15.3.9** A small drain/watercourse passes under the Allerdene Bridge. This watercourse is considered as a receptor as it is possible that road runoff discharges here, however this drain discharges into the River Team (the ultimate receptor). The Scheme proposes to extend this culvert and realign the downstream channel. With respect to flood risk, this watercourse has been classified as of High importance as this watercourse may pass through residential areas upstream. With respect to water quality, the watercourse has been classified as of Medium importance.

#### **FLUVIAL FLOOD RISK**

**15.3.10** The River Team (classified as a Main River and under the jurisdiction of the Environment Agency) is culverted under Junction 67 (Coal House). The River Team flows from south to north and joins the Tyne Estuary approximately 4.5km downstream of Junction 67. The Scheme crosses over the fluvial floodplain of the River Team, land designated as both Flood Zone 2 and 3. There are no designations relating to the River Team in the vicinity of the study area. The floodplain of the River Team has been classified as of High importance with respect to human safety.

## PLUVIAL FLOOD RISK

- 15.3.11 The following areas have been identified as being at medium to high risk of pluvial flooding:
- Pluvial flooding is predicted along the highway at Junction 67 in the 1 in 30 year event with depths below 300mm predicted for the southbound slip road, and depths between 300 and 900mm on the northbound slip road.
  - The western part of the Junction 67 roundabout is shown to be at risk of surface water flooding to depths of 300 to 900mm in the 1 in 100 year event.
  - Pluvial flooding is also predicted at depths below 300mm in the 1 in 30 year event on Allerdene Bridge (between Junction 67 and 66).
  - An area at high risk of surface water ponding is also predicted on one of the slip roads at Junction 65, with depths up to 900mm predicted by the Environment Agency's Risk of Flooding from Surface Water Map.
- 15.3.12 The safety of human motorists with respect to the pluvial flooding and changes to surface water runoff has been classified as of High importance. The sensitivity of the pluvial floodplain has been assessed to be low.
- 15.3.13 There are no other known standing-water features (ponds, pools, reservoirs, lakes) within the Scheme Footprint or study area that may constitute potential receptors, which have not previously been scoped out.
- 15.3.14 The sensitivity of the receptors identified above has been assessed based on the criteria and typical examples as outlined in Table A4.3 of HD 45/09 as follows:

**Table 15-1 - Sensitivity of the baseline receptors**

WATER QUALITY	RECEPTOR	SENSITIVITY
Water Quality	River Team – Water quality	Medium
	Ordinary watercourse in the Longacre Dene – Water quality	High
	Watercourse in Allerdene culvert – Water Quality	Medium
Flood Risk	River Team – Fluvial floodplain	Medium
	River Team - Human safety	High
	Watercourse in Allerdene culvert - Floodplain	High
	Allerdene culvert – Human safety	High
	Pluvial Floodplain	Low
		High
	Pluvial flood risk -- Human Safety	
Surface water runoff - Human safety	High	



## 15.4 POTENTIAL IMPACTS

### CONSTRUCTION

- 15.4.1 The potential effects of construction on road drainage and the water environment could include the following:
- Impacts on water quality of receiving water bodies, from mobilised suspended solids or spillage of fuels, lubricants, hydraulics fluids and cements from construction;
  - Increased runoff into surface water drainage systems, with potential impacts on flood risk;
  - Interception of overland flood flow routes, which could cause localised flooding of low lying road segments;
  - The Scheme could affect the existing fluvial flood risk at the site as a result of construction works in proximity to the River Team; and
  - Possible impacts on the water quality of the drain/ditch under the Allerdene Bridge due to construction works associated with the extension of the culvert and realignment of the ditch.

### OPERATION

- 15.4.2 The potential effects of the operation phase on road drainage and the water environment could include the following:
- An increased chance of diffuse pollution if the Scheme discharges to the Longacre Dene, should suitable mitigation measures not be incorporated. Diffuse pollution can damage and contaminate existing ecosystems;
  - The Scheme will result in an overall increase in impermeable area thereby increasing the surface water runoff from the Scheme Footprint, should attenuation measures not be incorporated within the design;
  - As a result of the change in impermeable area, pollution may occur during flood events if pollution interceptor devices are overwhelmed;
  - Potential risk to the safety of motorists associated with discrete areas at high risk of pluvial flooding at Junction 67, between Allerdene Bridge and Smithy Lane and at Junction 65;
  - Potential increased risk of fluvial flooding from the River Team due to the widening of the carriageway at Junction 67, if suitable mitigation is not incorporated into the design; and
  - Potential impacts on the flood risk and WFD status of the drain/ditch under the Allerdene Bridge due to the extension of the culvert and realignment of the ditch.

## 15.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

### CONSTRUCTION

- 15.5.1 A Construction Environmental Management Plan (CEMP) would be prepared for the works that would include method statements for the proposed works, details of materials to be used, and an emergency response plan. The full CEMP would contain measures to protect both surface and groundwater quality, and other water resource aspects.

### OPERATION

- 15.5.2 The following design, mitigation and enhancement measures will need to be developed during PCF Stage 3:
- Mitigation measures may be needed to reduce the impacts of sediment-bound pollutants. The need for which will be determined upon the completion of investigations into the location of outfall to the River Team.
  - Mitigation measures may be required to prevent impacts on the watercourse at Longacre Dean should the Scheme discharge to it.
  - Floodplain compensation may be required at the Allerdene Culvert and the River Team culverts at Junction 67 if hydraulic modelling demonstrates a detrimental impact on flood levels. This could include alterations to the weir or culvert opening and/or changes to the highway embankment. Alternatively Highways England could look to partner with other flood risk management authorities to join the delivery of a wider strategic flood alleviation schemes are proposed by the local in the vicinity of Junction 67.
  - With respect to pluvial flood risk, measures will be incorporated into the design to ensure the risks to users can be appropriately managed. Mitigation measures which could be incorporated within the design are oversized flow conveyance channels or suitable grading of the highway to ensure this water is contained to suitable running lanes for the return period. Alternatively, if the Scheme will involve active management or similar CCTV observation measures, it may be possible to reduce the risk to users through appropriate management measures that involve lane closures.
  - A Flood Risk Assessment and surface water drainage strategy will be undertaken to ensure that water can be stored appropriately/ leave the highway to prevent ponding and the risk to the safety of motorists.
  - With respect to the pluvial flood risk on the Allerdene Bridge, in the current design, it is proposed that the Allerdene Bridge is reconstructed south of its current location. Therefore the road could be re-profiled/changes to the drainage regime included as part of the design in such a way as to reduce the risk of surface water flooding through the replacement of the structure.
  - A surface water drainage strategy will be developed for the Scheme as part of the PCF Stage 3 works. Consultation with Gateshead Council as LLFA will be undertaken. Surface water attenuation (i.e. attenuation ponds) will be required

to be designed up to the 1 in 100 year plus 20% climate change event to account for restricting the flows associated with the increase in impermeable area to greenfield runoff rates. A sensitivity test will be undertaken for the 1 in 100 plus 40% climate change.

## MONITORING

- 15.5.3 The monitoring parameters and programme shall be developed in PCF Stage 3 through the completion of the ES and Outline Environmental Management Plan (EMP).

## 15.6 RESIDUAL EFFECTS

### CONSTRUCTION

- 15.6.1 The scale of construction works around the River Team and the Allerdene Bridge is expected to be large. With the inclusion of the proposed mitigation measures, there is the potential for adverse impacts of slight significance with respect to the impacts of construction upon the water quality of the River Team. All other residual construction impacts are considered to be neutral.

### OPERATION

- 15.6.2 There is a residual risk that sufficient maintenance is not undertaken on the fluvial and drainage aspects of the Scheme. This could result in blockage and associated flooding or water quality impacts.
- 15.6.3 With respect to pluvial flooding, there could be a significant impact on human safety associated with surface water flooding. Mitigation will be developed during PCF Stage 3 through the Flood Risk Assessment and Surface Water Drainage Strategy.

## 15.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

- 15.7.1 The following receptors/topics have been **scoped in**:
- The impacts of the Scheme on the water quality of the receiving watercourses will be assessed for both construction and operation for both the River Team and the ordinary watercourse in the Longacre Dene. The ordinary watercourse in the Longacre Dene is currently scoped in however, as HADDMS does not include details of any hydraulic connectivity, it is likely that this will be scoped out following completion of the CCTV survey;
  - The impact of the construction stage on flood risk will be assessed;
  - The impacts of the operation of the Scheme on fluvial flood risk from the River Team will be assessed;

- The flood risk and water quality impacts associated with modifications to the Allerdene culvert and realignment of the associated drainage ditch will be assessed;
- The risk of pluvial flooding will be reassessed at PCF Stage 3 based on the latest design, including an assessment of the risks to human safety; and
- The risk of changes to surface water runoff will be assessed at PCF Stage 3 based on the latest design, including an assessment of the risks to human safety.
- The impact of the construction stage on groundwaters in relation to the deep excavations required for bridge pier extension at the River Team crossing.

15.7.2 The scoping guidance in paragraph 6.8 of HD45/09 have been considered, this confirms that a degree of assessment is required for the water aspects of the scheme, as it will affect existing watercourses and it is located within an indicative flood plain amongst others. However, following works completed to date it has been possible for the following receptors/topics to be **scoped out** from further assessment:

- The following receptors were scoped out at PCF Stage 1 due to no hydraulic connectivity - Bowes Lake, Lookout Lake and other ponds located to the north of Junction 65, Foxpond Fishery located to the east of Junction 65 and the group of ponds to the west of the River Team.
- Several receptors were scoped out from further assessment at PCF Stage 2, when further investigation confirmed no hydraulic connectivity. This includes Norwood Nature Park Local Nature Reserve, The Northumbria Coast SPA and SAC and the culverted drains/watercourses between Junction 66 and 67, and to the north of Junction 67.
- A culvert 500m southeast of Junction 66 and Bassett's Pond, (a Secondary River) culverted beneath the A1 to the north of Junction 65, have been scoped out due to no outfalls shown on HADDMS and no hydraulic connectivity.
- No assessment of the impact of routine runoff on groundwater, in accordance with Method C of the DMRB guidance<sup>55</sup>, was required as no discharges to ground are currently in place or are proposed. This was scoped out at PCF Stage 1.
- Groundwater flood risk was scoped out from further assessment at PCF Stage 2 as the risk of groundwater flooding to the Scheme was assessed to be low.
- Reservoir flood risk was scoped out from further assessment at PCF Stage 2 as the risk of the Scheme flooding due to reservoir failure was assessed to be negligible.
- There are no licensed groundwater or surface water abstractions within the study area and, as such, these have been scoped out from further assessment.

## POLICY AND PLANS

15.7.3 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:

- A schedule of the relevant national, regional, county and local policies; and
- A commentary setting out the significance of the impact of the Scheme on each policy objective.

## METHODOLOGY

15.7.4 The methodology at PCF Stage 3 will follow the guidance defined in DMRB, Volume 11, Section 3, Part 10 (H45/09)<sup>59</sup> and will involve a desk based review of existing information and assessment of the Scheme effects in relation to flood risk and water quality. The proposed level and scope of the assessment is Detailed.

15.7.5 The baseline review of data will involve:

- Review of the Environment Agency Flood Maps and associated information;
- Review of the Environment Agency water quality data; and
- Review of existing drainage data on the HADDMS.

15.7.6 The following assessment methodology will be undertaken for the construction and operation phases:

## CONSTRUCTION

### ASSESSMENT OF THE SCHEME EFFECTS ON FLOOD RISK

15.7.7 Changes in flood risk during the construction phase will be assessed qualitatively (and in the case of the River Team, quantitatively) based on professional judgement and any necessary mitigation proposed. The assessment will also consider the anticipated temporary drainage solution which will be implemented during the construction phase of the Scheme. Where hydraulic modelling is required this will be undertaken in accordance with Methods E and F of HD45/09.

## ASSESSMENT OF THE SCHEME EFFECTS ON WATER QUALITY

- 15.7.8 Changes in water quality will be assessed qualitatively for the construction phase using professional judgement. The assessment will be based on an evaluation of the activities which could reduce water quality and the anticipated temporary drainage solution and CEMP which will be implemented as part of the Scheme. The assessment will be completed in line with the Environmental Permitting (England and Wales) Regulations and Water Environment (Water Framework Directive) Regulations.

## OPERATION

### ASSESSMENT OF THE SCHEME EFFECTS ON FLOOD RISK

#### RIVER TEAM

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- 15.7.9 Hydraulic modelling (detailed in methods E and F of HD45/09) was undertaken at PCF Stage 2 with respect to fluvial flooding of the River Team at Junction 67 using the Environment Agency's InfoWorks ICM model. This modelling assumed a conservative worst case scenario, including a lengthening of the southern culvert and a widening of the overpass bridge structure.
- 15.7.10 The latest Scheme design proposes to avoid changes to the culverts at Junction 67. Widening of the main carriageway is still proposed, however this will be within the existing highway land. It is expected that this will be elevated above the flood level; this will be confirmed against the Environment Agency's modelled flood levels. No further assessment will be required if this is the case. Should a potential impact be predicted at PCF Stage 3, the Environment Agency's hydraulic model would be used (in accordance with methods E and F of HD45/09) to assess the baseline and proposed scenario for the 1 in 100 year plus 20% climate change event. A sensitivity test will be undertaken for the 1 in 100 year plus 50% climate change event.
- 15.7.11 Initially a screening WFD assessment would be undertaken for the proposed works to the River Team culvert to identify how adverse impacts to the River Team can be avoided and any enhancement measures that can be implemented.

#### WATERCOURSE ASSOCIATED WITH THE ALLERDENE CULVERT

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- 15.7.12 The latest Scheme design proposes lengthening of the Allerdene culvert between Junctions 67 and 66 and associated realignment of the drainage ditch that feeds into the River Team. The PCF Stage 3 assessment will seek to confirm the source of this watercourse in consultation with Northumbrian Water and the LLFA. Flood risk implications will be discussed with the LLFA and the Environment Agency.



- 15.7.13 Further assessment of flood risk at the Allerdene culvert will need to be undertaken to support the production of the Flood Risk Assessment (FRA); this will involve the construction of a new hydraulic model (in accordance with methods E and F of HD45/09). A WFD assessment should be undertaken to confirm that there will be no adverse impact to the quality or flood risk of the watercourse as a result of the changes to the culvert and the possible realignment of the channel.

#### PLUVIAL FLOOD RISK

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- 15.7.14 With respect to surface water flood risk, the PCF Stage 2 assessment identified areas at risk of surface water flooding as outlined in the baseline section.
- 15.7.15 The areas of high and medium risk could represent a health and safety risk for motorists if this is not mitigated at PCF Stage 3.
- 15.7.16 As part of the PCF Stage 3 works, it is proposed that the risk of surface water flooding is re-assessed against the latest Scheme design. Localised hydraulic modelling (in broad compliance with methods E and F of HD45/09, as these do not cover pluvial flooding, which has significantly evolved since the publication of this document) will be undertaken to refine the flow paths and flooding mechanisms to provide a better understanding of the risks. This will accompany the Flood Risk Assessment.

#### SURFACE WATER RUNOFF

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- 15.7.17 The increase in impermeable surfaces as a result of the Scheme along with the likely increase in rainfall as a result of climate change over the lifetime of the Scheme would increase flood risk if not mitigated. Therefore a surface water drainage strategy will be developed during PCF Stage 3.
- 15.7.18 The increase in impermeable area may result in an increase in localised flooding in addition to a potential threat of pollution if pollution control devices are bypassed during high intensity rainfall events. Therefore, a Flood Risk Assessment and surface water drainage strategy will be undertaken during PCF Stage 3.

#### ASSESSMENT OF THE SCHEME EFFECTS ON WATER QUALITY

- 15.7.19 The potential impacts of the operation phase on water quality will be assessed quantitatively following the guidelines (Methods A and D) within the DMRB, Volume 11, Section 3, Part 10 (H45/09)<sup>59</sup>.
- 15.7.20 Information relating to outfalls and the exact discharge locations and receptors will be confirmed, through site investigations and through consultation with Northumbrian Water and the LLFA. These will also aim to determine if there any pollution control or spillage containment devices within the existing drainage network will need to be completed at PCF Stage 3. This will enable refinement of the assumptions made at PCF Stage 2 in Method A, as outlined below.

- 15.7.21** With respect to the potential impact of the Scheme on water quality due to routine runoff, a Method A assessment was undertaken at PCF Stage 2. This showed that the River Team passes with respect to soluble and sediment bound pollutants. However, as outfall locations are unconfirmed and, due to possible presence of a structure downstream of the outfall location, the Method A and D assessments will need to be completed again at PCF Stage 3, once further drainage information is available. It is considered unlikely that the River Team will fail the Method A assessment however, should this be the case, further assessment may be required (to be undertaken in line with Method B of the DMRB HD45/09).
- 15.7.22** At PCF Stage 2, the ordinary watercourse in the Longacre Dene failed the Method A assessment with respect to soluble and sediment bound pollutants in addition to long term impacts. Drainage investigations to be undertaken at Stage 3 may show that the road does not discharge at this location. However, if the road does discharge here, at PCF Stage 3 Method A will need to be repeated and mitigation measures identified. Further assessment may be required (to be undertaken in line with Method B of the DMRB HD45/09<sup>59</sup>) should the risk to this watercourse remain.

#### **ASSESSMENT OF VALUE, MAGNITUDE AND SIGNIFICANCE OF IMPACT**

- 15.7.23** In order to assess the significance of effects from the Scheme on the drainage and water environment, the guidelines within Annex IV of Volume 11, Section 3, Part 10 of the DMRB (HD 45/09)<sup>59</sup> will be followed.
- 15.7.24** The sensitivity or value (Very High, High, Medium, or Low) of the receptors will be described using the criteria and typical examples as outlined in A4.3 of the guidance<sup>55</sup>.
- 15.7.25** The magnitude (Major adverse, Moderate adverse, Minor adverse, Negligible, Minor beneficial, Moderate beneficial, Major beneficial) of the predicted effect on the receptors will be described using the criteria and examples as outlined in Table A4.4 of the guidance<sup>55</sup>.
- 15.7.26** The identification of significant effects will to the matrix in Table A4.5 of the guidance<sup>59</sup>. Where an effect is considered not to be significant or have no influence, irrespective of other effects, it will be classified as neutral.

#### **HUMAN HEALTH**

- 15.7.27** The methodology for the assessment of effects on human health associated with road drainage and the water environment takes the form of a risk assessment approach of the following, as set out in HD 45/09<sup>59</sup>:
- Pollution on human health via impacts to surface water supplies of drinking water; and
  - Flood risk, whether to the scheme, or to other areas as a result of the Scheme.

**15.7.28** However, this Scheme will not generate discharges to groundwater. Therefore, for the purpose of this assessment, the risk assessment will focus on flood risk only. The risk assessment will be summarised qualitatively in the assessment section of the topic chapter.

**15.7.29** Where human health effects are identified in this and any other topic, whether significant or not, these effects will be incorporated into the cumulative effects assessment of human health.

## **15.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS**

**15.8.1** There is an absence of drainage data for the Scheme Footprint, with HADDMS showing no outfalls within the Scheme area. In the absence of this data, at PCF Stage 2, it was conservatively assumed that the Scheme drains to the Longacre Dene at Junction 66 and/or the River Team at Junction 67. It is possible that part or all of the surface water draining to the River Team discharges to the smaller watercourse at the Allerdene Railway Bridge before discharging to the River Team.

**15.8.2** The drainage system is currently being surveyed to determine further information about the location and condition of the drainage assets (i.e. including outfall locations). Further consultation is also being undertaken with Northumbria Water and the LLFA. This information is needed to determine whether further assessment and/or mitigation is needed with respect to discharge to the Longacre Dene, and whether further assessment is needed for the River Team due to the presence of a downstream structure.

**15.8.3** No design of the relocation of the Allerdene culvert is currently available or the extents of the catchment. The associated approach for the assessment will be scoped as this information becomes available.

# 16 CLIMATE

## 16.1 INTRODUCTION

- 16.1.1 This section considers the implications of the Scheme on climate throughout the lifecycle of the Scheme and any potentially significant effects having applied appropriate enhancement and mitigation measures. It sets out the proposed assessment methodology for climate and identifies those impacts that can be scoped out of the EIA.
- 16.1.2 There are two components to the climate assessment - greenhouse gas emissions and climate resilience.
- 16.1.3 The greenhouse gas assessment will consider the contribution of the Scheme to climate change.
- 16.1.4 The climate resilience assessment will consider the impact of projected climate changes on the Scheme itself as well as human receptors within the project area (e.g. operators and users of project infrastructure).
- 16.1.5 This assessment has been developed based on information from the Stage 2 design.

## 16.2 STUDY AREA

- 16.2.1 The greenhouse gas assessment is not restricted by geographical area but instead includes any increase or decrease in emissions as a result of the proposed scheme. This includes:
- Construction and decommissioning emissions in the area of the scheme footprint but also related to the transport of materials to and from the site, their manufacturing and disposal; and
  - Operational emissions resulting from the new scheme infrastructure but also emissions (or reduction in emissions) which result from the end-use of the scheme and any shifts in transport modes/patterns which may occur.
- 16.2.2 The study area comprises the anticipated maximum physical extent of the Scheme Footprint. For the greenhouse gas assessment, the areas from which the construction materials are sourced in the UK is also included.
- 16.2.3 For the resilience assessment, the UK Climate Projections (UKCP09<sup>56</sup>) programme currently provides probabilistic projections for the whole of the UK, at regional level and at local level. This assessment will adopt the local level projections, which are set out by UKCP09 using a 25km<sup>2</sup> grid. The grid reference for the projections used in this assessment is Area 1004 and contains the anticipated geographical extent of the Scheme.

## 16.3 BASELINE CONDITIONS

### GREENHOUSE GASES

- 16.3.1 The Scheme will require the consumption and transportation of materials which will generate emissions. The baseline conditions set out in this section describe the likely emissions sources from the current operational study area. Commentary is provided to describe how this baseline would be likely to change in both a 'do-minimum' and 'do-something' scenario.
- 16.3.2 One of the primary reasons for proposing the Scheme works is to reduce the amount of minor maintenance works required on the Allerdene Bridge. As such, emissions associated with the day-to-day (routine) works has been considered as part of the baseline conditions.

### CURRENT EMISSIONS SOURCES

- 16.3.3 The operation and management of the current Scheme assets is likely to require a small number or volume specialist components (for example, light bulbs, signage; and for the bridge: cement; steelwork; and possibly brickwork) as well as some bulk material (cement, concrete, sand and gravel) for minor works and repairs of the highway and ancillary infrastructure. These materials will have embodied emissions associated with them. Due to the small materials quantities required, however, emissions are assessed to be of minor significance.
- 16.3.4 The do-minimum option (no scheme pursued) would be unlikely to change the current consumption of materials within the current land boundary of the Scheme, though it has been noted that the regular maintenance works required on the Allerdene Bridge is likely to consume more materials per unit time than comparable (but newer) structures.
- 16.3.5 In the do-something scenario, the Scheme will require the consumption of new materials in order to facilitate the construction of highway widening and improvements, and bridge replacement.
- 16.3.6 In terms of user emissions, the Scheme suffers congestion, particularly during peak hours, which can result in unreliable journey times. Traffic is also expected to grow with new housing and employment developments planned for the area.
- 16.3.7 As described in the A1 Birtley to Coal House Environmental Summary Report (ESR)<sup>57</sup>, during operation of the Scheme *"there are aspects of the Scheme that implicitly act to reduce the impacts of vehicle emissions alongside the A1. For example, the Scheme is designed to increase capacity, this results in a reduction in emissions per vehicle where congestion is relieved. Furthermore, speed restrictions along sections of the A1 may result in a reduction in emissions per vehicle, particularly during inter-peak and off-peak hours in current high speed areas.*

- 16.3.8 *However, the benefits of reduced emission per vehicle are partly offset by increases in vehicle flows and, on some sections, by an increase in vehicle emissions due to an increase in vehicle speeds."*
- 16.3.9 As such, total CO<sub>2</sub> emissions are expected to increase between 2020/21 (opening year) and 2038 (design year). This is due to the effects of increased vehicles (traffic growth) dominating over improvements to vehicle emission rates, in terms of the overall mass of CO<sub>2</sub> emissions.
- 16.3.10 However, the impact of the Scheme is less than 3% of the total mass of [traffic] emissions from the assessed area, and for all pollutants including CO<sub>2</sub>. Whilst, the Scheme does not give rise to significant 'air quality' effects, further consideration of the contribution from end-user emissions together with the emissions associated with the construction phase of the Scheme will be undertaken.

## CLIMATE RESILIENCE

- 16.3.11 The baseline for the climate resilience assessment comprises the recent historical (1961-1990) as well as the future projections for key climate parameters, and are presented in **Table 16-1**. All figures are taken from UKCP09 and future projections are provided over the Scheme's design life (40 years).

**Table 16-1 - Baseline (historical and future) climate data for the study area (Location 1004)**

CLIMATE PARAMETER			PROJECTION FOR 2020s <sup>1</sup> (2010-2039)		PROJECTION FOR 2050s (2040-2069)		PROJECTION FOR 2080s (2070-2099)	
			High; 50%	Range	High; 50%	Range	High; 50%	Range
<b>WITH RECENT BASELINE (1961-1990)</b>								
Temperature [°C]	Mean daily winter min	0.9	2.2	1.4 to 3.1	3.3	1.7 to 4.8	4.5	2.1 to 6.7
	Mean winter daily	3.5	4.6	4.0 to 5.6	5.7	4.4 to 6.9	6.7	4.8 to 8.4
	Mean summer daily	14	15.5	14.7 to 16.5	17.0	15.1 to 18.7	18.6	15.3 to 21.2
	Mean daily summer max	17.7	19.4	18.2 to 20.7	21.2	18.6 to 23.6	23.1	18.6 to 26.9
	Change on warmest summer day	N/A	+1.9	-1.6 to +5.6	+4.0	-1.2 to +10.0	6.2	-1.4 to +15.3
Rainfall [mm/day]	Winter mean daily	1.8	1.9	1.7 to 2.0	2.0	1.7 to 2.4	2.2	1.8 to 2.8
	Summer mean daily	1.9	1.8	1.6 to 2.1	1.6	1.4 to 2.0	1.5	1.3 to 1.9
	% change on wettest winter day	N/A	+7.1	-7.7 to +23.0	+14.8	-4.2 to +35.4	+25.2	-1.2 to +55.0

<sup>1</sup> Note - projections for high emissions scenario and 50% probability level. Projection range for low emission scenario at 10% probability level to high emission scenario at 90% probability level.

- 16.3.12 The environmental assessment topics for this Scheme will take into account the potential for in-combination impacts and effects in relation to these climate change projections.

## 16.4 POTENTIAL IMPACTS

### GREENHOUSE GASES

- 16.4.1 It is expected that most emissions will occur during construction and operation. During construction, large sources of emissions are anticipated to be embedded carbon in materials including those associated with Allerdene Bridge (i.e. Structural and reinforced steel and concrete) and pavement materials (i.e. asphalt and aggregate). During operation, the main emissions source will be from end-users.

### CLIMATE RESILIENCE

- 16.4.2 It is expected that the impacts from climate change on the Scheme are likely to occur during the construction and operational lifecycle stages of the Scheme.

- 16.4.3 **Table 16-2** and

- 16.4.4 **Table 16-3** present potential impacts of climatic changes during the construction and operation period. These are not exhaustive and further assessment is required to identify the extent of impacts.

**Table 16-2 - Potential impacts during construction period**

CLIMATE EVENT	IMPACT (HAZARDS OR BENEFITS)
Increased temperatures, prolonged periods of hot weather	Warm and dry conditions exacerbate dust generation and dispersion, health risks to construction workers
Increased precipitation, and intense periods of rainfall	Flooding of works and soil erosion

**Table 16-3 - Potential impacts during operation period**

CLIMATE EVENT	IMPACT (HAZARDS OR BENEFITS)
Increased precipitation, especially in Winter	Flooding Water scour causing structural damage Weakening or wash-out of structural soils Change in ground water level and soil moisture
Temperature extremes	Stress on structures and technology Stress on surfaces e.g. difficulties with maintaining required texture depth during construction and operation. Challenges for maintenance regimes



## 16.5 DESIGN, MITIGATION AND ENHANCEMENT MEASURES

- 16.5.1 As 'climate' is a new topic, assessment of mitigation and enhancement measures was not undertaken during the previous PCF stages. Mitigation and enhancement measures will, therefore, be identified in PCF Stage 3 through the completion of the environmental assessment.
- 16.5.2 It is expected that a number of design, mitigation and enhancement measures could be applied to the Scheme to ensure designs are focussed upon reduction of emissions from end-user vehicle movement (traffic) for example:
- by providing the conditions for efficient low-carbon vehicles and driving practices, such as increasing capacity, which would potentially result in a reduction in emissions per vehicle where congestion is relieved;
  - Reduce the GHG emissions intensity of raw materials by specifying best-in-class products with reference to information published in Environmental Product Declarations (EPDs);
  - Use of less carbon intensive concrete blends;
  - Reduce embedded GHG emissions through designing-out materials to minimise the quantities of materials required by the Scheme;
  - Adoption of vehicles with best-in-class efficiency for construction, delivery, maintenance and de-construction;
  - Adoption of efficient logistics management for transport of construction materials and excavated material;
  - Adoption of plant and processes with best-in-class efficiency for construction, maintenance and repair activities; and
  - Specification of best-in-class energy efficient systems for operations e.g. lighting and signage.
- 16.5.3 It is also anticipated that the project will adhere to the resource efficiency hierarchy set out in DMRB 11.3.14 (Materials and Waste), in order to reduce whole lifecycle emissions embodied in raw materials (and resulting from material disposal), including:
- Maximising the consumption of materials and products with recycled or secondary content, from renewable sources, and those offering low carbon benefits;
  - Maximising the recovery and re-use / recycling of site arisings (ideally, on-site); and
  - The monitoring parameters and programme will be established in PCF Stage 3 through the completion of the Environmental Statement and Outline EMP.

## MONITORING

- 16.5.4 As part of the monitoring activities, Highways England's supply chain is responsible for providing monthly or quarterly carbon data returns using its Carbon Tool. As such, it is anticipated that during the construction phase, actuals data would be collected for materials and fuel/electricity consumption, which would enable embedded GHG emissions and emissions from energy to be monitored.

## 16.6 RESIDUAL EFFECTS

- 16.6.1 As 'climate' is a new topic, an assessment of residual effects was not undertaken during the previous PCF stages. Residual effects will, therefore, be identified in PCF Stage 3 through the completion of the environmental assessment.

## 16.7 ASSESSMENT METHODOLOGY

### TOPICS AND ELEMENTS OF TOPICS TO BE SCOPED IN AND OUT

#### CLIMATE – GREENHOUSE GAS ASSESSMENT

- 16.7.1 There are multiple greenhouse gas (GHG) emissions sources associated with each lifecycle stage of the Scheme. The following emissions sources are considered to be **scoped in (Table 16-4)**.

**Table 16-4 - Emissions sources that are scoped in**

SUB-STAGE OF LIFECYCLE	REASONING
<b>Construction</b>	
Product stage; including raw material supply, transport and manufacture	Emissions from construction materials typically form the greatest proportion of a scheme's emissions. Main works include: <ul style="list-style-type: none"> <li>• Widening existing carriageway between J65 (Birtley) and J67 (Coal House), including lane gain/drop;</li> <li>• Replacement of North Dene footbridge;</li> <li>• Widening of Longbank Bridleway underbridge; and</li> <li>• Replacement of Allerdene bridge.</li> </ul>
Construction process stage; including transport to/from works site and construction/installation processes.	Emissions from the construction stage typically form a large proportion of a scheme's emissions, and would include such emissions sources as fuel/energy consumption.
<b>Operation</b>	
Use of the infrastructure by the end-user	As described in the A1 Birtley to Coal House Environmental Summary Report (ESR) <sup>58</sup> , total CO <sub>2</sub> emissions are expected to increase between 2020/21 (opening year) and 2038 (design year). This is due to the effects of increased vehicles (traffic growth) dominating over improvements to vehicle emission rates, in terms of the overall mass of CO <sub>2</sub> emissions.

SUB-STAGE OF LIFECYCLE	REASONING
Repair and refurbishment	The Scheme is anticipated to be resurfaced twice (assuming a 20 year design life).

16.7.2 Emissions sources that are not included within the scope of this assessment, and the reasons why they have been **scoped out** are presented in **Table 16-5** below.

**Table 16-5 - Emission sources that are scoped out**

SUB-STAGE OF LIFECYCLE	REASONING (LIKELY SIGNIFICANCE OF NET EMISSIONS AT THIS STAGE)
<b>Construction</b>	
Land use, land use change and forestry (LULUCF).	The Scheme is predominantly widening of an existing carriageway, with a lane gain/drop, and so net land use change considered not significant.
<b>Operation</b>	
Operation and maintenance	The route is currently lit and will continue to be lit. Replacement of street lighting technology should see an improvement in the energy efficiency therefore contribution to climate change is expected to be minor positive.
Replacement	Cross over with repair
<b>End of Life</b>	
Deconstruction	Decommissioning will happen several decades into the future and well beyond the period for which the UK Government has set agreed carbon budgets. The uncertainty about the future decommissioning process and associated emissions is sufficient to scope this lifecycle stage out of the emissions assessment.
Transportation of waste arisings	
Waste processing for recovery	
Disposal	

## CLIMATE – RESILIENCE

16.7.3 Within the assessment of resilience to climate change, the following Scheme elements set out in are **scoped in** (**Table 16-6**).

**Table 16-6 - Potential vulnerable scheme receptors**

ELEMENT	ASPECTS
Geotechnics	Erosion
	Stability of earthworks and compaction
	Earthworks construction across existing landslip
	Increased scour and erosion of earthworks
	Stability of slopes, change in water levels/pore pressure
Pavements	Drainage ditches
	Design of foundations
	Materials integrity, specification and construction details
	Construction - laying surface dressing, microsurfacing, temperature susceptible materials
	Skid resistance
Restricting network	Maintenance
	High winds

ELEMENT	ASPECTS
use	Flooding
Restraint systems	Renewal and repair
Signs and signals	Stability Renewal and repair
Soft estate	Landscape, ecology
Structures (including gantries)	Thermal actions (loads) applied to superstructure Wind actions (loads) applied to superstructure Increased thermal range giving rise to increased earth pressures for integral bridges Earth pressures used in design affected by change in ground water level Foundation settlement affected by change in ground water level Design for increased scour risk for foundations Design of structure drainage Use of temperature sensitive components or materials in construction or rehabilitation (e.g. epoxies used in fibre reinforced plastic (FRP) strengthening) Design, management and maintenance of bearings and expansion joints Climatic constraints on construction and maintenance activities Optimum timing of maintenance interventions, in response to changes in deterioration rates

16.7.4 Including these elements within the scope represents a comprehensive and good practice approach to assessing the significance of impacts and effects arising from climate change on the Scheme. It also creates an environment in which opportunities to identify and implement enhancements are encouraged alongside the reduction of adverse effects.

16.7.5 **Table 16-7** outlines those elements that have been **scoped out** of the assessment of resilience to climate change and the reasoning behind this.

**Table 16-7 - Scheme receptors outside the scope of assessment**

ELEMENT	ASPECTS	REASONING
Drainage	Surface water drainage systems Cross-culverts Road-edge drainage Attenuation Outfalls Drainage ditches	The climate effects on Road Drainage and the Water Environment will be assessed separately as described in Section 14 of this Scoping Report.
Incident management	Breakdowns Road user incidents/accidents Third party incidents	Outside scope of design works
Managed motorways	Technology Traffic officers Regional Control Centres	Managed motorways does not form part of the Scheme

- 16.7.6 The effects of climate change during the decommissioning of the Scheme has been **scoped out** due to uncertainty of requirements and processes at the Scheme's end of life.

#### POLICY AND PLANS

- 16.7.7 Policy and plans relevant to the Scheme will be presented at PCF Stage 3 and will consist of the following aspects:

- A schedule of the relevant national, regional, county and local policies; and
- A commentary setting out the significance of the impact of the Scheme on each policy objective.

#### METHODOLOGY - GREENHOUSE GAS ASSESSMENT

- 16.7.8 The Scheme comprises road widening and improvements, and the replacement of the Allerdene railway bridge (which carries the A1 over the East Coast Mainline). There is potential for significant effects, for which a further assessment of GHG emissions will be completed.

- 16.7.9 For all lifecycle stages and sub-stages of the Scheme, the detailed assessment will include the following:

- Collection of available data/information on the scale of GHG emitting activities for the baseline scenario and for the project. In each case this will cover the trend for the whole study period; and
- Calculation of the GHG emissions using a standard emissions calculation methodology applying a suitable emissions factor.

- 16.7.10 The lifecycle stages and corresponding emissions sources that will be included in the detailed assessment are outlined in **Table 16-8**.

**Table 16-8 - Lifecycle stages and emissions sources to be included in the detailed assessment**

MAIN STAGE OF PROJECT LIFECYCLE	SUB STAGE OF LIFECYCLE	POTENTIAL SOURCES OF EMISSIONS (NOT EXHAUSTIVE)	EXAMPLES OF ACTIVITY DATA
Construction	Product stage; including raw material supply, transport and manufacture	Embodied emissions associated with the required raw materials.	Materials quantities including: Asphalt, Aggregate, Cut and fill, Bridge - steel, concrete.
	Construction process stage; including transport to/from works site and construction/installation processes.	Activities for organisations conducting construction work.	Fuel/electricity consumption. Construction activity type/duration. Transportation of materials from point of purchase to site, mode/distance.
Operation	Use of the infrastructure by the end-user.	Vehicles using highways infrastructure.	Traffic count/speed by vehicle type for highway

MAIN STAGE OF PROJECT LIFECYCLE	SUB STAGE OF LIFECYCLE	POTENTIAL SOURCES OF EMISSIONS (NOT EXHAUSTIVE)	EXAMPLES OF ACTIVITY DATA
			links.
	Repair	Activities and materials for organisations conducting repairs.	Number of replacements / repairs to assets over design life.

### EMISSIONS CALCULATIONS

- 16.7.11 Emissions calculations will be completed within an industry recognised carbon calculation tool which focuses on emissions throughout the project lifecycle. For this particular assessment, Highways England's carbon tool will be used. Values will be reported as tonnes of carbon dioxide equivalents (tCO<sub>2</sub>e).

### SIGNIFICANCE OF EFFECTS

- 16.7.12 In line with the National Policy Statement for National Networks (2014), significance of impacts will be assessed by comparing estimated GHG emissions arising from the Scheme with UK carbon budgets, and the associated reduction targets. In line with the IP EIA Regulations 2017 (Schedule 4, Part 5), a description of the likely significant effects of the Scheme on the environment, resulting from the vulnerability of the Scheme to climate change, will be provided.

### METHODOLOGY - CLIMATE RESILIENCE ASSESSMENT

- 16.7.13 The Scheme comprises road widening and improvements, and the replacement of the Allerdene railway bridge (which carries the A1 over the East Coast Mainline); it is hence classed as 'major improvement works'<sup>59</sup>. As there is potential for significant effects, a detailed assessment of resilience shall be completed.
- 16.7.14 The process for assessing the risk of climate change effects to potentially vulnerable receptors will be applied to the construction and operational phases of the Scheme.
- 16.7.15 Historical (baseline) local climate data from the UK climate projections programme (UKCP) will be used to identify climatic trends currently impacting the Scheme.
- 16.7.16 This assessment will address the resilience assessment of the proposed Scheme to climate change impacts. The assessment will include all infrastructure and assets associated with the proposed Scheme. It will assess resilience against both gradual climate change, and the risks associated with an increased frequency of extreme weather events.
- 16.7.17 The assessment will assume that the proposed Scheme will be designed to be resilient to impacts arising from current weather events and climatic conditions,

and designed in accordance with current planning, design and engineering practice and codes. The assessment will also identify and take into account the existing resilience and adaptation measures for each risk either already in place or in development for infrastructure and assets.

16.7.18 The degree to which the frequency of these potential hazards may change as a result of climate change is explained in the UKCP09 climate change projections.

## 16.8 ASSESSMENT ASSUMPTIONS AND LIMITATIONS

16.8.1 There is currently no specific guidance or carbon emissions threshold, which, if exceeded, is considered significant.

16.8.2 UKCP09 has been used to identify climate projections using the high emissions scenario and the central estimate (50% probability).



# 17 ASSESSMENT OF CUMULATIVE EFFECTS

## 17.1 INTRODUCTION

- 17.1.1 This chapter considers the cumulative effects of the Scheme. The proposed assessment methodology for cumulative effects is detailed and the scope of the cumulative effect assessment for PCF Stage 3 identified.
- 17.1.2 For the purpose of this cumulative assessment, the following terms are defined as follows:
- “Combined effects” are defined as cumulative impacts from a single project; and
  - “Cumulative effects” are defined as cumulative impacts from different projects (in combination with the project being assessed).
- 17.1.3 This chapter describes the study area, potential impacts, potential significant effects, and the methodology prescribed for the cumulative effects assessment for the EIA.
- 17.1.4 Previously, a cumulative assessment was carried out (July 2017) as part of the PCF Stage 2<sup>60</sup>. The potential impacts and potential residual effects described in this Scoping Report were based on the PCF Stage 2 assessment. A full assessment of the cumulative effects will be carried out at PCF Stage 3.

## 17.2 STUDY AREA

- 17.2.1 The DMRB guidance on the assessment of cumulative effects requires that the spatial boundary of the receptor/resource with potential to be affected directly, or indirectly, is considered.
- 17.2.2 In defining the study area consideration was given to associated schemes that:
- Occur at times prior to or during construction of the Scheme;
  - Are ‘in proximity’ to the Scheme; or
  - Are considered likely to result in environmental effects which could act in synergy with effects arising from the Scheme.
- 17.2.3 The study area for combined effects has been defined for each individual topic area in line with DMRB guidance.

17.2.4 For the purposes of the cumulative effects assessment, the spatial extent for the review of Planning Applications is defined as the Scheme Footprint and a 500m study area for non-traffic related topics. For traffic related topics developments with potential traffic impacts will be included where they fall within the ARN developed for the traffic model.

### 17.3 ASSESSMENT METHODOLOGY

17.3.1 The cumulative assessment will be based upon expert professional judgement. The assessment will follow the guidance contained in DMRB Volume 11 Section 2 Part 5 (HA 205/08)<sup>61</sup>, and consider the nature of the affected receptor and of the impact concerned. This assessment is also informed by the National Policy Statement for National Networks (2014)<sup>62</sup>, The Planning Inspectorate Advice Note 17<sup>63</sup> and by the findings of the assessment carried out at PCF Stage 2<sup>64</sup>.

17.3.2 The DMRB (HD 205/08) guidance suggests cumulative effects should be considered for all 'reasonably foreseeable' projects and to encompass all schemes which are 'committed', including (but not necessarily limited to):

- Trunk Road projects which have been confirmed (i.e. gone through the statutory processes) in proximity to the Scheme; and
- Development projects with valid planning permissions for which statutory EIA is a requirement or a non-statutory EIA has been undertaken.

17.3.3 In addition to the above, we will carry out a review of those aspects carried out in the PINS Advice Note 17, these will include:

- Other developments under construction;
- Permitted application(s), whether under PA2008 or other regimes, but not yet implemented;
- Submitted application(s) whether under PA2008 or other regimes, but not yet determined;
- Projects on the Planning Inspectorate's Programme of Projects where a Scoping Report has been submitted;
- Other developments identified in the relevant Development Plan (and Emerging Development Plans); and
- Other developments identified in other plans and programmes (as appropriate) which set the framework for future development consents/approval, where such development is reasonably likely to come forward.

17.3.4 Consultation with the Local Planning Authority (LPA) will be undertaken to determine whether there are any other projects in the vicinity of the Scheme that should be taken into consideration.

- 17.3.5 The assessment will differentiate between permanent, temporary, direct, indirect and secondary effects, positive or negative.
- 17.3.6 When considering significance criteria, the assessment will take into account the requirements set out in the National Policy Statement for National Networks (NPSNN) (2014)<sup>62</sup> and PINS Advice Note 17<sup>63</sup>.
- 17.3.7 In accordance with HA 205/08, the assessment will cover the most likely significant cumulative effects, rather than reporting every potential interaction. The criteria outlined in HA 205/08 Table 2.6, will be used alongside professional judgement to determine the significance of cumulative effects.

### COMBINED EFFECTS METHODOLOGY

- 17.3.8 Each technical chapter will assess the categories of receptors and/or specific named receptors relevant to that topic's methodology. In some instances, the same receptor or resource may be assessed in more than one technical chapter. In these cases there is the possibility that several individual effects on the same receptor may add up to create a significant cumulative effect. Thus, when considering the combined effects on a given receptor, several technical chapters will be reviewed. At PCF Stage 2, to assist this process, the potentially relevant chapters were identified for broad categories of receptor, as set out in **Table 17-1** below.

### ASSUMPTIONS AND LIMITATIONS

- 17.3.9 For PCF Stage 2, an assessment of combined effects on Geology and Soils, the Historic Environment, Health and Climate Change were not conducted. A full assessment of the potential combined effects will be conducted in PCF Stage 3.
- 17.3.10 The assessment of cumulative effects is based on the information provided in PCF Stage 2. An update of planning applications in the surrounding area (within 500m centred on the Scheme Footprint) will be undertaken in PCF Stage 3.
- 17.3.11 In order to complete the cumulative effects assessment, the list of schemes to be considered as part of the traffic assessment will be finalised in January 2018. Any schemes, projects or other relevant developments announced after this date would therefore not be included in the traffic assessment.
- 17.3.12 The assessment of cumulative effects is widely recognised to be limited by available baseline information and relevant environmental assessments, as well as lack of compatibility of the assessments with the other schemes. Where different schemes have employed different methodologies or criteria in their assessments, difficulties in determining the interactions between effects from different schemes can arise.

- 17.3.13 At PCF Stage 2 no cumulative schemes were assessed by the air quality and noise disciplines. However, cumulative effects have been assessed insofar as these assessments have utilised traffic flow data which have included committed schemes provided for the 'do something design year 2038' scenario. The criteria for identifying developments was based on those within 2km of the Scheme, these were then subject to a WebTAG uncertainty log exercise to assess the likelihood of development and subsequent inclusion in the core, optimistic and pessimistic forecasts. As detailed in **Table 17-2**, the following applications for consideration of cumulative effects; Scotswood to North Brunton and Birtley Northside have been included in the traffic model.

## HEALTH

- 17.3.14 The Environmental Statement will consider impacts on human health using a cross topic approach, covering air quality, noise and vibration, road drainage and the water environment, and people and communities. To enable appropriate conclusions to be drawn, a qualitative assessment of the information collated via the topic assessments listed above will be undertaken and presented within the Cumulative Effects section of the ES. This assessment will draw on a baseline health profile comprising social, community and health statistics to ensure that the effects of health inequalities and deprivation are accounted for in the assessment.

## 17.4 ASSESSMENT OF COMBINED EFFECTS

- 17.4.1 At PCF Stage 2 the additive or amplified effects resulting from environmental effects on "shared receptors" were considered. In addition, where sources of effects from different components of the Scheme may combine to be of greater significance than when considered alone, the cumulative effects were determined.
- 17.4.2 **Table 17-1** presents the receptors identified at PCF Stage 2 and updated for this Scoping Report as having the potential to be cumulatively affected by the Scheme.

Table 17-1 - Combined effects from the Scheme

RECEPTOR/ RESOURCE	NOTES	AIR QUALITY	CULTURAL HERITAGE	LANDSCAPE AND VISUAL	BIODIVERSITY	GEOLOGY AND SOILS	MATERIALS	NOISE AND VIBRATION	PEOPLE AND COMMUNITIES	ROAD DRAINAGE AND THE WATER ENVIRONMENT	CLIMATE CHANGE
Viewpoints on public access footpath	Changes to views due to proposed 3m high noise barrier during construction & operation.			✓					✓		
Residences near 3m noise barrier	Changes to air quality, views and noise levels during construction.	✓		✓				✓	✓		
Residences near 3m noise barrier	Changes to air quality, views and noise levels during operation.	✓		✓				✓	✓		
Local road users	Effects on traffic flows and driver stress on surrounding roads due to 'rat running' during construction. Effects on roads not directly affected by construction works would also potentially result in reduced air quality, increased noise, and reduced amenity.	✓						✓	✓		
Users of PRoW, cycle routes and areas of amenity	Effects for users of cycle ways and areas of amenity value as a result of noise during construction.							✓	✓		
Long Acre Dene Woodland LWS	Unknown impacts due to potential changes to water quality / volumes / pollution				✓					✓	

RECEPTOR/ RESOURCE	NOTES	AIR QUALITY	CULTURAL HERITAGE	LANDSCAPE AND VISUAL	BIODIVERSITY	GEOLOGY AND SOILS	MATERIALS	NOISE AND VIBRATION	PEOPLE AND COMMUNITIES	ROAD DRAINAGE AND THE WATER ENVIRONMENT	CLIMATE CHANGE
	events at the outfall (to be confirmed in PCF Stage 3 in Road Drainage and Water Environment assessment)										
Consumption of resources	Consumption/sterilisation of primary and/or non-renewable resources (material assets) during construction and operation.					✓	✓				
Watercourses (River Team and others)	Potential accidental pollution/discharge of materials impacting on water quality and ecology of receiving watercourses during construction.				✓					✓	
Watercourses (River Team and others)	Creation of new pathways between contaminated ground, if any, and groundwater or surface water and Scheme users during construction.					✓				✓	

17.4.3 There is the potential for residual cumulative effects from the following:

- During construction, the 3m high noise barrier adjacent to the A1 northbound carriageway in the Birtley area has the potential to impact on the residents in terms of landscape, air quality and noise aspects. The potential positive effects include the reduction of dust, noise and vibration. However, the noise barrier does provide a visual intrusion to local residents and members of the public. Further, there may also be the requirement for temporary land take to enable the delivery of ancillary works, such as compounds, diversions and material storage.
- During the operational phase cumulative impacts associated with the installation of the proposed noise barrier. Positive impacts relating to air quality and associated noise levels. Negative impacts include the visual intrusion of the barrier and the impact on local views.
- From the consumption of materials, management of site arisings, and production and disposal of waste during construction.
- From construction works upon the water quality of the River Team around Allerdene Bridge.
- During operation, there is a residual risk that sufficient maintenance is not undertaken on the fluvial and drainage aspects of the Scheme. This could result in blockage and associated flooding or water quality impacts.
- With respect to pluvial flooding, there could be a significant impact on human safety associated with surface water flooding. Mitigation will be developed during PCF Stage 3 through the Flood Risk Assessment and Surface Water Drainage Strategy.

17.4.4 During the assessment of combined effects at PCF Stage 2 and updated for this Scoping Report, no significant residual effects were identified.

## 17.5 ASSESSMENT OF CUMULATIVE EFFECTS

17.5.1 Where other major improvement and construction projects are delivered at the same time as, and in proximity to the Scheme, the potential for cumulative adverse impacts and effects exists. Conversely, beneficial opportunities to maximise synergies between major projects (balancing cut and fill across different schemes, for example) may also present themselves.

17.5.2 **Table 17-2** presents proposed applications identified at PCF Stage 2 and reviewed for this Scoping assessment for consideration of cumulative effects likely to be delivered at the same time and in proximity to the Scheme.



Table 17-2 - Applications for consideration of cumulative effects

APPLICATION REF	SITE DESCRIPTION	APPLICATION DESCRIPTION	DECISION ISSUE DATE	APPROX. DISTANCE FROM SCHEME FOOTPRINT	EIA REQ'D (Y/N)
DC/16/01335/FUL	Team Valley Retail Park Tenth Avenue West Gateshead*	Erection of new commercial units within existing car park (use classes A1 and A3) new pedestrian walkways, landscaping and alterations to car park layout (additional information received 24/01/17, 07/03/17, 08/03/17 and 19/04/17 and amended 07/03/17 and 19/04/17)	12 May 2017	20m north at closest point	N
DC/15/00404/FUL	Northside Birtley*	Erection of 147 dwellings with associated parking and landscaping (amended plans including increased site area and additional information received 12/06/15 and 22/07/15, amended plans and additional information received 14/08/15 and additional information received 18/08/15 and 07/09/15, amended document received 21/09/15)	15 Jan 2016	250m west	N
N/A	A1 Scotswood to North Brunton (Junction 74 to 79) improvement scheme	The proposed A1 Scotswood to North Brunton improvement scheme involves narrow lane widening to three lanes between Junction 74 and Junction 78, and a lane gain/drop as required by predicted traffic flow with full widening to three lanes between Junction 78 and Junction 79.	N/A	8km	N
<p>* <a href="http://public.gateshead.gov.uk/online-applications/caseDetails.do?caseType=Application&amp;keyVal=OIHSOFHKGK400">http://public.gateshead.gov.uk/online-applications/caseDetails.do?caseType=Application&amp;keyVal=OIHSOFHKGK400</a>  ** <a href="http://public.gateshead.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=NN5V5QHK0BP00">http://public.gateshead.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=NN5V5QHK0BP00</a>  *** <a href="http://roads.highways.gov.uk/projects/a1-scotswood-to-north-brunton/">http://roads.highways.gov.uk/projects/a1-scotswood-to-north-brunton/</a></p>					

17.5.4 The Team Valley Retail Park application relates to the provision of four units for food and drink to be located within the existing car park area. Construction timeframes are currently unknown, however due to the scale of the works it is not anticipated that there would be any cumulative effects with the Scheme and as such it was not considered further in the cumulative effects assessment.

17.5.5 For the Birtley Northside application, Phase 1 has been completed and Phase 2 is currently in construction. Construction is due for completion by February 2020 which is before the anticipated start of construction for the Scheme (2020/21). As such cumulative effects during construction were not considered further in the cumulative effects assessment.

17.5.6 A high level assessment of the potential cumulative effects of these two schemes (Birtley Northside) during operation (completed before the start of Scheme construction) and Scotswood to North Brunton during construction and operation was carried out. The cumulative assessment indicates that the following topic areas show no significant impact from the proposed schemes during construction or operation. These include:

- Air quality;
- Landscape and visual;
- Materials;
- Noise and vibration; and
- Road drainage and the water environment.

17.5.7 The findings are based upon the assumption that best practice and embedded mitigation will be implemented.

17.5.8 The following topics have the potential to be impacted (during the construction or operation phase) by these two schemes:

#### BIODIVERSITY

17.5.9 The Scotswood to North Brunton scheme has the potential to effect areas of woodland habitat alongside the carriageway, some of which may be homogenous with habitat to be affected on Birtley to Coal House, however the two schemes are approximately 8km apart meaning none of the habitats to be effected are directly linked. As with Birtley to Coal House, a full ecological assessment has been undertaken on the Scotswood to North Brunton scheme to determine the likely effects on ecological receptors. It is anticipated that any habitats to be lost to either scheme would be replaced and that appropriate mitigation or off-setting will be employed for any effects on protected or notable species.

#### PEOPLE AND COMMUNITIES

17.5.10 Given the location and nature of the Scotswood to North Brunton scheme relative to the Scheme, the potential cumulative effects are considered to relate to employment effects and driver stress during the construction phase. Depending on the programme of works there is the potential that there may be additional employment opportunities for the local population which could generate positive benefits upon local economic receptors. Furthermore, there is a potential increase in spending in the local economy by contractors. Such multiplier effects would be both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment), e.g. during lunch times.

# 18 SUMMARY

18.1.1 A summary of the environmental topics which have been scoped into the assessment, including the level of assessment (simple or detailed); and those topics that have been scoped out of the assessment and a justification to support this is provided below in **Table 18-1**.

**Table 18-1 - Summary**

ENVIRONMENTAL TOPIC AND ELEMENT	SCOPED IN	SCOPED OUT	LEVEL OF ASSESSMENT	JUSTIFICATION FOR TOPICS SCOPED OUT
<b>Air Quality</b>				
Construction – direct construction impacts		X		No significant effects relating directly to construction works and plant were identified in the PCF Stage 2 assessment. Best practice mitigation measures, to be applied with consideration to the site layout, will be required to ensure no significant effects and will be set out in the Construction Environment Management Plan (CEMP). However, no requirement for Scheme specific measures was identified and the further assessment of direct construction impacts is therefore scoped out.
Construction – diversion routes	X		Detailed	
Operation – local air quality	X		Detailed	
Operation – particulate matter		X		In relation to highways schemes and emissions from vehicular traffic, the pollutants of greatest concern are oxides of nitrogen and particulate matter. The focus of the assessment will be impacts on oxides of nitrogen since this is the pollutant where vehicle emissions are the most likely to give rise to pollutant levels near to or above air quality standards. Concentrations of particular matter are below the air quality standards and at no risk of exceeding the standards. As a result, consideration of particulate matter is scoped out.
Operation – impacts on regional air quality		X		No significant effects were identified at a regional level at PCF Stage 2 assessment. An assessment of the magnitude and impact of emissions at a regional scale will be undertaken as part of the WebTAG assessment.
<b>Cultural Heritage</b>				

ENVIRONMENTAL TOPIC AND ELEMENT	SCOPED IN	SCOPED OUT	LEVEL OF ASSESSMENT	JUSTIFICATION FOR TOPICS SCOPED OUT
SM, CA, Listed Buildings (Grade II), the historic landscape and non-designated historic assets	X		Detailed	
The historic landscape		X		Construction works will be largely confined to the existing highways boundary or within its immediate vicinity and no structures of height are anticipated that may have an impact on the wider setting.
WHS, Registered Parks and Gardens, Historic Battlefields, Grade I and Grade II* listed buildings		X		No WHS, Registered Parks and Gardens, Historic Battlefields, Grade I or II* listed buildings have been identified in the study area.
<b>Landscape and Visual</b>				
Landscape and Visual	X		Detailed	
<b>Biodiversity</b>				
Local wildlife sites close to the Scheme (Dunkirk Farm, Bowes Railway, Long Acre Dene, Long Acre Wood)	X		Detailed	
All habitats in the field study area	X		Detailed	
Protected and notable species	X		Detailed	
The River Tyne (Northumbria Coast) SPA and SAC		X		Taking into consideration the intervening distance, no impacts on the European sites are anticipated as a result of the size and scale of the Scheme during the construction or operational stages.
<b>Geology and Soils</b>				
Construction aspects excluding statutory and non-statutory sites of geological importance	X		Detailed*	
Operation aspects excluding statutory and non-statutory sites of geological importance	X		Detailed*	
Non statutory sites of		X		No sites have been identified within the Scheme or surrounding area.

ENVIRONMENTAL TOPIC AND ELEMENT	SCOPED IN	SCOPED OUT	LEVEL OF ASSESSMENT	JUSTIFICATION FOR TOPICS SCOPED OUT
geological importance				
<b>Materials</b>				
Materials and waste	X		Detailed	
Lifecycle assessment of materials and waste		X		The effort and resources required to undertake a full lifecycle assessment of these elements are deemed disproportionate to the benefit they would offer the assessment of significance of effect.
Materials and waste production during operation beyond the first year of operation		X		The impacts associated with the Scheme have been deemed to be not significant.
<b>Noise and Vibration</b>				
Construction noise and vibration	X		Detailed	
Road traffic noise	X		Detailed	
Road traffic vibration	X		Qualitative	
<b>People and Communities</b>				
Motorised travellers	X		Simple	
NMUs and community severance during construction	X		Simple	
Community land	X		Simple	
Agricultural land	X		Simple	
Impacts on people including local economy, employment, health, inequality and population	X		Simple	
NMUs during operation		X		There are not anticipated to be significance effects and there is potential betterment through Scheme improvements.
Community severance during operation		X		There is not anticipated to be any new severance as a result of the operation of the new road.

ENVIRONMENTAL TOPIC AND ELEMENT	SCOPED IN	SCOPED OUT	LEVEL OF ASSESSMENT	JUSTIFICATION FOR TOPICS SCOPED OUT
Private assets and demolition of private property	X			It is not anticipated that there will be any demolition of private property; however there are potential impacts to private land as a result of the Scheme.
Tourism and recreation		X		There are not anticipated to be significant effects on the existing tourism and recreational assets. View from the Angel of the North will be covered in the landscape assessment.
Housing		X		Any impacts on residents will be covered under the Air Quality assessment (Chapter 7) and Noise Assessment (Chapter 13).
Development land		X		No development land will be affected by the Scheme.
Waterway and restoration projects		X		There are no plans for restoration of any watercourses.
<b>Road Drainage and the Water Environment</b>				
Water quality during construction	X		Qualitative	
Water quality during operation	X		Quantitative (determined through HAWRAT)	
Flood risk during construction	X		Qualitative	
Fluvial flood risk during operation	X		Quantitative if sufficient changes to the watercourses to be assessed within the EA flood model, if only minor pier alteration then will be Qualitative	
Pluvial flooding	X		Quantitative	
Risk of changes to surface water runoff	X		Qualitative	
The following receptors are scoped out - Bowes Lake, Lookout Lake and other ponds located to the north of Junction 65, Foxpond		X		These receptors were scoped out due to no hydraulic connectivity.

ENVIRONMENTAL TOPIC AND ELEMENT	SCOPED IN	SCOPED OUT	LEVEL OF ASSESSMENT	JUSTIFICATION FOR TOPICS SCOPED OUT
Fishery, Norwood Nature Park Local Nature Reserve, The Northumbria Coast SPA and SAC and the culverted drains/watercourses between Junction 66 and 67, and to the north of Junction 67.				
Assessment of the impact of routine runoff on groundwater		X		No discharges to ground are currently in place or are proposed.
Groundwater flood risk		X		The risk of groundwater flooding to the Scheme was assessed to be low.
Reservoir flood risk		X		Flooding due to reservoir failure was assessed to be negligible.
<b>Climate Change</b>				
Emission sources during construction	X		Detailed**	
Emission sources during operation	X		Detailed**	
Climate resilience (except those elements detailed below)	X		Detailed**	
Emission sources at as end of life (decommissioning) stage e.g. deconstruction and management of materials, arisings and waste; and air quality impacts associated with emissions.		X		
Climate resilience with regards to drainage and incident management.		X		
<b>Cumulative Effects</b>				
Combined effects	X		Detailed	
Cumulative effects	X		Detailed	



ENVIRONMENTAL TOPIC AND ELEMENT	SCOPED IN	SCOPED OUT	LEVEL OF ASSESSMENT	JUSTIFICATION FOR TOPICS SCOPED OUT
<p>*It should be noted that the DMRB does not make a distinction for the level of assessment for these topics. This level of assessment is therefore based on professional judgement which has been informed by the nature and scale of the Scheme.</p> <p>**The DMRB does not currently contain any guidance for the assessment of climate change. The level of assessment is therefore based on professional emerging guidance and industry best practice.</p>				

## 18.2 NEXT STEPS

### SCOPING CONSULTATION

- 18.2.1 This Scoping Report will be submitted to the Planning Inspectorate, which will then consult bodies under The Infrastructure Planning (Environmental Impact Assessment) Regulations to receive input that will be used to inform its Scoping Opinion. The Scoping Opinion will then be used to inform what issues the Environmental Statement should contain.

### PRELIMINARY ENVIRONMENTAL INFORMATION REPORT

- 18.2.2 A Preliminary Environmental Information Report (PEIR) will be published during the statutory consultation period in Spring 2018. The PEIR will be informed by this Scoping Report and will be aimed at the local community. The purpose of the PEIR is to enable the local community to understand the environmental effects associated with the Scheme so as to inform their response. The report will contain a Scheme overview and a summary of the environmental impacts associated with the Scheme.

### ENVIRONMENTAL IMPACT ASSESSMENT

- 18.2.3 An Environmental impact Assessment (EIA) will be undertaken in line with the Scoping Report and Scoping Opinion to assess the environmental impacts of the Scheme.

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# Appendix A

**GLOSSARY OF ABBREVIATIONS**

## GLOSSARY OF ABBREVIATIONS

AOD	Above Ordnance Datum
AADT	Annual Average Daily Traffic
AONB	Area of Outstanding Natural Beauty
APIS	Air Pollution Information System
AQMA	Air Quality Management Area
ARN	Affected Roads Network
BMV	Best and Most Versatile
BS	British Standards
CA	Conservation Areas
CEMP	Construction Environment Management Plan
CIEEM	Chartered Institute for Ecology and Environmental Management
CifA	Chartered Institute for Archaeologists
COMAH	Control of Major Accidents and Hazards
CRTN	Calculation of Road Traffic Noise
D2AP	Dual two lane all purpose
dB	Decibels
DBA	Desk Based Assessment
DCO	Development Consent Order
Defra	Department for Environment, Forestry and Rural Affairs
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
EA	Environment Agency
eDNA	Environmental DNA
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
EPD	Environmental Product Declarations
ERIC NE	Environmental Records and Information Centre North East
ES	Environmental Statement
ESR	Environmental Study Report
GC	Gateshead Council
GCN	Great Crested Newt
GHG	Greenhouse Gas
GLVIA	Guidelines for Landscape and Visual Impact Assessment
HADDMS	Highways Agency Drainage Data Management System
HDV	Heavy Duty Vehicle
HE	Highways England
HIA	Health Impact Assessment
HPI	Habitats of Principal Importance
IANs	Interim Advice Notes
IEA	Institute of Environmental Assessment
LAQM	Local Air Quality Management



LBAP	Local Biodiversity Action Plan
LCA	Landscape Character Area
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Sites
MAFF	Ministry for Agriculture, Fisheries and Food
MMP	Materials Management Plan
MoRLiCS	Motorway Road Lighting Control System
MPI	Major Project Instructions
MTs	Motorised Travellers
NCA	National Character Area
NCC	Newcastle City Council
NGWB	Newcastle Gateshead Western Bypass
NIA	Noise Important Area
NMU	Non Motorised User
NPSNN	National Policy Statement for National Networks
NO <sub>2</sub>	Nitrogen dioxide
NOEL	No Observed Effect Level
NO <sub>x</sub>	Nitrogen oxide
NPPF	National Planning Policy Framework
NPSE	Noise Policy Statement for England
ONS	Office of National Statistics
OS	Ordnance Survey
PCF	Project Control Framework
PCM	Pollution Climate Mapping
PEA	Preliminary Environmental Assessment
PEA	Preliminary Ecological Appraisal
PEIR	Preliminary Environmental Information Report
PHE	Public Health England
PINS	Planning Inspectorate
PM <sub>10</sub>	Particulate matter - PM10 and smaller. particulate matter of diameter less than or equal to 10 micrometres (microns)
PPV	Peak Particle Velocity
PRoW	Public Rights of Way
PSF	Project Support Framework
RIS	Road and Investment Strategy
RPE	Respiratory Protective Equipment
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SM	Scheduled Monument
SOAEL	Significant Observed Adverse Effect Level
SOCC	Statement of Community Consultation
SPA	Special Protected Area

SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest
SWMP	site Waste Management Plan
TAG	Transport Appraisal Guidance
TMP	Traffic Management Plan
TPO	Tree Preservation Order
TRA	Traffic Reliability Area
TSCS	Thin Surface Course Systems
UKCP	UK climate projections programme
UXO	Unexploded Ordnance
VMS	Variable Message Signs
WebTAG	Web Transport Analysis Guidance
WFD	Water Framework Directive
WHS	World Heritage Sites

# Appendix B

**FIGURES**

## **APPENDIX B - FIGURES**

Figure 1.1 Location plan

Figure 1.2 Environmental constraints plan

Figure 7.1 PCM data and baseline monitoring, 2013 Annual Mean NO<sub>2</sub>

Figure 8.1 Heritage constraints plan designated sites

Figure 8.2 Heritage constraints plan designated sites

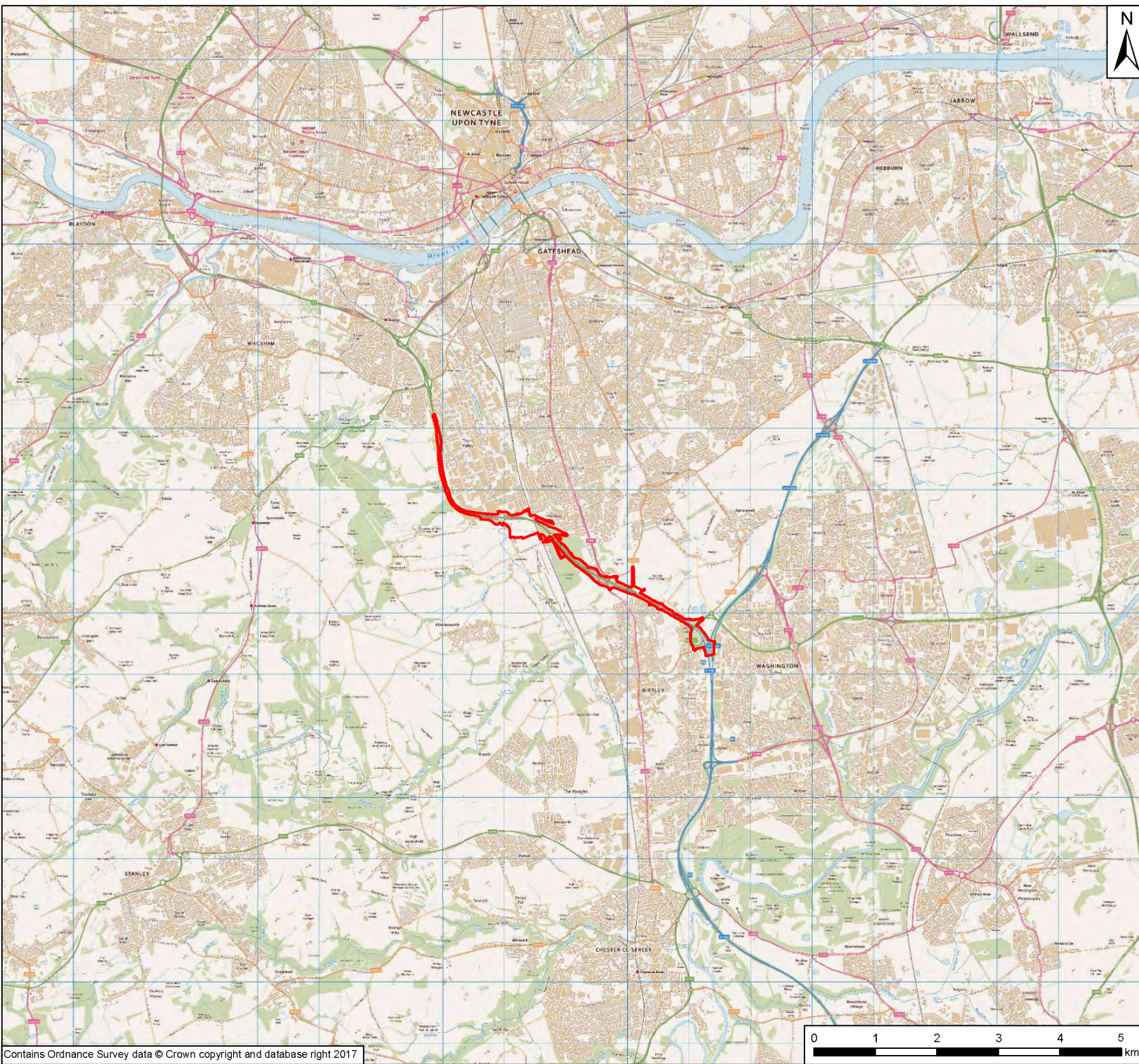
Figure 9.1 Landscape designations

Figure 9.2 Landscape character areas

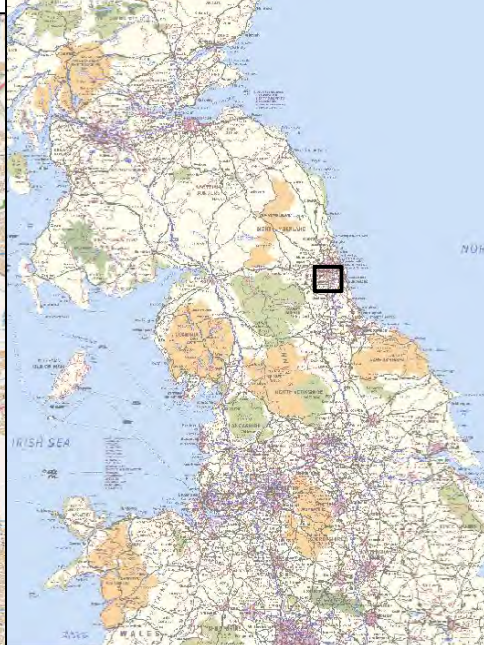
Figure 9.3 Visual Receptors

Figure 14.1 Community Facilities and Public Rights of Way





**Key**  
 Scheme Footprint



P02	16/10/17	Red Line Boundary Updated	GH	NA	KS
P01	24/07/17	First Issue	GH	NA	KS
Rev	Date	Description	By	Chk'd	App'd

**Three White Rose Office Park,  
 Millshaw Park Lane,  
 Leeds  
 LS11 0DL**

Tel: +44(0)113 395 6200

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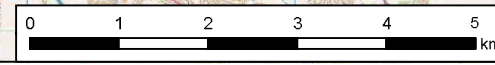
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Drawing Title **Figure 1.1 Location Plan**

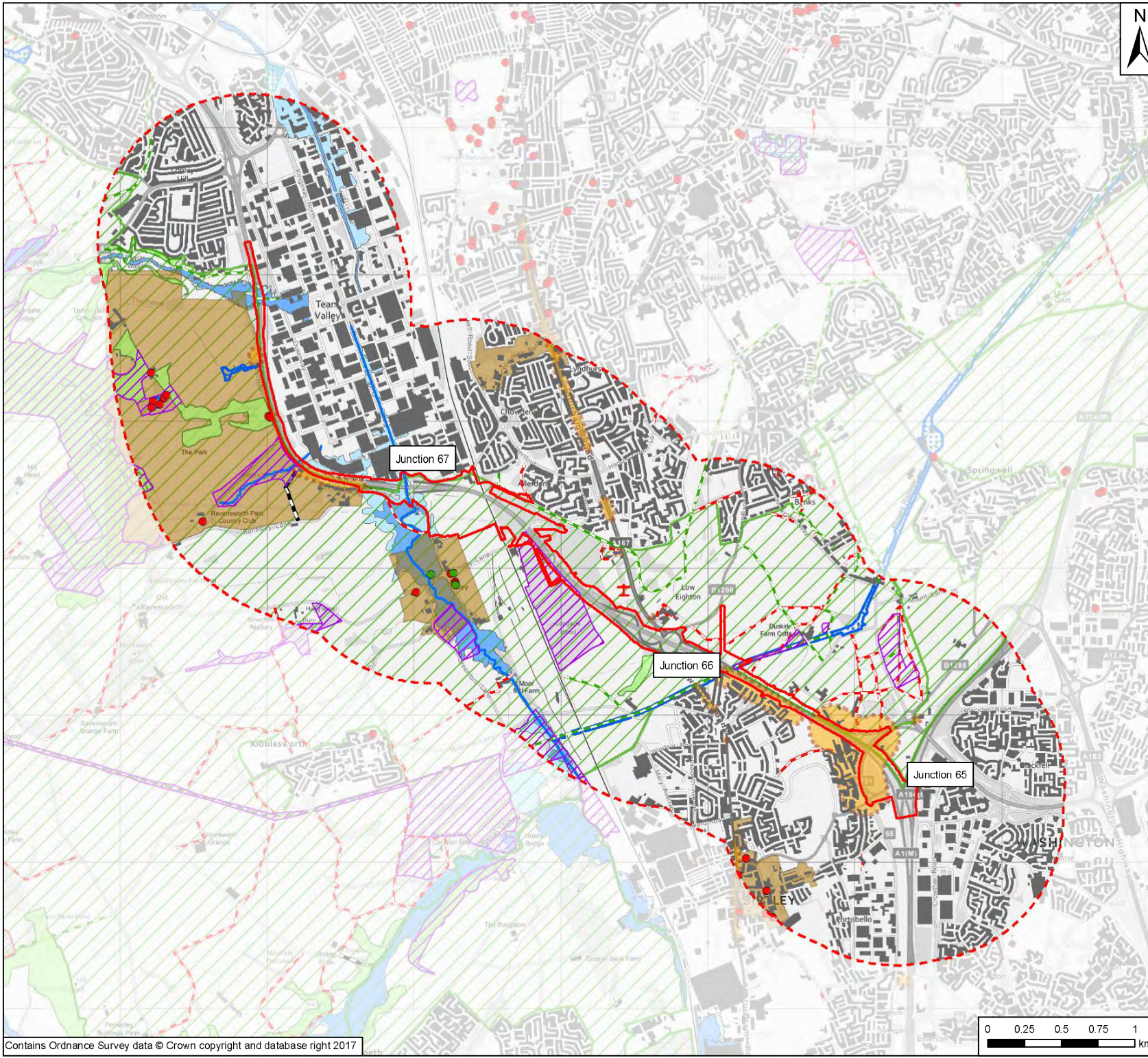
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Drawing Status **For Comment**      Suitability **S1**

Drawing Number	N/A	Originator	WSP	Volume		Project Ref. No.	70015226
Location	BCH	Type		Role		Revision	P02







Key	
	Scheme Extents
	1km Study Area
	Veteran Trees
	Angel of the North
	Listed Building
	Residential and Industrial Properties
	Local Wildlife Site
	Ancient Woodland Inventory
	Local Nature Reserve
	Site of Special Scientific Interest
	Noise Important Areas
	Bridleway
	Footpath
	Restricted Byway
	Main Rivers
	Scheduled Monument
	Conservation Areas
	Greenbelt
	Flood Zone 3
	Flood Zone 2

Rev	Date	Description	By	Chk'd	App'd
P02	16/10/17	Red Line Boundary Updated	GH	NA	KS
P01	24/07/17	First Issue	GH	NA	KS



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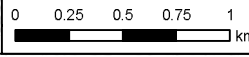
Drawing Title: Figure 1.2 Environmental Constraints Plan

Scale	Drawn	Checked	Approved	Authorised
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Original Size	Date	Date	Date	Date
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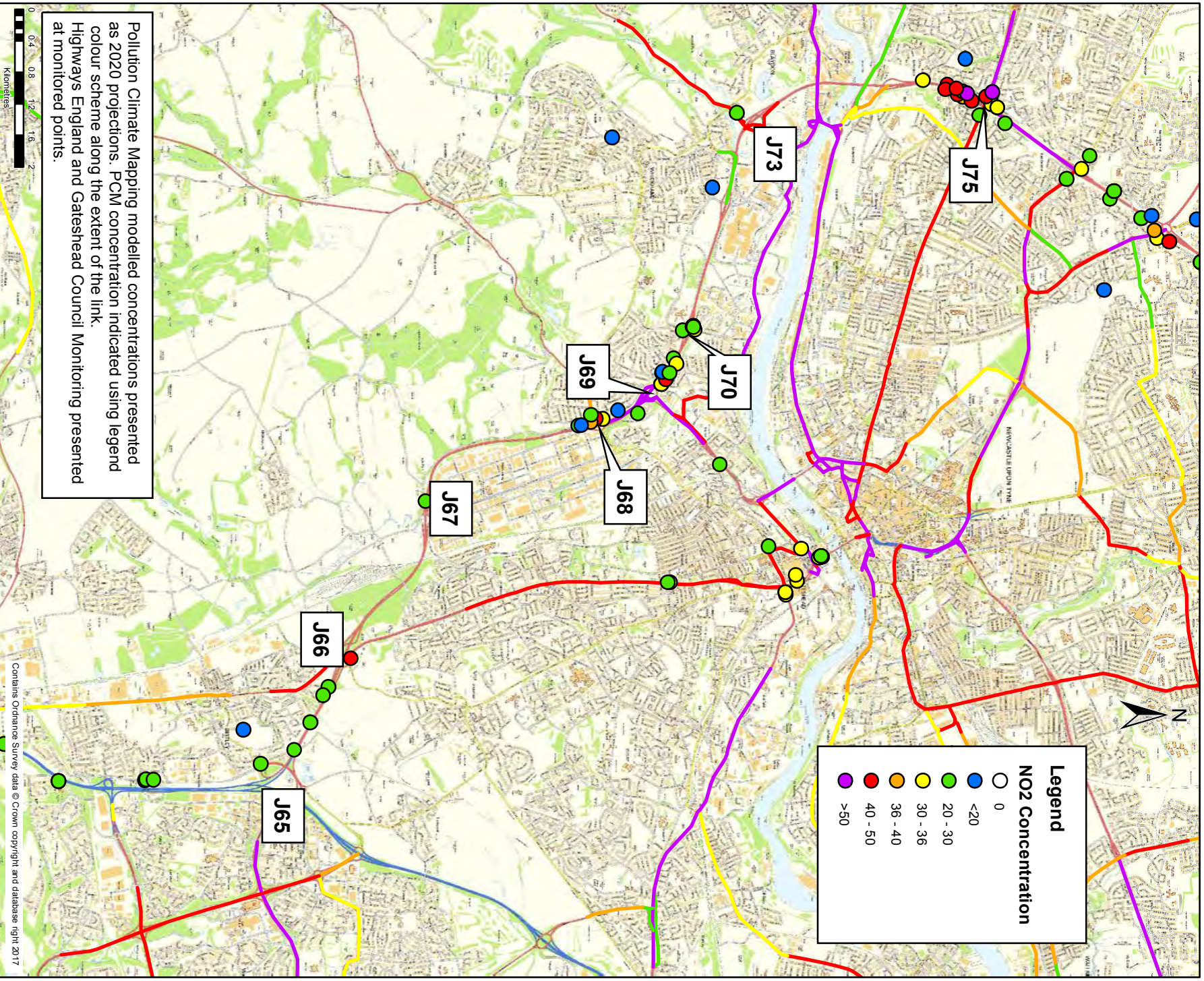
Drawing Status: For Comment | Suitability: S1

Drawing Number	Project	Originator	Volume	Project Ref. No
N/A		WSP		70015226

BCH	Location	Type	Role	Number	Revision
					P01







Pollution Climate Mapping modelled concentrations presented as 2020 projections. PCM concentration indicated using legend colour scheme along the extent of the link.  
 Highways England and Gateshead Council Monitoring presented at monitored points.



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CLIENT/PROJECT

**A1 BIRTLEY  
 TO COAL HOUSE**

TITLE

**FIGURE 7.1:  
 PCM Data and Baseline  
 Monitoring, 2013 Annual  
 Mean NO<sub>2</sub>**

DATE

23/08/2017

SCALE AT A4

1:64,668

PRODUCED BY

SH

CHECKED

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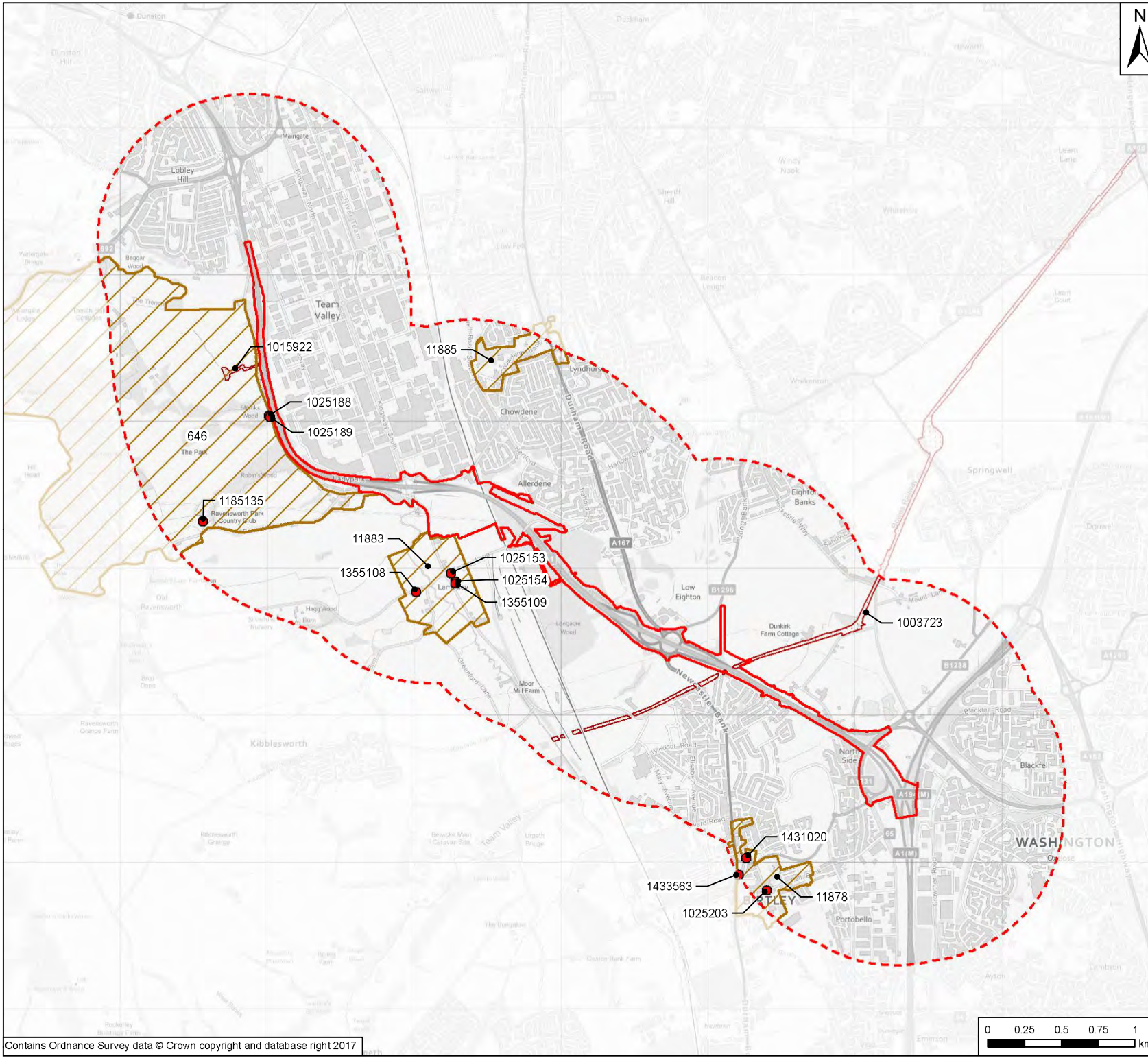
APPROVED

BTJ

DRAWING NUMBER

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- Key**
- Scheme Footprint
  - 1km Study Area
  - Grade II Listed Building
  - Conservation Area
  - Scheduled Monument

P02	16/10/17	Red Line Boundary Updated	GH	CV	KS
P01	15/08/17	First Issue	GH	CV	KS
Rev	Date	Description	By	Chk'd	App'd



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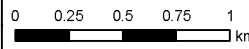
Drawing Title **Figure 8.1 Heritage Constraints Plan:  
Designated Heritage Assets**

Scale	1:25,000	Drawn	GH	Checked	CV	Approved	KS	Authorised	NR
Original Size	A3	Date	15/08/17	Date	15/08/17	Date	15/08/17	Date	15/08/17

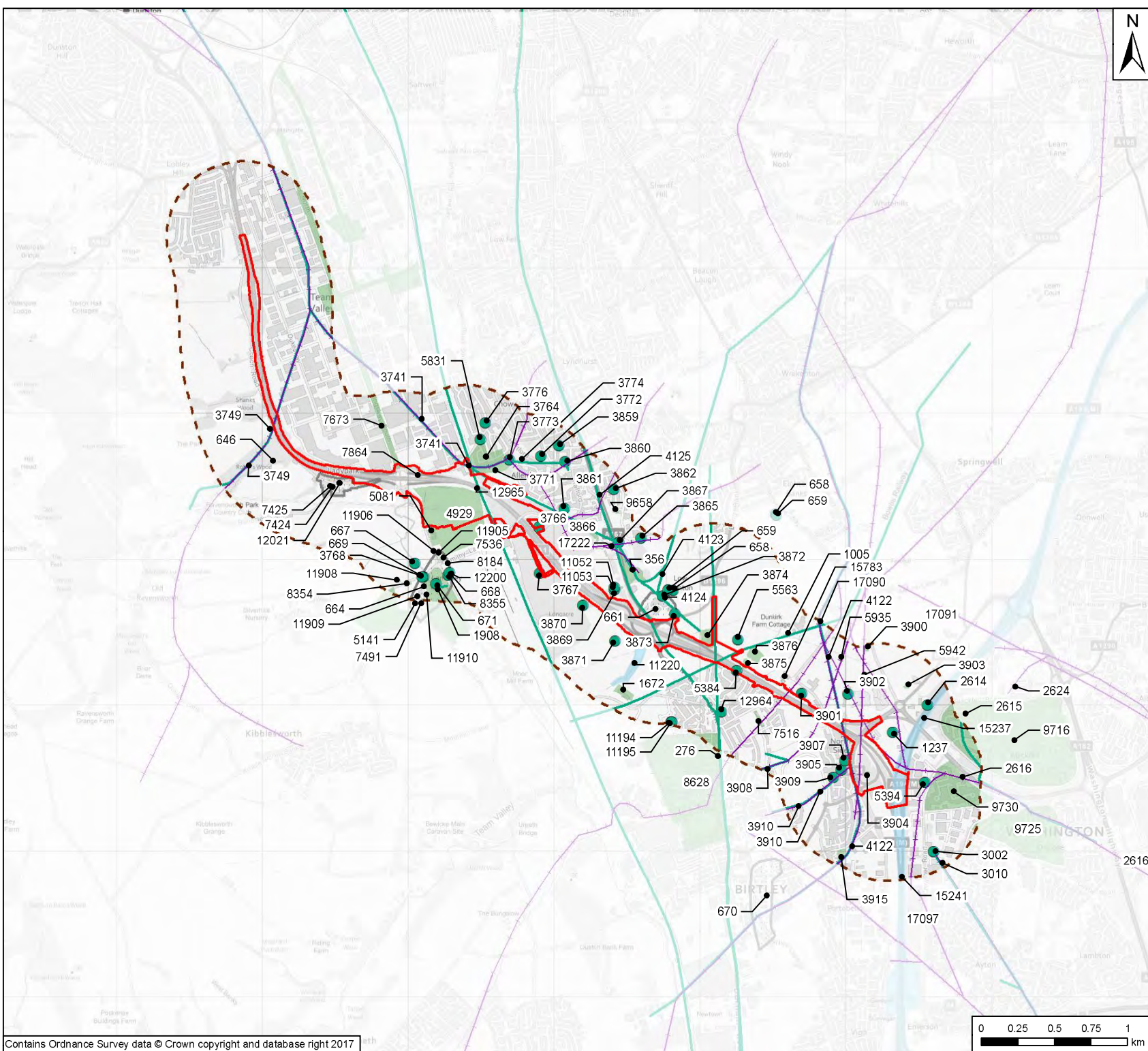
Drawing Status **For Comment** Suitability **S1**

Drawing Number	N/A	Originator	WSP	Volume		Project Ref. No	70015226
Project						Revision	

BCH		Type		Role		Number	
Location							P02







- Key**
- Scheme Extents
  - 500m Study Area
  - Non-Designated Heritage Assets
  - Non-Designated Heritage Assets
  - Non-Designated Heritage Assets
  - Non-Designated Heritage Assets
  - Wagonways
  - Site of Village

P02	16/10/17	Red Line Boundary Updated	GH	CV	KS
P01	15/08/17	First Issue	GH	CV	KS
Rev	Date	Description	By	Chk'd	App'd

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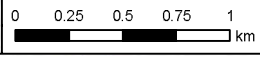
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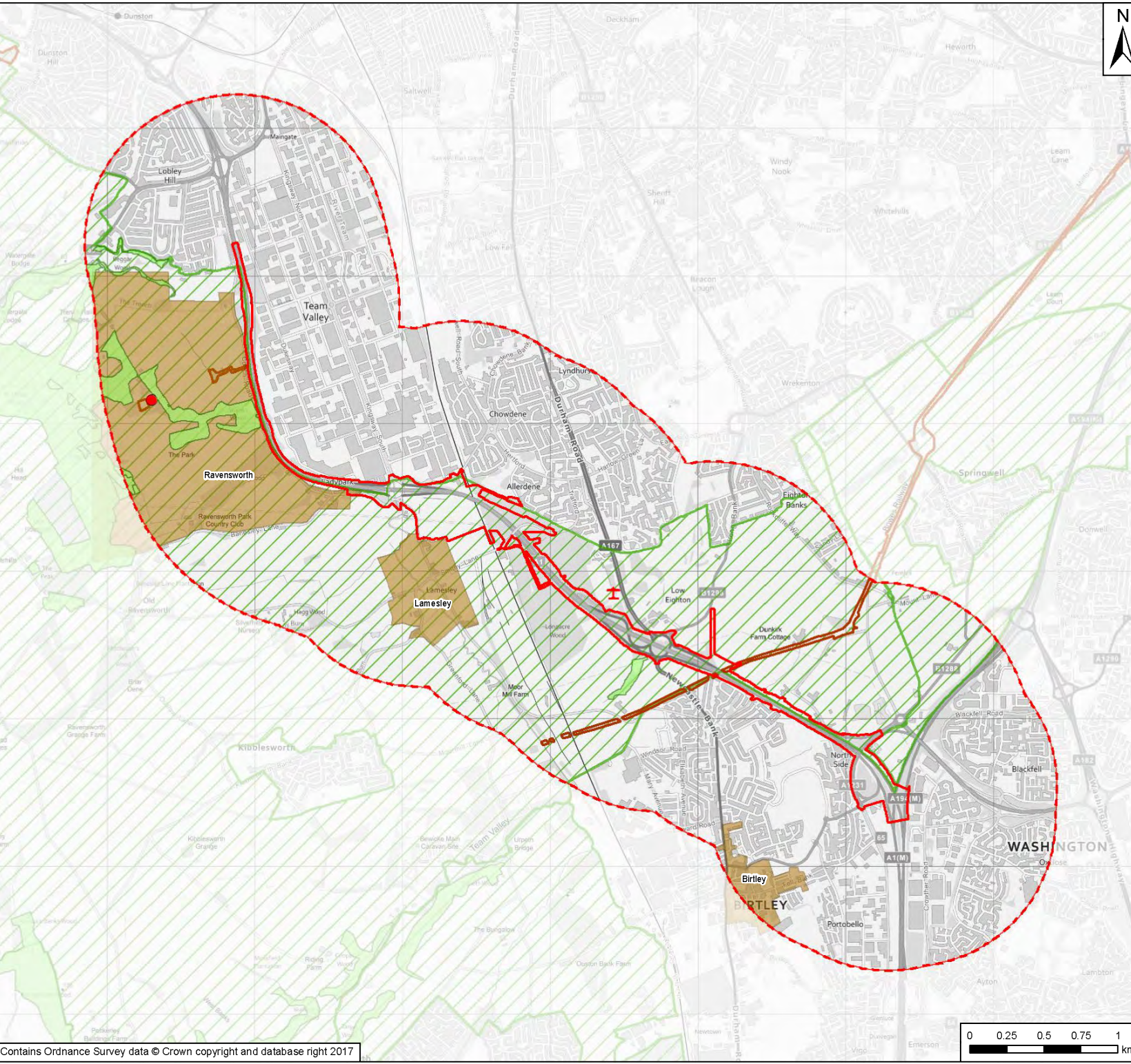
Project Title **A1 BIRTLEY TO COALHOUSE**

Drawing Title **Figure 8.2 Heritage Constraints Plan:  
Non-Designated Heritage Assets**

Scale	1:25,000	Drawn	GH	Checked	CV	Approved	KS	Authorised	NR	
Original Size	A3	Date	15/08/17	Date	15/08/17	Date	15/08/17	Date	15/08/17	
Drawing Status	For Comment								Suitability	S1
Drawing Number	N/A		Originator	WSP		Volume	Project Ref. No			70015226
Project							Revision			P02
BCH	Location	Type	Role	Number						







Key	
	Scheme Extents
	1km Study Area
	Landmark - Angel of the North
	Listed Building
	Ancient Woodland Inventory
	Conservation Areas
	Scheduled Monument
	Greenbelt

Rev	Date	Description	By	Chk'd	App'd
P02	16/10/17	Red Line Boundary Updated	GH	NA	KS
P01	20/09/17	First Issue	GH	NA	KS



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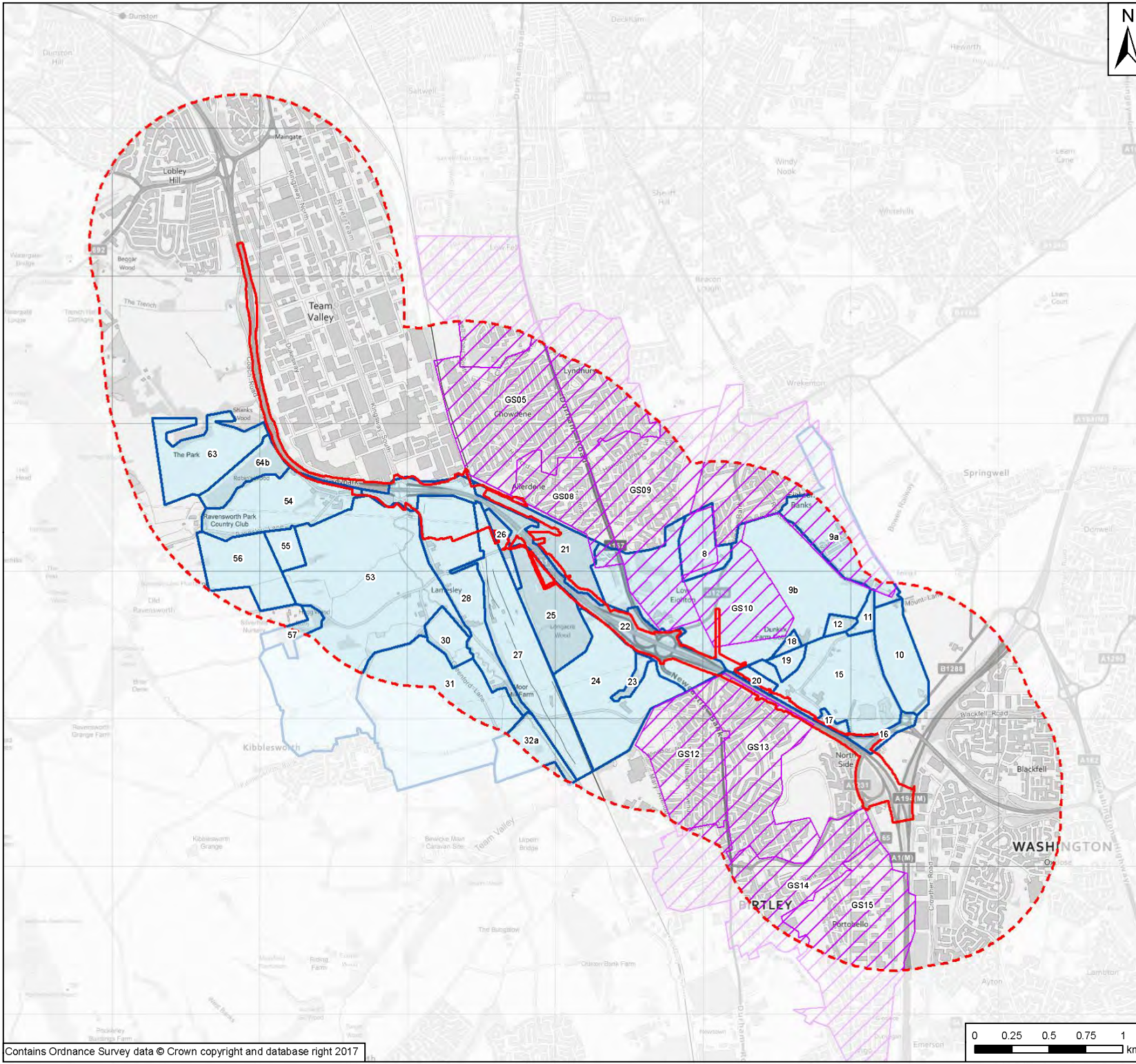


Project Title **A1 BIRTLLEY TO COALHOUSE**

Drawing Title **Figure 9.1 Landscape Designations**

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Original Size	Date	Date	Date	Date
A3	20/09/17	20/09/17	20/09/17	20/09/17
Drawing Status				Suitability
For Comment				S1
Drawing Number	Project	Originator	Volume	Project Ref. No
N/A		WSP		70015226
Location				Revision
BCH				P02





- Key**
- Scheme Extents
  - 1km Study Area
  - Gateshead Urban Character Assessment
  - Landscape Character Area (White Young Green)

P02	16/10/17	Red Line Boundary Updated	GH	NA	KS
P01	20/09/17	First Issue	GH	NA	KS
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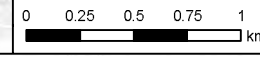
Drawing Title **Figure 9.2 Landscape Character Areas**

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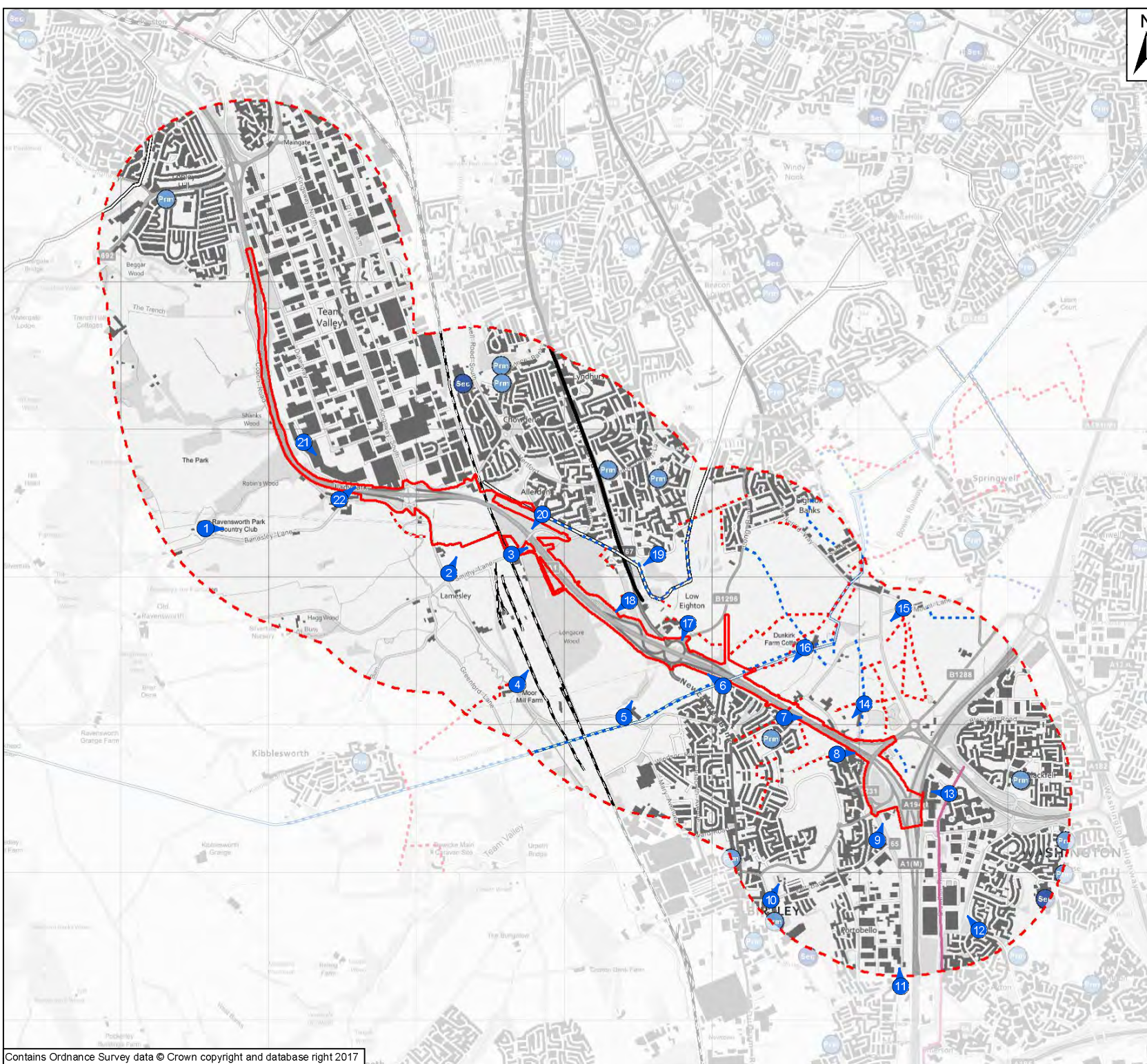
Drawing Status **For Comment** Suitability **S1**

Drawing Number	N/A	Project	N/A	Originator	WSP	Volume		Project Ref. No	70015226
								Revision	P02

BCH	Location	Type	Role	Number
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Key	
	Scheme Extents
	1km Study Area
	Landmark - Angel of the North
Public Right of Way	
	Bridleway
	Footpath
	Primary School
	Secondary School
	Railway Line
Sustrans Local Route	
	Local Route (Off Road)
	Local Route (On Road)
Sustrans Regional Route	
	Regional Route (Off Road)
Sustrans National Cycle Network (<75K)	
	Local Route (off road)
	Residential and Industrial Properties
	Viewpoint Locations
	Direction of View

Rev	Date	Description	By	Chk'd	App'd
P02	16/10/17	Red Line Boundary Updated	GH	NA	KS
P01	20/09/17	First Issue	GH	NA	KS



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Project Title **A1 BIRTLEY TO COALHOUSE**

Drawing Title **Figure 9.3 Visual Receptors**

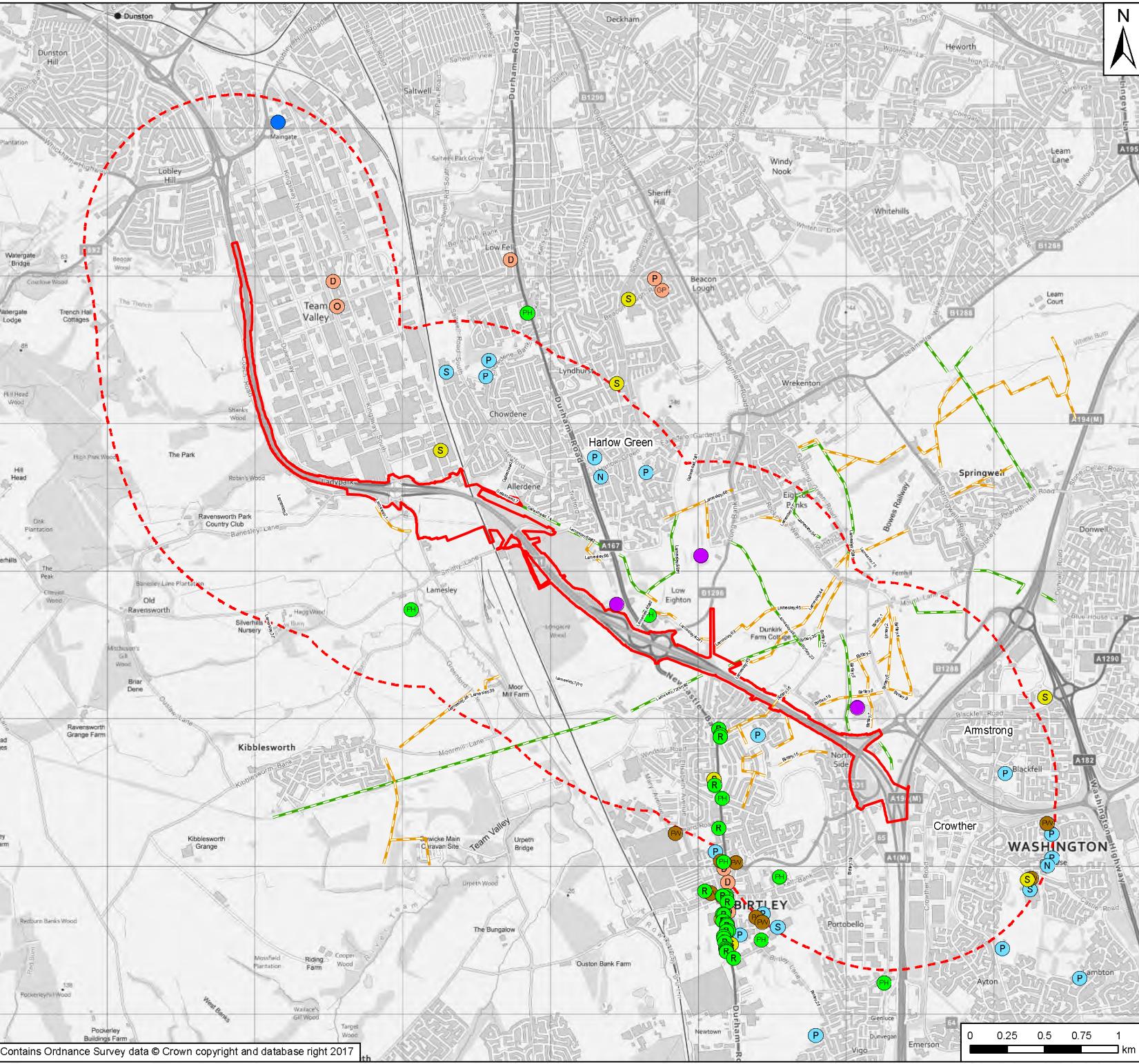
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Original Size	Date	Date	Date	Date
A3	20/09/17	20/09/17	20/09/17	20/09/17

Drawing Status **For Comment** Suitability **S1**

Drawing Number	Project	Originator	Volume	Project Ref. No
N/A		WSP		70015225
				Revision
				P02

BCH	Location	Type	Role	Number





**Key**

- Scheme Extents
- 1km Study Area

**Community Facilities**

- N Nursery
- P Primary School
- S Secondary School
- GP Doctor's Surgery
- D Dentist
- O Optician
- P Pharmacy
- Ch Church
- R Restaurants
- PH Public House
- S&F Sports and Fitness
- CS Convenience Store
- TR Tourism and Recreation
- B Bridleway
- F Footpath

Rev	Date	Description	By	Chk'd	App'd
P02	16/10/17	Red Line Boundary Updated	GH	SC	NA
P01	04/09/17	First Issue	GH	SC	NA

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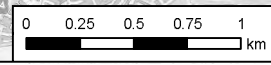
Project Title: **A1 BIRTLEY TO COALHOUSE**

Drawing Title: **Figure 14.1 Community Facilities and Public Rights of Way**

Scale	Drawn	Checked	Approved	Authorised
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Original Size	Date	Date	Date	Date
A3	04/09/17	04/09/17	04/09/17	04/09/17

Drawing Status: **For Comment** Suitability: **S1**

Drawing Number Project	Originator <b>WSP</b>	Volume	Project Ref. No <b>70015226</b>
N/A			Revision <b>P02</b>







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**A1**

**Birtley to Coal House**  
improvement scheme

**Preliminary Environmental  
Information Report**

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- APPENDIX E SCOPING OPINION

## 1 INTRODUCTION

---

- 1.1.1. The A1 Birtley to Coal House Improvement Scheme (hereafter referred to as “the Scheme”) aims to provide additional capacity by widening to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with an additional lane to help manage traffic joining and leaving the A1 between junctions on the northbound carriageway.
- 1.1.2. This Preliminary Environmental Information Report (PEIR) has been produced in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (see **Ref 1.1**); the latter is hereafter referred to as “the EIA Regulations”. The aim of this document is to provide the public, stakeholders and consultees with sufficient understanding of the design and environmental issues to be able to develop a good understanding of the Scheme, so that they can give informed responses as part of the statutory consultation. A non-technical summary of this PEIR has also been produced.
- 1.1.3. This document should be read alongside the A1 Birtley to Coal House Scoping Report (hereafter referred to as “the Scoping Report”) – which can be found online here: [Scoping Report](#)<sup>1</sup> in **Appendix D** of this PEIR and the A1 Birtley to Coal House Scoping Opinion available online here: [Scoping Opinion](#)<sup>1</sup> or in **Appendix E** of this PEIR. Together these documents form the PEIR.

## 1.2 ENVIRONMENTAL IMPACT ASSESSMENT

- 1.2.1. The Scheme is defined as a Nationally Significant Infrastructure Project (NSIP) under Section 14(1)(h) and Section 22 of the Planning Act 2008 (as amended by the Highway and Railway (Nationally Significant Infrastructure Project (Order 2013) as:
- It comprises the alteration of a highway;
  - The highway to be altered is wholly within England;
  - The Secretary of State is the highway authority for the highway; and
  - The speed limit is 50mph or greater and the Scheme footprint at 83 hectares is greater than the 12.5 hectares threshold.
- 1.2.2. Therefore in accordance with the above legislation a Development Consent Order (DCO) is required to build and operate the Scheme.
- 1.2.3. Its size also means the Scheme is classified as an Annex II highway development 10(b) (e) of the EIA Directive. The Screening determination (see **Section 4.1.3** for further details) carried out by Highways England concluded that the Scheme is likely to result in significant environmental effects and that an EIA is required in line with the European EIA Directive (see **Ref 1.2**) and the EIA Regulations. It should also be noted that the Scheme has been identified as being in a “sensitive area” due to the location of the Bowes Railway Scheduled Monument within the Scheme Footprint.

---

<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-birtley-to-coal-house-improvement-scheme/?ipcsection=docs>



- 1.2.4. On 16 May 2017 the EIA Directive (2014/52/EU) was transposed into UK law. It should be noted that this PEIR takes account of these new regulations and implements all new requirements.
- 1.2.5. EIA is a process of evaluating the likely environmental impacts of a proposed project or development, taking into account environmental and health impacts, both beneficial and adverse. EIAs for NSIPs are reported in two stages, as follows:
- A PEIR is prepared, to inform statutory consultation with the public and consultees about the Scheme; and
  - Following statutory consultation with the public and consultees, an Environmental Statement (ES) is prepared to accompany the application for a DCO.
- 1.2.6. This PEIR in combination with the Scoping Report and the Scoping Opinion is the first stage of reporting on the likely environmental effects of the Scheme.
- 1.2.7. The Scoping Report was submitted to the Planning Inspectorate (PINS) on 8 November 2017 with a request for a statutory Scoping Opinion. The Scoping Opinion was received on 18 December 2017 and has been taken into account when preparing this PEIR. The Scoping Opinion will also be used to inform what topics the ES should assess.

### 1.3 DOCUMENT PURPOSE

- 1.3.1. Preliminary environmental information is defined in the EIA Regulations as information that is reasonably required to assess the environmental effects of the development.
- 1.3.2. This PEIR provides the initial environmental information available for the Scheme, along with descriptions of the likely environmental effects and mitigation measures envisaged for the Scheme. This document is intended to give consultees (both specialist and non-specialist) an understanding of the key issues and enable them to prepare well-informed responses to statutory consultation.
- 1.3.3. It should be noted that at this stage the information is “preliminary”, and is based mostly on the design information available at the time of writing along with the Scoping Report and Scoping Opinion. Further EIA work is currently being undertaken to confirm the scale and significance of predicted environmental impacts arising from the Scheme design. The final EIA work will be reported within the ES, which will accompany the DCO application to be submitted to PINS in winter 2018/2019.
- 1.3.4. This report includes the most up to date information on the likely environmental effects of the Scheme, and with the Scoping Report (See **Appendix D**) and Scoping Opinion (See **Appendix E**), forms the PEIR.

### 1.4 DOCUMENT STRUCTURE

- 1.4.1. This PEIR is organised into several chapters similar to that described in the Scoping Report and what will be considered in the ES. This report is in accordance with the EIA Regulations and follows the content structure set out below:
- **Section 1** – Introduction: including the purpose of the PEIR;
  - **Section 2** – The Project: provides information on the need for the Scheme, a description of the Scheme, and the Scheme objectives;
  - **Section 3** – Assessment of Alternatives: details the assessment of alternatives;
  - **Section 4** – Environmental Assessment Methodology: summarises the EIA process;

- **Section 5** - Overview of the Environment: gives an overall description of the local and surrounding environments.
- **Section 6** – Assessments: details findings of the assessments of the environmental topics; and
- **Section 7** – Assessment of Cumulative Effects: provides information on the assessment of cumulative effects.

## **1.5 PROPOSED PUBLICATION STRATEGY AND TIMINGS**

1.5.1. An outline programme and engagement strategy is indicated below and is set out in detail in the Statement of Community Consultation (SoCC). The wider programme indicates the following estimated key project milestones:

- Informal Initial Engagement Sessions with Statutory Consultees, Non-statutory Consultees and the Public: summer/autumn 2016;
- Statutory Consultation: 8 February to 22 March 2018;
- EIA and ES Completion and submission of DCO application: winter 2018/2019;
- Pre-examination: winter 2018/2019 to spring 2019;
- Examination: spring 2019 to autumn 2019;
- Inspector's Recommendation Report: winter 2019/2020;
- Secretary of State's Decision: winter 2019/2020 to spring 2020; and
- Construction Start: Late 2020.

## 2 THE PROJECT

---

### 2.1 BACKGROUND TO THE SCHEME

#### PRELIMINARY STUDIES

- 2.1.1. In an attempt to fully understand and address the issues a number of studies have been undertaken in recent years and are described in the Scoping Report (see **Appendix D – Section 2, p.6, – Overview of the Project**).
- 2.1.2. Following a number of feasibility and traffic studies, a Strategic Outline Business Case (SOBC) was produced identifying that the Scheme should be taken forward into the Roads Investment Strategy (RIS) announced in December 2014, and was progressed in to the “Options Identification” stage.

#### OPTION IDENTIFICATION

- 2.1.3. Three options were identified at the “Option Identification” stage; each with the same alignment and cross section between junction 66 (Eighton Lodge) and junction 65 (Birtley), where widening of existing structures was possible. The main difference was the approach to replacing Allerdene Bridge, either within the existing footprint or to the south of the existing structure. In April 2016, it was concluded that one of the options should be omitted from further assessment. The benefits for all three options were similar but the costs for this option were significantly higher with more land take and a larger impact on the surrounding environment. Consequently, two options were considered at the next “Option Selection” stage.

#### OPTION SELECTION

- 2.1.4. The “Option Selection” stage concluded in July 2017, after public consultation in autumn 2016, which confirmed that Option 1a with the offline replacement of Allerdene Bridge should be the recommended route (see **Ref 2.1**) (Refer to **Section 3** for further details).

### 2.2 OBJECTIVES OF THE SCHEME

- 2.2.1. The objectives of the Scheme are to:

- Reduce congestion: making the route between Birtley to Coal House more reliable and providing capacity for future growth.
- Improve the reliability of people’s journeys: by placing the right traffic on the right roads and freeing up local capacity for all types of road users, including pedestrians, cyclists and equestrians.
- Make journeys safer: designing the Scheme to modern highways standards, introducing better lane control, and providing adequate capacity for predicted traffic levels.
- Help support economic growth: by enabling major residential and commercial developments to proceed, leading to increased economic growth, regionally and nationally.
- Support the government’s initiative for growth in the North East: by improving the Team Valley Employment Zone.

- 2.2.2. The overall environmental aims of the Scheme are as follows:

- Reduce carbon: by providing more free flowing traffic;
- Improve the noise environment: in three Noise Improvement Areas (NIA) and along the whole Scheme; and

- Work with stakeholders: to improve the water environment.

2.2.3. In addition, the design of the Scheme will be carried out in the context of the Performance Specification set out for Highways England in the Department for Transport's (DfT) Roads Investment Strategy (RIS) which identified Key Performance Indicators (KPIs), including targets and requirements relating to the environment, cyclists, walkers and other vulnerable users of the network.

## 2.3 DESCRIPTION OF THE SCHEME

### OVERVIEW

2.3.1. The Scheme forms part of the Newcastle Gateshead Western Bypass (NGWB) which is located on the A1 between junction 65 (Birtley) and junction 80 (Seaton Burn). It is a part of Highways England's strategic road network (SRN) serving the metropolitan area of Tyne and Wear.

2.3.2. The A1 NGWB is one of the most congested highway links in the North East Region with more than 110,000 vehicles using the route every day on the busiest section. As a result of this travel demand on the route there are a number of issues relating to; journey time delays, journey time reliability, route resilience, safety, environmental impacts and development pressures.

2.3.3. Improvements to the A1 NGWB have long been acknowledged as a requirement for economic growth in the region within both local and national policy documents and reflected in the consensus of opinion amongst regional stakeholders that something needs to be done to address the issues to facilitate the economic growth of the region. The route has been identified as a 'hot-spot' requiring Government investment to deliver infrastructure improvements.

2.3.4. Traffic in the region is forecast to grow in the future, largely due to a number of proposed development sites to be delivered through the Newcastle Approved Plan. This additional traffic demand will further exacerbate the issues on the A1 NGWB.

2.3.5. The existing carriageways comprise:

- Northbound: Two lanes with a lane gain/lane drop between Birtley and Eighton Lodge and two lanes between Eighton Lodge and Coal House; and
- Southbound: Two lanes between Coal House and Eighton Lodge with an additional climbing lane between Smithy Lane and Eighton Lodge and three lanes between Eighton Lodge and Birtley.

### SCHEME LOCATION

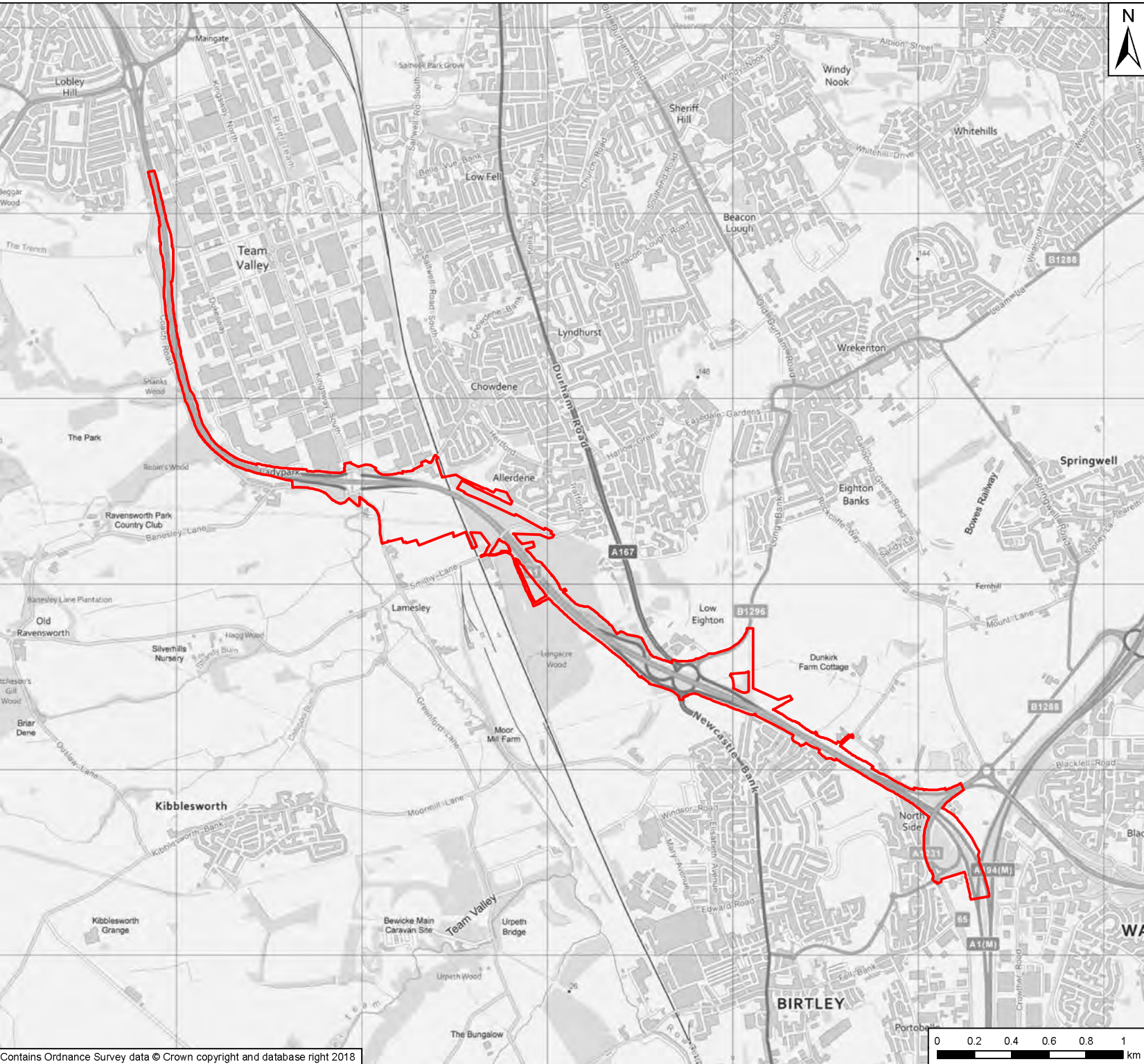
2.3.6. This Scheme is located between junction 65 (Birtley) and junction 67 (Coal House) on the A1 in Gateshead and is approximately 4.2 km in length.

### SCHEME FOOTPRINT

2.3.7. The Scheme Footprint, as defined by the red line in **Figure 2.1**, is made up of all of the land required to build and operate the Scheme (both temporary and permanent land).

2.3.8. The Scheme Footprint has been developed to allow for some flexibility in the design process and the EIA is considering a worst case footprint, based upon the size of the application boundary. Since submission of the Scoping Report, changes to the Scheme Footprint as shown in **Table 2-1** were made.





**Key**  
 Scheme Footprint

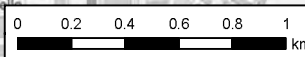


Rev	Date	Description	By	Chk'd	App'd
P01	12/01/18	First Issue	GH	NA	KS

Client

Project Title: A1 BIRTLEY TO COALHOUSE  
 Drawing Title: Figure 2.1 Site Location Plan

Scale	1:20,000	Drawn	GH	Checked	NA	Approved	KS	Authorised	NR
Original Size	A3	Date	12/01/18	Date	12/01/18	Date	12/01/18	Date	12/01/18
Drawing Status	For Comment							Suitability	S1
Drawing Number	N/A		Project	WSP		Originator	Volume		Project Ref. No. 70041947
Location	BCH		Type	Role	Number			Revision	P01



**Table 2 -1 Scheme Footprint Changes Log**

REFERENCE	STATUS	DESCRIPTION	DATE
001	Removed	Extent of Northern Gas Networks (NGN) land plot amended to exclude plot of land part of the residential property/farm.	24/11/2017
002	Transferred	The area required for the re-alignment of the drainage ditch has been extended. Land still within the redline boundary but transferred from temporary allocation to permanent.	24/11/2017
003	Added	Additional area included (Tyne Yard) for possible diversion of overhead electric cable and/or overhead electric cables.	24/11/2017
004	Added	The width of access track increased to include small area between the redline boundary and Gateshead Council land.	24/11/2017
005	Added	Area adjacent to Eighton Lodge included as additional area for site compound.	24/11/2017
006	Added	Area around the existing path (Longbank culvert) has been included for pedestrian management and permanent works.	24/11/2017
007	Added	Area adjacent to drainage ditch (North Dene) included for construction access and pedestrian management.	24/11/2017
008	Added	Area for North Dene footbridge (south) has been extended to accommodate the new ramps and for construction works.	24/11/2017
009	Added	Area for construction access for North Dene footbridge (north) has been included.	24/11/2017
010	Removed	Area of woodland south of A194 (M) northbound overbridge has been removed as no works are expected.	24/11/2017



## THE SCHEME

- 2.3.9. The Scheme will provide additional capacity by widening to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with an additional lane to help manage traffic joining and leaving the A1 between junctions on the northbound carriageway. It also includes a replacement structure of Allerdene Railway Bridge to the immediate south of the current structure which would tie in to the existing junction 67 Coal House roundabout. Most of the work will take place within the highway boundary; however, some additional land will be required alongside the A1 at certain points.
- 2.3.10. Allerdene Railway Bridge will be replaced with a wider structure and additional lanes to improve capacity. The height of the bridge and road at this section will also be raised to ensure the bridge meets current standards.
- 2.3.11. The Scheme will also look to install electronic signage to provide driver information along the road.

## 2.4 PRELIMINARY DESIGN

- 2.4.1. Following the development of the “Option Selection” stage traffic model there was a requirement to amend the design to include four lanes southbound through junction 66 (Eighton Lodge). The current design requires asymmetrical widening whereby the southbound carriageway is now:
- North of junction 67 (Coal House) – three lanes;
  - Through junction 67 (Coal House) – three lanes;
  - Between junction 67 (Coal House) and junction 66 (Eighton Lodge) – four lanes;
  - Between junction 66 (Eighton Lodge) and junction 65 (Birtley) – four lanes; and
  - South of junction 65 (Birtley) – three lanes.

### 3 ASSESSMENT OF ALTERNATIVES

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- 3.1.1. Various alternative Scheme options have been considered prior to determining that Option 1a would be taken forward as the preferred route, and these are detailed in **Section 4.2** of the Scoping Report (See **Section 4, p.10, Assessment of Alternatives - Appendix D**).
- 3.1.2. The EIA Regulations require a comparison of environmental effects of the reasonable alternatives that have been studied when providing an indication of the main reasons for selecting the chosen option.
- 3.1.3. Two options were shortlisted at the “Option Selection” stage (1a and 1b) and presented at a public non-statutory consultation event held in September 2016:
- **Option 1a** “Offline Replacement of Allerdene Railway Bridge” – Allerdene Railway Bridge would be reconstructed south of its current location, improving the existing road alignment and improving safety. To accommodate the new alignment there may be a requirement to replace Smithy Lane overbridge (See **Figure 3.1**); and
  - **Option 1b** “Online Replacement of Allerdene Railway Bridge” – Allerdene Railway Bridge would be replaced in its current location. This would require a temporary bridge to be constructed to carry traffic over the A1 while the new bridge is constructed. This option would be a more complex scheme to construct requiring more traffic management and a longer construction period (See **Figure 3.2**).
- 3.1.4. Options prior to non-statutory consultation undertaken in 2016 are presented in the Scoping Report (See **Section 4, 2, p.6, Alternative Assessment Findings - Appendix D**).
- 3.1.5. Option 1a was taken forward as the preferred option because:
- It is the most cost effective option, providing similar or greater benefits to other options, but at lower cost;
  - The non-statutory public consultation identified that 73% of respondents preferred Option 1a;
  - It has a shorter construction period resulting in potentially less disruption;
  - It offers less constraints for the construction of Allerdene Bridge resulting in improved buildability;
  - The demolition of the existing Allerdene Bridge is less of a risk to the construction programme;
  - It reduced temporary works complexities;
  - It offers an improved geometrical alignment; and
  - This option is generally better in respect of driver stress as the speed/lane restrictions will be significantly less than Option 1b during construction.

Figure 3.1 - Option 1a Route

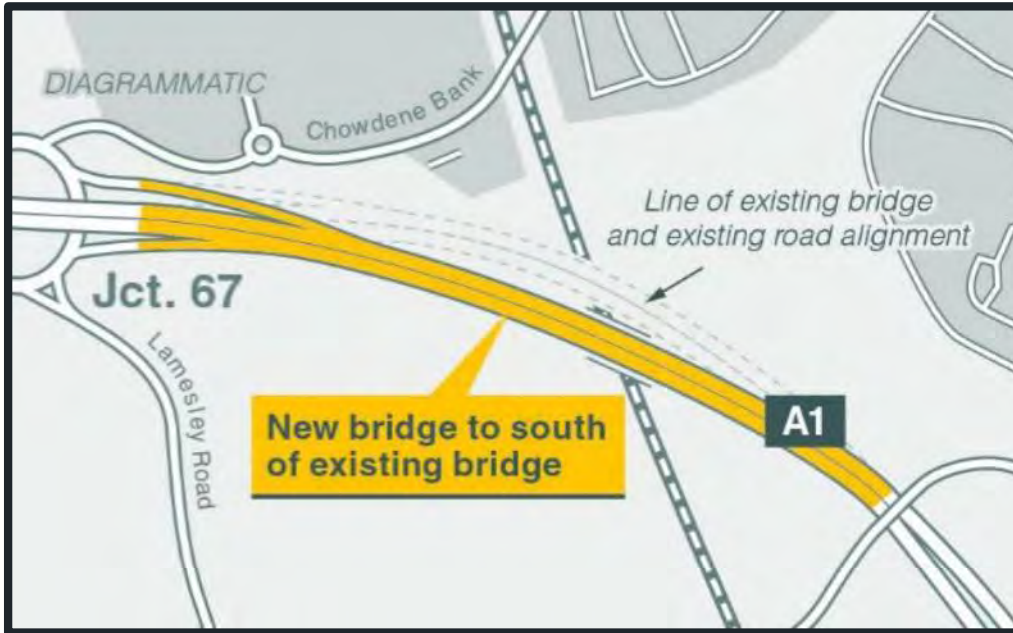


Figure 3.2 - Option 1b Route



3.1.6. The reasons for discounting Option 1b are presented in **Table 3-1**.

**Table 3-1 - Comparison of the Options**

	Description	Reason for taking forward or discounting
Option 1A - Offline Replacement of Allerdene Railway Bridge	Railway Bridge would be reconstructed south of its current location, improving the existing road alignment and improving safety.	<ul style="list-style-type: none"> <li>■ To accommodate the new alignment there may be a requirement to replace Smithy Lane overbridge;</li> <li>■ This option offers less constraints for the construction of Allerdene Bridge resulting in improved buildability - there are fewer constraints to foundation design/location, fewer modifications required to existing earthworks and increased working room;</li> <li>■ This option has less risk to the construction programme as the demolition of the existing Allerdene Bridge is not on the critical path;</li> <li>■ This option has reduced temporary works complexities;</li> <li>■ The overall cost/programme of the Scheme would be significantly reduced for this option;</li> <li>■ This option offers an improved geometrical alignment;</li> <li>■ This option is generally better in respect of driver stress as the speed/lane restrictions would be significantly less than Option 1b during construction; and</li> <li>■ 73% of the public voted for this option as the preferred one.</li> </ul>
Option 1B - Online Replacement of Allerdene Railway Bridge	Railway Bridge would be replaced in its current location. This would require a temporary bridge to be constructed to carry traffic over the A1 while the new bridge is constructed.	<ul style="list-style-type: none"> <li>■ This option would be a more complex scheme to construct requiring more traffic management and a longer construction period.</li> </ul>

3.1.7. The Preferred option was announced in July 2017 details can be found at the following location: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

## 4 ENVIRONMENTAL ASSESSMENT METHODOLOGY

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### 4.1 EIA PROCESS

- 4.1.1. The development and design of major highway projects is governed by guidance set out in the Design Manual for Roads and Bridges (DMRB). Volume 11 (see **Ref 4.1**) of DMRB provides guidance on producing an EIA that is specifically applicable to highway projects. Volume 10 of DMRB (see **Ref 4.2**) covers environmental mitigation. Relevant Interim Advice Notes (IANs) will also be used, where applicable.
- 4.1.2. An EIA will be undertaken in line with DMRB and the EIA Regulations with some technical disciplines following additional best practice guidance.

#### SCREENING

- 4.1.3. An EIA Screening (Determination) aims to determine whether a project requires an EIA in line with the EIA Regulations.
- 4.1.4. As detailed in **Section 1** an EIA Screening exercise was undertaken and it was identified that an EIA would be required for the Scheme.

#### SCOPING

- 4.1.5. The scoping process is used to determine which environmental topics should be assessed and the level of detail that should be included in the EIA. A Scoping Report, available in **Appendix D** of this PEIR, has been prepared and was submitted to PINS on 8 November 2017 with a request for a statutory Scoping Opinion, setting out the key potential impacts and the proposed approach to the assessment (refer to **Section 1**).
- 4.1.6. The Scoping Opinion, available in **Appendix E** of this PEIR, was received on 18 December 2017 and has been taken into account when preparing the PEIR and will be used to inform which topics the ES should assess.

#### BASELINE

- 4.1.7. The first step in the EIA is to determine the baseline conditions. These conditions are not necessarily the same as those that exist at the current time; they are the conditions that would exist in the absence of the Scheme either (a) at the time that construction is expected to start, for impacts arising from construction or (b) at the time that the Scheme is expected to open to traffic, for impacts arising from its operation. Therefore, the identification of the baseline conditions involves predicting changes that are likely to happen in the intervening period, for reasons unrelated to the Scheme. Baseline conditions can be found in the Scoping Report (see **Appendix D**). The PEIR includes changes to or additional information since the Scoping Report was produced. A full update of the baseline will be undertaken as part of the EIA and incorporated in the ES.

#### PREDICTED ENVIRONMENTAL IMPACTS

- 4.1.8. The next stage of the EIA process is to predict the potential impacts that might arise as a result of the Scheme. Impacts are changes to the environment, compared with the baseline environment, attributable to the construction and operation of the Scheme and may be adverse or beneficial, direct or indirect, temporary or permanent. The methods of forecasting impacts vary by topic.



## **SIGNIFICANCE**

- 4.1.9. The EIA process then provides an evaluation of how significant these impacts are likely to be. In considering significance, the assessment takes account of the sensitivity of the environmental receptor, the nature of the impact and whether it can be mitigated through good design or construction management.

## **MITIGATION AND ENHANCEMENT**

- 4.1.10. Where adverse effects are identified, mitigation may be proposed to reduce the impacts. In some cases EIA professionals and stakeholders involved in the process may also identify and recommend enhancement opportunities for a project in order to achieve improved environmental outcomes. It is therefore important that the EIA process takes place alongside the development of Scheme design in order to make the most of such opportunities.

## **4.2 LIMITATIONS**

- 4.2.1. This PEIR is based on the latest design and construction information. As such these findings may be subject to change as the design progresses. The assessment of the significance of effects will be undertaken as part of the EIA.
- 4.2.2. Any gaps in information identified at this PEIR stage will be considered and addressed along with specific mitigation measures as part of the assessment during the production of the ES.

## **4.3 STATUTORY CONSULTATION AND RESPONSES**

- 4.3.1. At the time of writing, discussions with the Senior Conservation Officer at Gateshead Council were ongoing regarding potential enhancement measures for the Bowes Railway Scheduled Monument (SM). With the exception of the cultural heritage discipline, no further consultation has been undertaken since the Scoping Report. Refer to the Scoping Report (**Appendix D - Section 5, p.16, Consultation**) for details on consultation undertaken to date.
- 4.3.2. Scoping Opinion responses (see **Appendix E**) have been noted in this PEIR and will be taken into account in the ES.

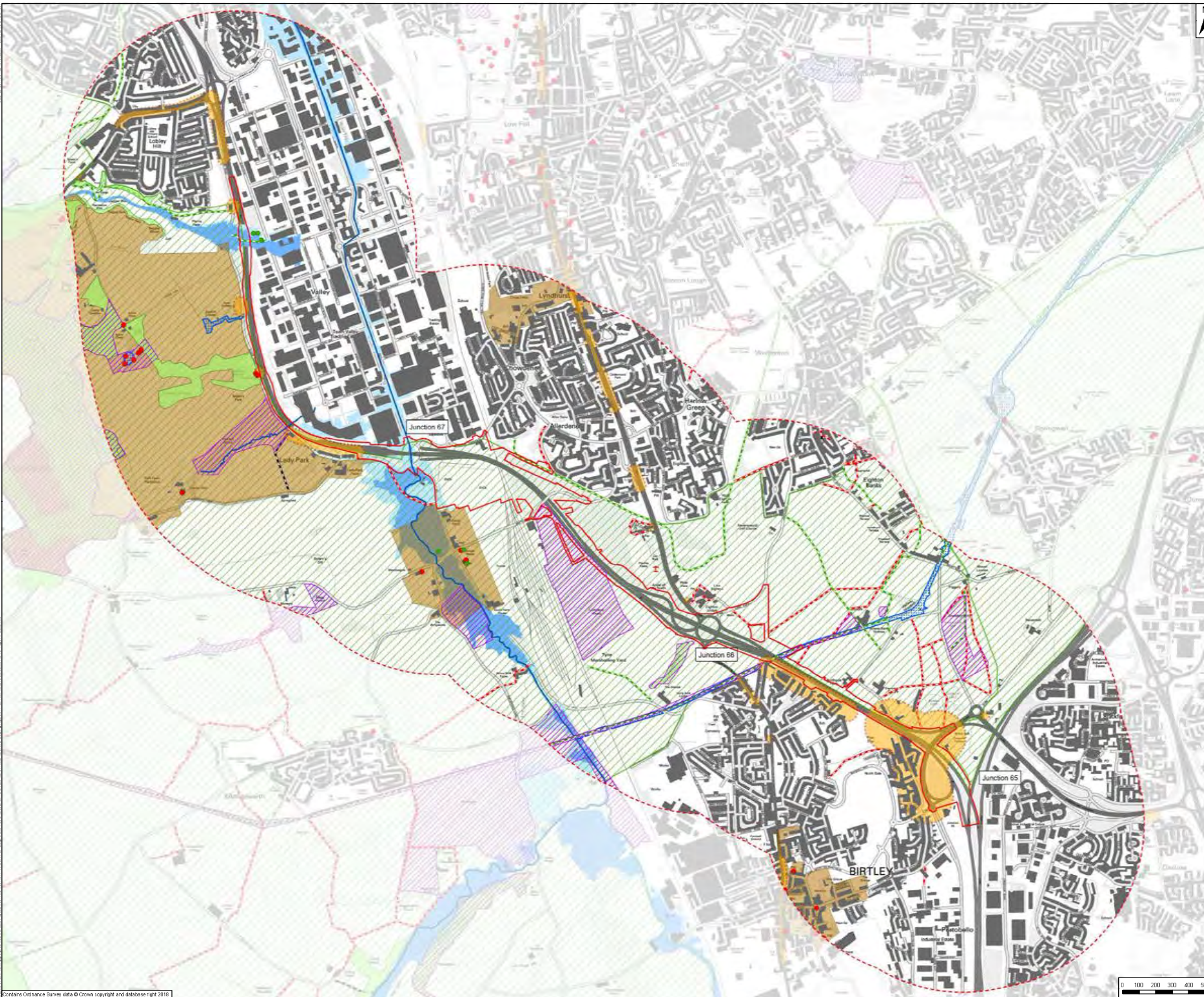


## 5 OVERVIEW OF THE ENVIRONMENT

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- 5.1.1. The Environmental Constraints Plan (see **Figure 5.1**) provides an overview of the existing environment in and around the Scheme.
- 5.1.2. The area surrounding the Scheme is characterised by a combination of residential, rural, industrial, recreational, open space and urban fringe land uses. Much of the central area of the Scheme falls within designated Green Belt land. The Angel of the North (adjacent to the Scheme), which is culturally significant at a national, regional and local level, lies within this central area.
- 5.1.3. Bowes Railway Scheduled Monument (SM) passes under the Scheme and is considered to be of high value. Ravensworth Coalmill SM is directly adjacent to the Scheme and Ravensworth Castle SM is within 1 km of the Scheme Footprint. There are 15 high value Listed Buildings, all of which are Grade II Listed and two locally Listed Buildings within 1 km of the Scheme Footprint.
- 5.1.4. Ravensworth Conservation Area lies partially within the Scheme Footprint. Lamesley, Chowdene and Birtley Conservation Areas lie within 1 km of the Scheme Footprint.
- 5.1.5. The key visual receptors identified include the Angel of the North, residential properties in Birtley, Birtley East, Eighton, Allerdene, Lamesley Village and individual rural properties, recreational viewpoints from Public Footpath and cycle networks, employment and commercial viewpoints within the Team Valley Trading Estate, and educational viewpoints from various schools.
- 5.1.6. Longacre Dene Ancient Woodland and Hill Head Ancient Woodland are adjacent to the Scheme.
- 5.1.7. Habitat within the Scheme has the potential to support protected and notable species. Of local value, the Lower River Team wildlife corridor and Follingsby wildlife corridor cross the Scheme Footprint. There are also two wildlife corridors (Upper Team Valley and Windy Nook and Heworth) which are within the 2 km Scheme Footprint. Of local value, Longacre Wood LWS and Bowes Railway LWS are located partially within the Scheme Footprint, whilst Dunkirk Farm West LWS, Ravensworth Ponds and Wood LWS and Longacre Dene LWS are directly adjacent to the Scheme.
- 5.1.8. There are six NIA within 1 km of the Scheme Footprint. There are no Air Quality Management Areas (AQMAs), or landscape designations within or near to the Scheme Footprint. The nearest AQMA is located approximately 1.2 km south of the Scheme Footprint.
- 5.1.9. The River Team, a main river, runs underneath junction 67 and continues to flow in a northerly direction through Team Valley Trading Estate. The Scheme crosses over the fluvial floodplain of the River Team. There are no designations relating to the River Team or River Tyne in the vicinity of the Scheme. The River Team is hydraulically connected to the Northumberland Coast Special Protected Area (SPA), Proposed Special Protected Area (pSPA) and Ramsar, although it is not currently considered that there would be any effect on these sites.





- Key**
- Flood Zone 3
  - Flood Zone 2
  - Statutory Main Rivers
  - Noise Action Planning Important Areas (NIA)
  - Scheme Footprint
  - 1km Study Area
  - Angel of the North
  - Local Wildlife Site
  - Greenbelt
  - Veteran Trees
  - Residential and Industrial Properties
  - Local Nature Reserve
  - Ancient Woodland Inventory
  - Site of Special Scientific Interest
  - Listed Building
  - Scheduled Monument
  - Conservation Areas
  - Noise Important Areas
  - Bridleway
  - Footpath
  - Restricted Byway
  - Main Rivers

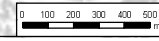
P01	19/01/18	Final Issue	GH	VA	IS
Rev	Date	Description	By	Checked	Approved



Project Title: A1 BIRTLEY TO COALHOUSE

Figure 5.1 Environmental Constraints Plan

Scale	1:10,500	Drawn	GH	Checked	N/A	Approved	K/S	Authorised	N/P
Original Size	A1	Date	19/01/18	Date	19/01/18	Date	19/01/18	Date	19/01/18
Drawn Status		For Comment		Submittal	S1			Project Ref. No.	70041947
Drawn Number	N/A	Inspector	WSP	Issue		Region		Revision	P01
BCH		Type		Date		Number			





## 6 ASSESSMENTS

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### 6.1 AIR QUALITY INTRODUCTION

- 6.1.1. This section considers the implications of the Scheme on local and regional air quality during the construction and operational phases and any likely significant effects. Air quality is a significant environmental issue because poor air quality can affect human health, quality of life and the natural environment; it can also have economic impacts.
- 6.1.2. For the construction phase, the assessment will consider vehicular emissions from road traffic, dust generation from construction equipment, and the potential effects to receptor amenity through the deposition of dust.
- 6.1.3. The principal source of atmospheric pollutant during the operational phase of the Scheme would be road traffic, therefore the principal pollutant considered within the assessment of the operational phase of the project is nitrogen dioxide (NO<sub>2</sub>).
- 6.1.4. Thresholds for the concentration of pollutants in ambient air to protect the environment (human health and ecosystems) are set in UK national legislation (referred to as air quality objectives) and in European Directives (referred to as limit values). For the NO<sub>2</sub>, the limit values and objectives are numerically equivalent (see **Table 6-1**).

#### EXISTING BASELINE KNOWLEDGE

##### Sensitive Receptors

- 6.1.5. Receptors will be selected to represent locations where the duration of human exposure is consistent with the averaging period of the relevant air quality compliance measure, and are based on effects on human health. The air quality standard values have been set at concentrations that provide protection to all members of the public, including more vulnerable groups such as the very young, elderly or unwell. The location of all sensitive receptors will be agreed with the local planning authorities and identified in a plan accompanying the ES.

#### BACKGROUND AIR QUALITY DATA

- 6.1.6. Background pollutant concentrations for this assessment, i.e. those resulting from distant sources and pollutant transport have been taken from the mapped data provided by Defra on a 1 km x 1 km grid covering the UK, interpolated to the locations of the selected receptors.

#### 2017 UK AIR QUALITY PLAN

- 6.1.7. Defra undertakes air quality modelling using their Pollution Climatic Model (PCM) to inform when zones/agglomerations comply with the EU Limit Values.
- 6.1.8. Modelled roadside concentrations are available for each year to 2030, the data for 2017 from Defra's UK-Air website (see **Ref 6.1**), indicates annual mean roadside NO<sub>2</sub> concentrations for the A1 in the study area range between 50 and 60 µg/m<sup>3</sup>, in exceedance of EU limit values.
- 6.1.9. By 2023 (Scheme opening year), there are no projected exceedances of the EU limit values. The maximum roadside annual mean NO<sub>2</sub> concentration in 2023 (Scheme opening year) on any road link within the study area is 38 µg/m<sup>3</sup>, along the A1 between junctions 74 and 75, and is compliant with the EU air quality limit values as shown **Table 6-1** below.

**Table 6-1 Air Quality Thresholds**

Pollutant	Air Quality Objective/Limit Value	
	Concentration	Averaging Period
Nitrogen Dioxide (NO <sub>2</sub> )	40 µg/m <sup>3</sup>	Annual Mean
	200 µg/m <sup>3</sup> not to be exceeded more than 18 times a year	1-hour mean
Particles (PM <sub>10</sub> )	50 µg/m <sup>3</sup> not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m <sup>3</sup>	Annual Mean
Particles (PM <sub>2.5</sub> )	25 µg/m <sup>3</sup>	Annual Mean

### The “Affected Road Network”

- 6.1.10. Pollutant concentrations from traffic emissions disperse rapidly away from a road, returning to background concentrations within 200 m. Relevant receptor locations are chosen based on where people may be present within 200 m of an ‘affected road’. These properties would be the worst affected properties, so an assessment based on them would represent a ‘worst case scenario’. The study area consists of 200 m corridors either side of all roads in the Affected Road Network (ARN).
- 6.1.11. Therefore, the study area for assessing operational impacts on air quality in the ES will comprise land within 200 m of “affected roads” which will be determined by analysis of the traffic data. The criteria for defining affected roads as detailed in the Design Manual for Roads and Bridges (DMRB) are as follows:
- Road alignment will change by 5 m or more; or
  - Daily traffic flows will change by 1,000 AADT or more; or
  - Heavy Duty Vehicle (HDV) flows will change by 200 AADT or more; or
  - Daily average speed will change by 10 km/hr or more; or
  - Peak hour speed will change by 20 km/hr or more.

### Local Air Quality Management

- 6.1.12. The Scheme is not located within an Air Quality Management Area<sup>2</sup> (AQMA), however it is anticipated that the Affected Road Network (ARN) will extend as far as Gateshead AQMA

<sup>2</sup> Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger. Source: DEFRA <https://uk-air.defra.gov.uk/aqma/>

No 2 (Birtley). This AQMA lies approximately 1.2 km south of the Scheme Footprint (see **Figure 6.1**), adjacent to Washington Services and was declared by Gateshead City Council as a result of annual mean exceedances of the NO<sub>2</sub> air quality objective.

- 6.1.13. There are five automatic monitoring sites in Newcastle and three in Gateshead, monitoring air quality. One monitoring station, operated by Gateshead Council (GC) is located in Dunston alongside the A1 close to residential premises (see **Table 6-1**). This station represents the relevant exposure nearest to the southbound section of the A1 (at junction 70). All monitored concentrations are within the air quality objective for annual mean NO<sub>2</sub> in all years, varying from 25.6 and 36.8 µg/m<sup>3</sup> between 2011 and 2016. Within the anticipated ARN as detailed in **Section 6.1.9**, there are an additional two diffusion tubes, within the Birtley AQMA, both of which show no exceedances of the air quality objective for annual mean NO<sub>2</sub>.

### HIGHWAYS ENGLAND MONITORING

- 6.1.14. Scheme specific monitoring was undertaken by Highways England, using NO<sub>2</sub> diffusion tubes, between 3 March 2015 and March 2016 at 40 sites within or near the study area.
- 6.1.15. Concentrations of NO<sub>2</sub> are elevated along the A1 but, in general, below the air quality threshold. Exceedances occur most widely at the roadside near junctions 69, 68 and 66. At urban background locations, monitored concentrations are well below (<20 µg/m<sup>3</sup>) the air quality threshold.
- 6.1.16. The data is consistent with the local authority monitoring which showed that NO<sub>2</sub> concentrations in Dunston are below (30 < µg/m<sup>3</sup>) the air quality threshold.

### ECOLOGICAL RECEPTORS

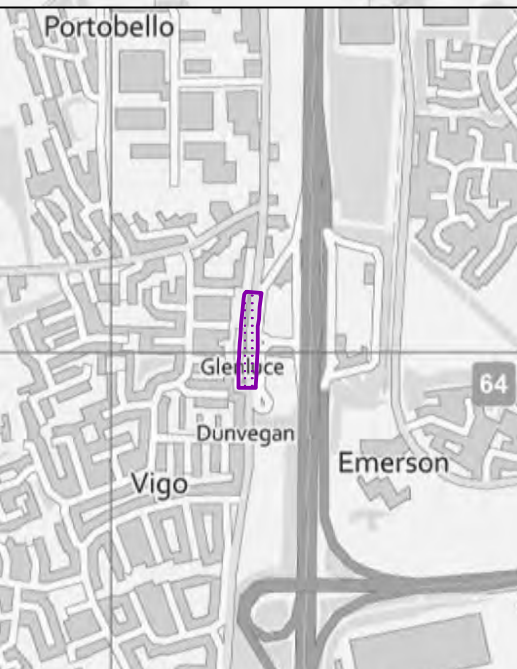
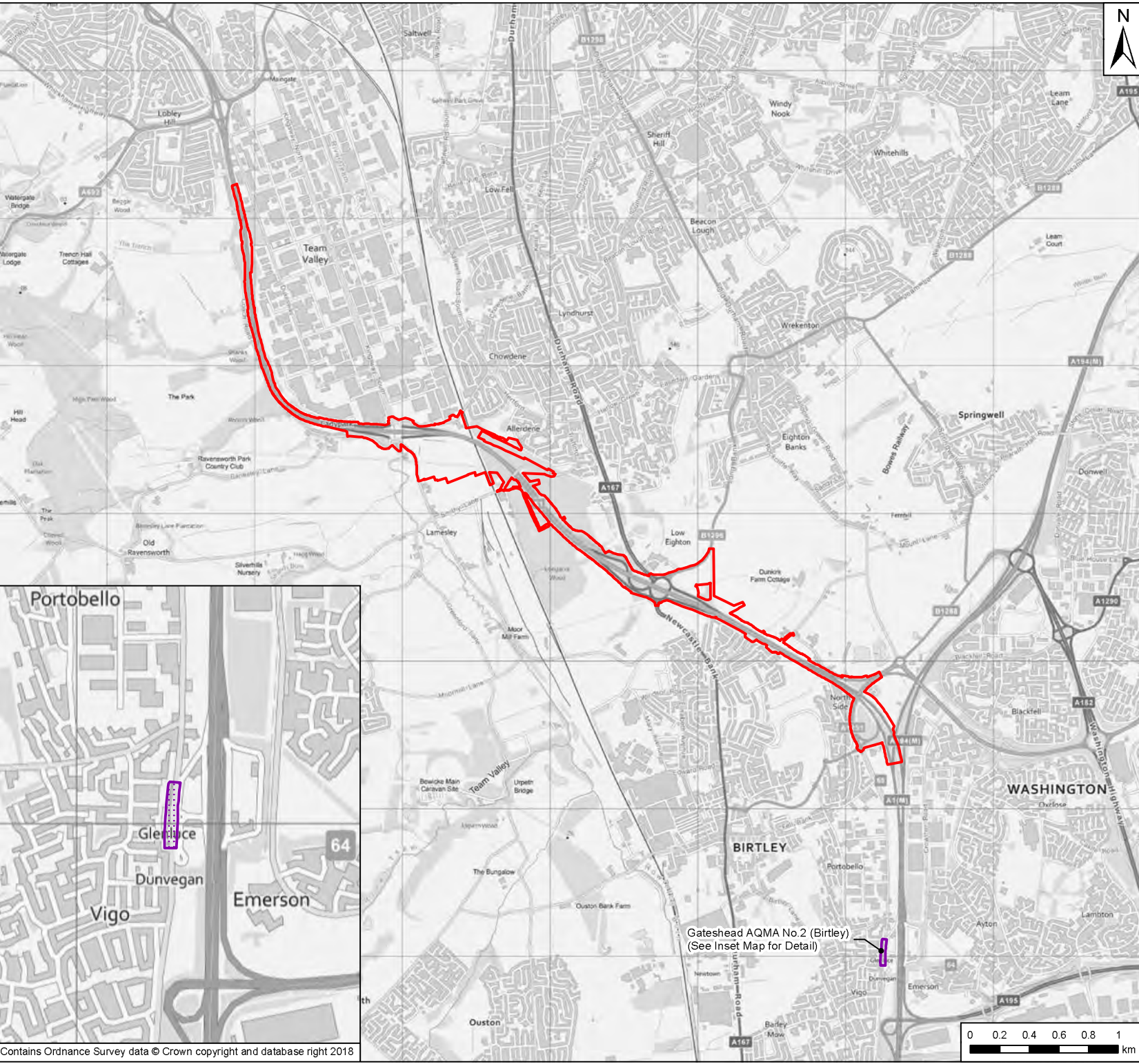
- 6.1.17. The only ecological receptor within the assessment area for the Scheme is Shibdon Pond Site of Special Scientific Interest (SSSI) located approximately 5 km from the Scheme Footprint. Background concentrations of NO<sub>x</sub> (oxides of nitrogen) over Shibdon Pond are well within the critical level (and air quality objective) of 30 µg/m<sup>3</sup>. Critical loads for nitrogen deposition levels are set for the protection of various ecological designations. At Shibdon Pond, the critical load 15 kgN/ha/yr is currently exceeded without the Scheme by 2.78 kgN/ha/yr.

### POTENTIAL IMPACTS

#### Construction

- 6.1.18. Air Quality impacts due to construction will be temporary. Impacts would typically include an increase in emissions of dust from earthworks, general construction activity and a loss of amenity due to the presence of construction traffic. In addition, traffic management measures may result in changes to emissions from vehicle exhausts and roadside pollution concentrations.
- 6.1.19. Whilst the potential for impacts from construction works exists, the application of the best practice measures, will ensure any effects are not significant.





**Key**

- Scheme Footprint
- Air Quality Management Area (2016)



PO1	12/01/18	First Issue	GH	NA	KS
Rev	Date	Description	By	Chk'd	App'd

Client

Project Title **A1 BIRTLEY TO COALHOUSE**

Drawing Title **Figure 6.1 Air Quality Management Area**

Scale	1:25,000	Drawn	GH	Checked	NA	Approved	KS	Authorised	NR
Original Size	A3	Date	12/01/18	Date	12/01/18	Date	12/01/18	Date	12/01/18

Drawing Status **For Comment** Suitability **S1**

Drawing Number	Project		Originator	Volume	Project Ref. No.
N/A	N/A		WSP		70041947
BCH	Location	Type	Role	Number	Revision
					P01



## **OPERATION**

- 6.1.20. The Scheme is expected to result in changes to emissions of oxides of nitrogen (NO<sub>x</sub>) and Nitrogen Dioxide (NO<sub>2</sub>) along the A1 and linked routes as a result of changes in traffic flows and speeds.
- 6.1.21. The improvements to the A1 are designed to reduce congestion and provide a more consistent traffic speed. However, the relief of congestion may attract additional vehicles onto the A1. As such, whilst congestion relief should improve emission rates per vehicle, any resulting increase in traffic flows could offset this reduction and result in a net increase in total emissions. The air quality impacts of the Scheme could, therefore, vary from beneficial to adverse depending on the balance between the effects of congestion relief and traffic flow increases.

## **MITIGATION**

- 6.1.22. Should a significant adverse effect is identified, mitigation measures will be investigated during the EIA.

## **Construction**

- 6.1.23. Best practice mitigation will be required to control dust and emissions from construction works and plant. These measures will be set out in the Scheme Construction Environmental Management Plan (CEMP) and will typically include the following:
- Minimisation of areas to be stripped of vegetation;
  - Dampening down of dust generating activities and materials, including site roads, during dry weather, in addition to site monitoring;
  - As far as possible temporary roads should be hard surfaced to reduce dust generation;
  - Road sweeping to be carried out on access roads and local roads to remove any material tracked out of the site; and
  - Management of stockpiled materials with the potential to generate dust by rolling, covering and / or revegetating as soon as appropriate.

## **Operation**

- 6.1.24. No specific mitigation or Air Quality Action Plans are likely to be required for the operation of the Scheme. Although should there be a requirement, as a result of a significant air quality effect (as per Interim Advice Note (IAN) 174/13) or an EU Directive compliance risk (as per IAN 175/13), Scheme specific mitigations will be identified in collaboration with the traffic modellers.

## **LIKELY SIGNIFICANT EFFECTS**

- 6.1.25. Following implementation of the mitigation measures, no significant residual air quality effects are anticipated during construction and operation of the Scheme, subject to an update of the revised traffic data and modelling which will be undertaken during 2018.

## **FURTHER WORK FOR THE EIA**

- 6.1.26. A detailed level assessment on the air quality impacts during operation of the Scheme will be undertaken in accordance with the methodology set out in the DMRB Volume 11, Section 3, HA207/07 "Air Quality", and in line with the requirements of the National Policy Statement for National Networks (NPSNN) (see **Ref 6.2**) against which the Scheme will be examined.

- 6.1.27. The assessment of potential impacts in local air quality will be undertaken to establish the change in ambient NO<sub>x</sub> (NO<sub>2</sub>) and PM<sub>10</sub> concentrations and the potential for exceedance of ambient air quality standards set out in the National Air Quality Strategy. The relevant air quality objectives are presented in **Table 6-1**.
- 6.1.28. In addition to the assessment detailed in the Scoping Report (**Appendix D - Section 7.7, p.29, – Assessment Methodology**) and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:
- The potential for adverse effects during the construction phase will be established through a screening risk assessment. This will be used to identify the appropriate emissions controls and mitigation of any potential adverse effects. This assessment will be undertaken in accordance with DMRB Volume 11, Section 3, HA207/07 “Air Quality”;
  - An assessment of human health impacts associated with increased PM<sub>2.5</sub> from the Scheme with reference to the modelled impact on PM<sub>10</sub>; and
  - Evidence will be provided in the ES regarding potential effects from the Scheme on regional level emissions.

## 6.2 CULTURAL HERITAGE

### INTRODUCTION

- 6.2.1. This section considers the implications of the Scheme on cultural heritage during the construction and operational phases and the potentially significant effects that may arise.

### EXISTING BASELINE KNOWLEDGE

#### Archaeological Remains

- 6.2.2. The majority of the known cultural heritage assets derive from the Medieval period onwards. The village of Lamesley (HER 664) survives as a contracted medieval village with three (HER 4929) pockets of ridge and furrow field patterns surrounding the village core. Ravensworth Park Conservation Area (CA), which lies adjacent to the Scheme Footprint to the north west, also has Medieval origins as it was the site of a 14th century deer park. Originally it appears that Ravensworth (HER 171) was a settlement in its own right, but this is one of many examples throughout Country Durham and Tyne and Wear of villages that gradually decreased in size and were lost during the Medieval or early Post-Medieval period. Similarly, Kibblesworth (HER 648), Eighton (HER 661) and Birtley (HER 670) are all either noted as deserted or contracted villages.
- 6.2.3. The Industrial Revolution came during the 18th century to this area, with increased levels of coal mining and associated infrastructure from earlier operations. Within the area these included Ravensworth mine dating to the early 17th century (HER 1663), Allerdene Colliery Lamesley (HER 3771), Sheriff Hill Colliery (HER 3844), Ravensworth Ann Colliery (HER 3864, 3874) and Mount Moor Colliery (HER 3896). In between these pits, a substantial network of waggon ways was developed to transport the coal.
- 6.2.4. As coal extraction activity decreased, the surrounding area was developed for industrial uses, as shown by the Team Valley Trading Estate to the north and the Tyne Marshalling Yards to the south of the Scheme Footprint. Several defensive sites dating to the World War II and later are also recorded, including a Royal Observer Corps post at Springwell (HER 5878).

#### Historic Buildings

- 6.2.5. There are no World Heritage Sites or sites included on the Tentative List of Future Nominations for World Heritage Sites (July 2014), Registered Historic Parks and Gardens or Registered Battlefields within 1 km of the Scheme Footprint.
- 6.2.6. There is one Scheduled Monument (SM) which crosses the Scheme, Bowes Railway, which is located to the south of junction 66. Ravensworth Coalmill SM is adjacent north of junction 67. Ravensworth Castle, a ruinous Grade II\* listed building and SM is located within 1 km of the Scheme Footprint to the North West. There are no listed buildings within the Scheme Footprint; however, there are 17 listed buildings including locally listed sites within 1 km of the Scheme Footprint as detailed in **Table 6-2** below. Lamesley, Ravensworth Park, Birtley and Chowdene CAs are all within 1 km from the Scheme Footprint.
- 6.2.7. There are a number of non-designated historic buildings close to and including the Angel of the North (NMR 1357753) and North Farm (HER 5081).

#### Historic Landscape

- 6.2.8. From a review of the Tyne and Wear Historic Landscape Characterisation Study, the historic landscape types within the Scheme Footprint include:

- Communications (areas of transport networks and associated services);
- Extractive (areas of predominately quarrying / mining); and
- Field systems (areas of enclosed fields both arable and pasture).

### Sensitive Receptors

6.2.9. Scheduled Monuments (SM), listed buildings and conservation areas as detailed in **Table 6-2**, and shown on **Figure 6.2**, have been identified.

**Table 6-2 - Scheduled Monuments, Listed Buildings, Locally Listed Buildings and Conservation Areas within the 1km of the Scheme Footprint**

HERITAGE ASSET TYPE	ASSET NAME
Scheduled Monument (SM)	Ravensworth Castle (1016975); Ravensworth Coal Mill (1015922) and Bowes Railway (1003723). The latter appears on the Historic England Heritage at Risk Register (HARR). It is listed as being in very bad condition and at risk of further deterioration or loss of fabric.
Conservation Areas	Lamesley Village (11883); Ravensworth Park (646); Birtley (11878) and Chowdene (11885).
Grade II Listed Buildings	Arch and walls adjoining South Lodge (1025189); South Lodge (1025188); Kenmore, the Old Vicarage (1355108); Temple Meads (1025153) ; Church of St. Andrew (1025154); Tomb of Robert Moscrop (1355109); Ravensworth Park Farmhouse (1185135); Statue of EM Perkins (1025203); Birtley Cenotaph, memorial shelters, and garden wall including gate piers and railings (1433563); Church of St Joseph (1431020), Ravensworth Castle (1025151), Arch Walls and Towers to West of Ravensworth Castle (1025150), Stable and gate houses to east of Ravensworth Castle (1185160), Well in stable yard of Ravensworth Castle (1025191), Butler Cross (1185149).
Locally Listed Buildings	Team Valley Trading Estate (7636), The Angel of the North (11053).

6.2.10. As shown on **Figure 6.2**, there are also a number of undesignated heritage assets in the vicinity of the Scheme Footprint.

6.2.11. Other sensitive receptors include known and potential buried / surface archaeological remains (particularly from the Roman, Medieval and Post-Medieval periods).

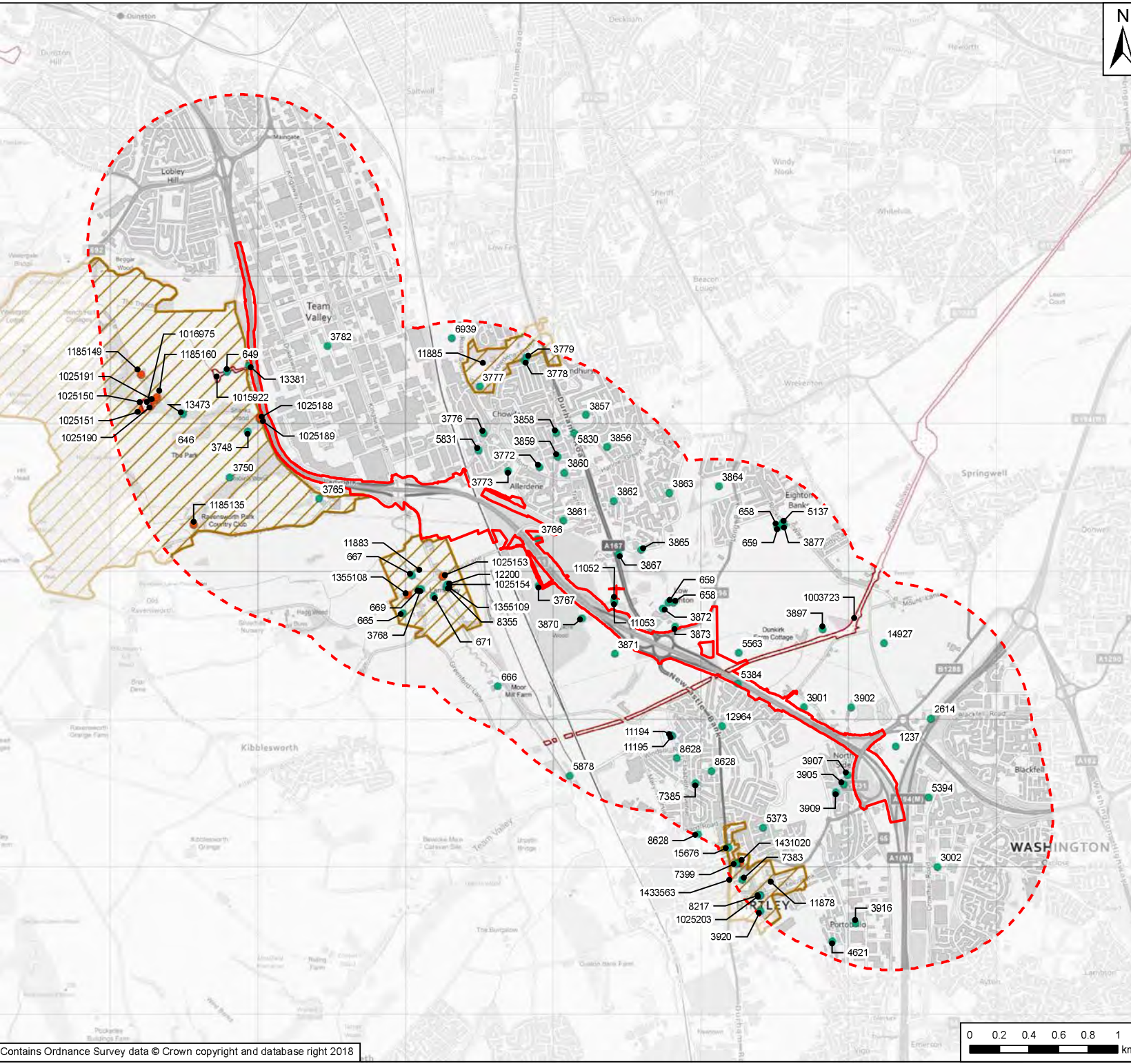
### POTENTIAL IMPACTS

#### Construction

6.2.12. The potential impacts of construction on Cultural Heritage could include the following:

- Changes and harm to the setting of Bowes Railway SM, Lamesley Village Conservation Area (CA) (ID: 11883); Ravensworth Park CA (ID: 646); Birtley CA (ID: 11878) and Chowdene CA (ID: 11885); ten Grade II listed buildings and the locally listed Team Valley Trading Estate (ID: 7673) and Angel of the North. Construction related noise, lighting and vibrations in addition to the siting of temporary compound areas have the potential to have a detrimental impact on the appreciation and historical significance of these assets;





- Key**
- Scheme Footprint
  - 1km Study Area
  - Scheduled Monument
  - Conservation Areas
  - Grade II & II\* Listed Buildings
  - Non-Designated Heritage Assets
  - + Angel of the North



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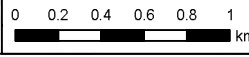
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Project Title: **A1 BIRTLEY TO COALHOUSE**

Drawing Title: **Figure 6.2 Cultural Heritage Sensitive Receptors Within 1km of the Scheme Footprint**

Scale	1:25,000	Drawn	GH	Checked	NA	Approved	KS	Authorised	NR	
Original Size	A3	Date	12/01/18	Date	12/01/18	Date	12/01/18	Date	12/01/18	
Drawing Status	For Comment								Suitability	S1
Drawing Number	N/A		Project	WSP		Originator	Volume		Project Ref. No.	70041947
Location	BCH		Type	Role	Number			Revision	P01	



- There is potential for direct impact during construction to Bowes Railway SM;
- The partial loss and disturbance of known non-designated below ground archaeological assets that include the remains of Eighton Village (Historic Environment Records (HER ID: 661) and Ravensworth Village (HER ID: 12021); the site of two wagonways (HER ID: 4122 and HER ID: 5935); the site of Lady Ravensworth Almshouses (HER ID: 7864) and a section of the Chester-le-Street to Gateshead Roman Road (HER ID: 276). Harm to these assets are likely to be caused by ground moving activities such as top soil stripping, ground levelling and excavations for drainage, compounds and other construction related activities; and
- The loss and disturbance of hitherto unknown buried/surface archaeological remains spanning from the Prehistoric to the Modern period to survive within areas of previously undisturbed ground. Harm to any surviving archaeology is likely to be caused by ground moving activities such as top soil stripping, ground levelling and excavations for drainage, compounds and other construction related activities.

### **Operation**

6.2.13. Outlined below are potential impacts resulting from the operational phase of the Scheme:

- The Scheme has the potential to increase current traffic noise levels, and lighting that has the potential to have a detrimental effect on the appreciation of Bowes Railway SM, Lamesley Village CA (11883); Ravensworth Park CA (646); Birtley CA (11878) and Chowdene CA (11885); ten Grade II listed buildings; and
- Traffic noise levels, and lighting have potential to effect the setting of the locally listed Team Valley Trading Estate (HER ID: 7673) and Angel of the North.

### **MITIGATION**

6.2.14. Bowes Railway SM is considered by Historic England to be currently at risk of degradation due to poor maintenance and vandalism. The project team are currently consulting with Gateshead Council's Conservation Officer to determine potential enhancement measures which could include facilitating the understanding of the asset through signage and improvement of its current condition through good design.

### **Construction**

6.2.15. Potential mitigation for effects on cultural heritage during construction include:

- Where permanent or temporary land take cannot be avoided, an investigation strategy will be devised in consultation with the Senior Conservation Officer at Gateshead Council. This is likely to comprise a geophysical survey followed by a programme of intrusive trial trenching or archaeological monitoring;
- Ground investigation (GI) works involving trial pits will be monitored if within an area of archaeological sensitivity;
- SM consent will need to be sought from Historic England ahead of any works taking place within the Bowes Railway SM; and
- Unknown or above or below-ground archaeology encountered during construction would be mitigated through measures such as preservation by record or preservation in situ.

### **Operation**

6.2.16. As described above good design of the structures and provision of information and signage would facilitate the integration and enhancement of Bowes Railway SM; as would landscape planting around the extended Longbank Bridleway Underbridge.



## LIKELY SIGNIFICANT EFFECTS

- 6.2.17. Residual effects on above or below-ground archaeology during the operation phase would be negated through mitigation measures such as preservation by record or preservation in situ. Residual effects are therefore expected as a result of direct impacts on the setting of designated heritage assets during the operation phase. The significance of these effects will be known following the completion of a setting assessment.
- 6.2.18. Following the implementation of mitigation measures such as the careful design of Longbank Bridleway underbridge (See **Photograph 6-1**) and the introduction of signage, the setting of the Bowes Railway SM may be enhanced thus leaving a beneficial residual effect. Adverse residual effects are also expected on any conservation area, listed or locally listed buildings whose setting is considered to be harmed as a result of the Scheme. The approach may change depending on the outcome of the detailed assessment and the settings assessment.

**Photograph 6-1 - Longbank Bridleway Underbridge**



## FURTHER WORK FOR THE EIA

- 6.2.19. A detailed level of assessment on the cultural heritage impacts during construction and operation of the Scheme will be undertaken in accordance with the methodology sets out in the DMRB Volume 11, Section 3, Part 2, HA208/07 “Cultural Heritage” (see **Ref 6.3**). It will discuss the value of the heritage assets and their settings and their cultural heritage significance.
- 6.2.20. In addition to the assessment detailed in the Scoping Report (**Appendix D - Section 8.7, p.39, – Assessment Methodology**) and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:
- Of particular importance would be the impact of the Scheme on both the setting and physical structure of Bowes Railway SM and a Scheduled Monument consent would therefore be required from Historic England for works at Bowes Railway within the SM;
  - The Senior Conservation Officer at Gateshead Council will be consulted regarding potential enhancement measures for the Bowes Railway SM;

- A Zone of Visual Influence (ZVI) developed for the Landscape and Visual Assessment;
- The conclusion of the noise impact assessment will confirm the potential amenity effects and refine heritage assets sensitive receptors;
- Potential impacts on Ravensworth Castle will be considered; and
- Where appropriate, alterations to drainage patterns that might affect cultural heritage assets will be considered.

## 6.3 LANDSCAPE AND VISUAL EFFECTS

### INTRODUCTION

- 6.3.1. The Landscape and Visual Impact Assessment (LVIA) considers the two related topics of:
- **Landscapes:** they are an important component of the distinctiveness of any local area. They take their character from a combination of elements, including landform, land use and pattern, land cover/vegetation, open space and cultural heritage influences; and
  - **Visual amenity:** a view, its components and context can have a great effect on the quality of people's lives.

### EXISTING BASELINE KNOWLEDGE

- 6.3.2. Recreation and Tourism baseline can be found in the People and Communities **Section 6.8 to 6.8.17** of this PEIR.

#### Topography and Geology

- 6.3.3. The Southern end of the Scheme Footprint lies at 100 m Above Ordinance Datum (AOD), falling to 10 m AOD into the Team Valley at its northern end. The local landscape topography rises to the northeast at Springwell situated 2 km from the Scheme Footprint to approximately 150 m AOD. The land also rises to approximately 210 m AOD at Marley Hill, to the 4 km west of the A1 at the northern end of the Scheme Footprint.

#### Land Use and Open Spaces

- 6.3.4. There is a marked contrast land use surrounding the Scheme. Residential land use extends west and north of junction 67 forming the suburbs of Lobley Hill and Dunston Hill respectively. To the south of junction 65 further residential land use forms the suburb of Birtley.
- 6.3.5. North of junction 67 and extending to the north and east of the A1 is the Team Valley Trading Estate, an extensive area of offices, light industrial, warehousing and retail parks, representing one of the main local land uses.
- 6.3.6. The A1 represents the main demarcation between the urban land uses, associated in the main with the Team Valley Trading Estate to the north and east and the open farmland to the west and south. This open farmland to the west and south contains open agricultural land with large, regular fields, many of which are bounded by hedgerows with hedgerow trees. Woodland, bordering the A1 and extending into the wider landscape, forms a significant land cover bounding fields that are a mixture of arable and grazing.
- 6.3.7. Within this open farmland and to the south of junction 67 is the Tyne Marshalling Yard, comprising several railway sidings associated with the East Coast Main Line Railway. This represents a marked but localised change in land use.
- 6.3.8. Open spaces within Birtley have been used for housing infill in the past few years. However there is some evidence of urban fringe land uses including smaller paddocks for pony grazing around Birtley and Eighton Lodge. There are also recreational facilities, including a golf course and fishing lakes.
- 6.3.9. To the north of junction 66 is the iconic statue of the Angel of the North. This highly conspicuous landmark forms a gateway to the wider Newcastle / Gateshead conurbation. The statue is surrounded by open space; however views towards the A1 are largely screened by vegetation.

### Connectivity

- 6.3.10. There are a good number of footpaths and bridleways within 1 km of the Scheme Footprint, especially to the east of the A1 (where the urban areas are connected to the surrounding countryside) although there are fewer footpaths within the open space to the south-west of the A1 around Birtley. The footpaths and bridleways enable good connectivity between the urban and rural areas to the south of Harlow Green; however east-west links are severed by the A1 corridor, the East Coast Main Line and the River Team. There are points for pedestrians to cross these features on Smithy Lane / Lamesley Road, Moor Mill Lane and the A167 but the only off-road connection is a Bridleway (Longbank Bridleway).
- 6.3.11. Three Sustrans cycle route types lie within 1 km of the Scheme Footprint:
- Sustrans Regional Route 11;
  - Sustrans National Cycle Network – Local Route 2; and
  - Sustrans Local Routes.
- 6.3.12. As with the Public Rights of Way (ProW), there is some off-road connectivity for cyclists around Harlow Green. However, off-road east-west links are limited to Route 11 which follows the line of the SM and a separated cycle path at the roundabout with the A167, which joins an on-road cycle route into Birtley. Alternative crossing points are Smithy Lane. The residential areas at Birtley are poorly connected to the settlement to the east; cyclists needing to access this area are required to use the A1231.
- 6.3.13. The ProW within 1 km of the Scheme Footprint and the Sustrans cycle routes are shown on **Figure 6.4**.

### Vegetation

- 6.3.14. Linear belts of semi-mature broadleaf tree and shrub planting are located along the A1 including around junctions. The vegetation within the highway boundary integrates with vegetation in the surrounding area and acts as screening for nearby visual receptors. There are several, now fragmented areas of woodland cover along the length of the Scheme. These are Longacre Wood, Longacre Dene, Robins Wood, Lady Park and several unnamed areas that tie into the adjacent A1 corridor.

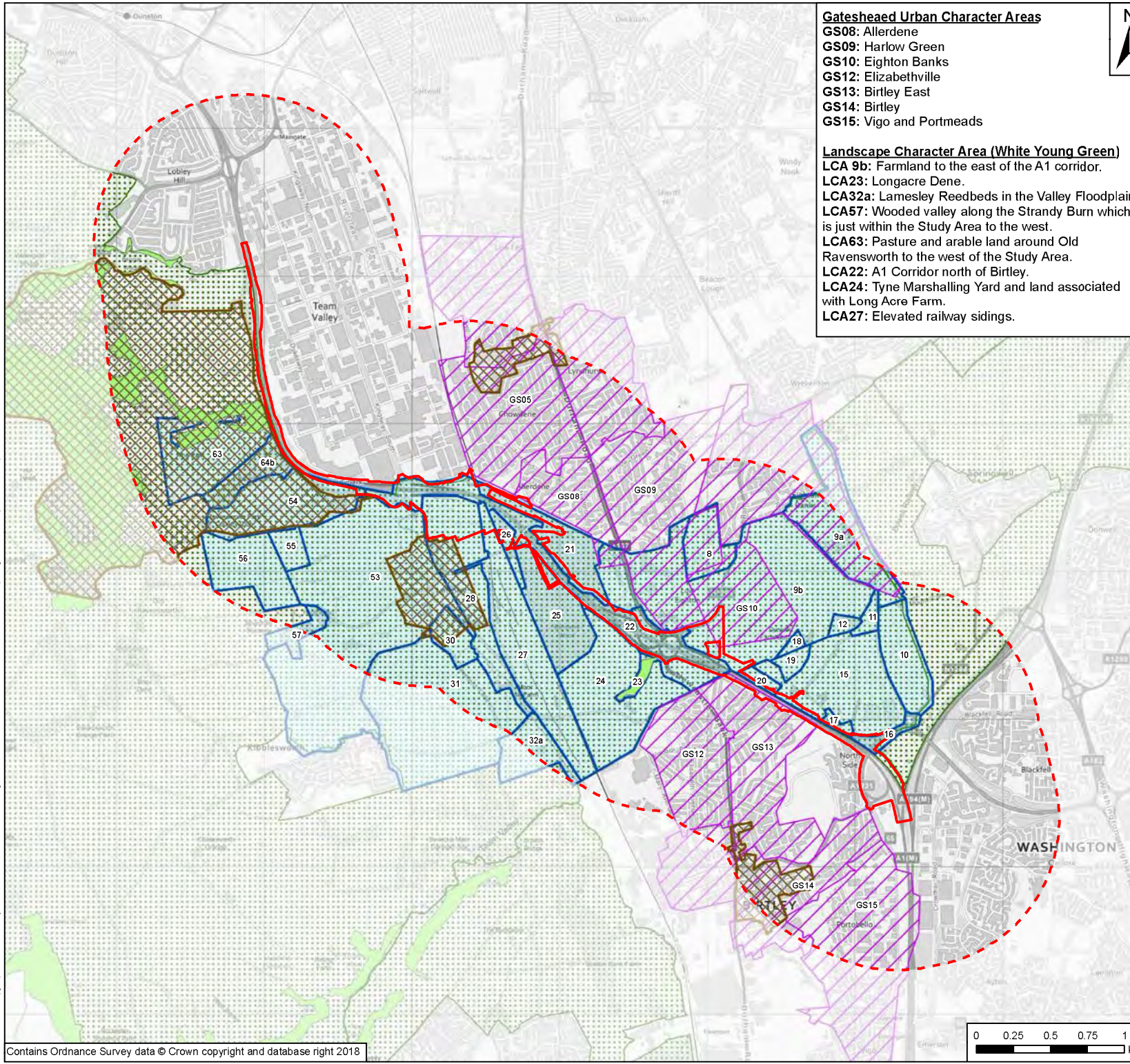
### Green Belt

- 6.3.15. Much of the Scheme Footprint falls within designated Green Belt land as shown in **Figure 6.3**, namely the Tyne and Wear Green Belt around Gateshead and Newcastle.

### Conservation Areas

- 6.3.16. This part of the A1 is adjacent or near four conservation areas:
- Ravensworth Conservation Area is to the west of the Team Valley. This contains the remains of a medieval castle and its boundary reflects the nineteenth century Ravensworth Estate. The boundary of the Conservation Area is immediately adjacent to the Scheme Footprint;
  - Lamesley Conservation Area lies approximately 300 m to the south and west of the Scheme Footprint;
  - Birtley Conservation Area lies approximately 550 m to the south west of the Scheme Footprint. It covers the historic centre of Birtley village; and
  - Chowdene Conservation Area lies approximately 530 m to the north of the Scheme Footprint.





**Gateshead Urban Character Areas**

- GS08: Allerdene
- GS09: Harlow Green
- GS10: Eighton Banks
- GS12: Elizabethville
- GS13: Birtley East
- GS14: Birtley
- GS15: Vigo and Portmeads

**Landscape Character Area (White Young Green)**

- LCA 9b: Farmland to the east of the A1 corridor.
- LCA23: Longacre Dene.
- LCA32a: Lamesley Reedbeds in the Valley Floodplain.
- LCA57: Wooded valley along the Strandy Burn which is just within the Study Area to the west.
- LCA63: Pasture and arable land around Old Ravensworth to the west of the Study Area.
- LCA22: A1 Corridor north of Birtley.
- LCA24: Tyne Marshalling Yard and land associated with Long Acre Farm.
- LCA27: Elevated railway sidings.



N

Key

- Scheme Footprint
- 1km Study Area
- Conservation Area
- Greenbelt
- Ancient Woodland
- Gateshead Urban Character Assessment
- Landscape Character Area (White Young Green)



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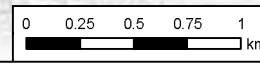
Project Title **A1 BIRTLEY TO COALHOUSE**

Drawing Title **Figure 6.3 - Landscape Sensitive Receptors Within 1km of the Scheme Footprint**

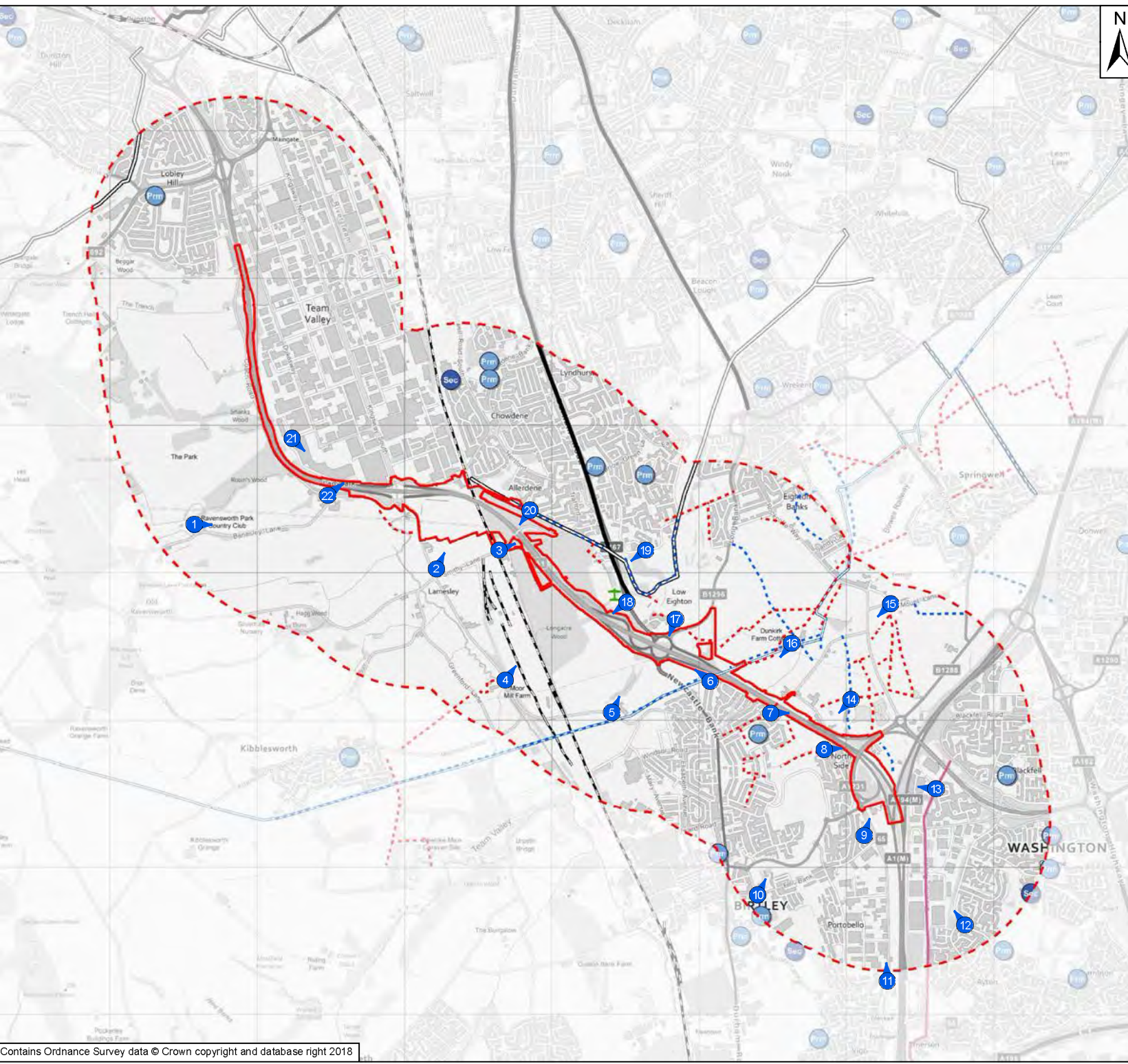
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Drawing Status **For Comment**      Suitability **S1**

Drawing Number	Project		Originator	Volume	Project Ref. No.
N/A	N/A		WSP		70041947
Revision					P01







- Key**
- Scheme Footprint
  - 1km Study Area
  - + Landmark - Angel of the North
  - Public Right of Way**
  - Bridleway
  - Footpath
  - Prim Primary School
  - Sec Secondary School
  - Railway Line
  - Sustrans Local Route**
  - = Local Route (Off Road)
  - = Local Route (On Road)
  - Sustrans Regional Route**
  - = Regional Route (Off Road)
  - Sustrans National Cycle Network (<75K)**
  - = Local Route (off road)
  - Viewpoint Locations
  - ← Direction of View

P01	12/01/18	First Issue	GH	NA	KS
Rev	Date	Description	By	Chk'd	App'd



Client: **highways england**

Project Title: **A1 BIRTLEY TO COALHOUSE**

Drawing Title: **Figure 6.4 Visual Receptors Within 1km of the Scheme Footprint**

Scale	1:25,000	Drawn	GH	Checked	NA	Approved	KS	Authorized	NR	
Original Size	A3	Date	12/01/18	Date	12/01/18	Date	12/01/18	Date	12/01/18	
Drawing Status	For Comment								Suitability	S1
Drawing Number	N/A		Originator	WSP		Volume			Project Ref. No.	70041947
BCH	Location	Type	Role	Number				Revision	P01	



### National Character Areas

- 6.3.17. The Scheme sits within National Character Area (NCA) 14 – Tyne and Wear Lowlands which extends from Newcastle upon Tyne and Tynemouth in the north to Durham in the south and is centred on the lower valleys of the Tyne and Wear, characterised by broadleaved woodlands. This NCA is densely populated and its history of urban settlement and industry has had a significant impact on its character. NCA 14 is crossed by major north-south transport routes including the A1 and the East Coast Main Line railway.

### Local Landscape Character Areas

- 6.3.18. The majority of the 1 km radius from the Scheme lies within the Metropolitan Borough of Gateshead, with a small section lying within the Metropolitan Borough of the City of Sunderland. Gateshead Council has two existing Landscape Character Assessments (LCAs) which are not adopted. The most recent LCA was undertaken in 2007 by White Young Green<sup>3</sup>. This divided the borough into six broad landscape character types. The Scheme sits within the Team Valley LCA. The LCA then subdivides this Character Area into 33 smaller landscape character areas as detailed on **Figure 6.3**.
- 6.3.19. The Team Valley LCA crosses the Scheme from east to west. This LCA is bounded by Gateshead to the north and east and Birtley to the south. It includes the villages of Lamesley, parts of Birtley and Kibblesworth and its key characteristics are summarised as:
- A predominantly agricultural area, of both pastoral and arable farming;
  - Evidence of rectilinear 19<sup>th</sup> century field patterns to the western valley slopes;
  - A landscape dissected by the busy East Coast Main Line;
  - Hedgerow field boundaries with large number of hedgerow trees remaining;
  - Diverse landscape uses within the area to the south of Kibblesworth e.g. water treatment works, caravan park and reclaimed quarry; and
  - Long distance views of the Angel of the North.
- 6.3.20. The landscape character of this LCA is described as open, with views of Gateshead and Newcastle possible. The East Coast Main Line severs the existing infrastructure and forms a strong visual and audible element of the landscape. The landscape condition of this LCA is described as being reasonably good, with the retention of hedgerows. The landscape mostly remains in agricultural use.
- 6.3.21. The LCAs were assessed individually in terms of their landscape character and condition, architecture and settlement form and gave a landscape sensitivity and capacity assessment.
- 6.3.22. Gateshead Council's '*Made in Gateshead*' Urban Character Assessment was produced in 2011. The Urban Character Areas which are within the Scheme Footprint or close to the Scheme are described in **Table 6-3** below and illustrated on **Figure 6.3**.

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<sup>3</sup> White Young Green (2007) Landscape Character Types

**Table 6-3 – Gateshead Urban Character Areas within 1 km of the Scheme Footprint**

<b>URBAN CHARACTER AREA</b>	<b>DESCRIPTION</b>
GS05- CHOWDENE	Chowdene is a residential suburb located south of Low Fell. The area is dominated by housing and large estates built from the inter war period onwards. The oldest and historically most interesting properties are located on either side of Chowdene Bank. Further south the area is dominated by residential estates which are typical of those built throughout the Borough from the 1930s onwards. Joseph Swan Secondary School is an important building in terms of serving the surrounding residential neighbourhoods. Other land uses include a number of pubs, a nursing care home, residential housing and a secondary school.
AREA GS08 – ALLERDENE	Developed between the 1960s and 1980s, the character of the area is dominated by butterfly roofed houses and the landmark buildings of two tower blocks. Views out of the area include the Angel of the North, the A1 and Team Valley where the landform slopes to the west and south. Land use is predominantly residential, of homogenous housing of poor quality.
AREA GS09 – HARLOW GREEN	This is primarily a 1960s residential estate laid out in cul-de-sacs which segregate pedestrians and vehicles. To the south and north of the character area there is a pair of tower blocks. To the west of the area there is the Ravensworth Golf Course, which adds to the suburban feel of the estate. The majority of views are contained apart from the southern part of the estate where the sloping land affords open views. Durham Road runs along the west boundary of the area and the noise from this busy road and the A1 to the south have a negative impact on the area. There are some historic stone buildings which have survived.
GS10 – EIGHTON BANKS	This area is mainly residential but has a mix of architectural styles and ages, dating from the 19 <sup>th</sup> century to the 1960s. Land use is mainly residential with a dominance of council housing. The area has a significant amount of green open space, including allotments and agricultural land. The landform falls away to the south, with views of the Angel of the North and beyond. Three residential roads including Springfield Avenue located just outside of the Study Area have been noted for their special character of older stone buildings, larger back gardens and deciduous trees. Long Bank is the main route through Eighton Banks.

## Sensitive Receptors

6.3.23. Through evaluation of baseline information the following landscape and visual sensitive elements have been identified as shown on **Figures 6.3** and **6.4** respectively:

### Landscape

- Trees and vegetation (including Longacre Dene and Hill Head Wood Ancient Woodlands);
- Local Landscape Character;
- Character of Conservation Areas; and
- Green Belt openness.

### Visual

- Users of Ravensworth Golf Club;
- Users / residents of the Angel View Inn;
- Residents of the Eighton Lodge Residential Care Home;
- Residential Properties along the A1231 in Birtley (Brightlea, Northside, Banesley Lane, Coach Road) and Birtley East (Malone Gardens, Crathie, Dene Court, North Dene, Long Bank); in Eighton (Lodge and on Durham Road); in Allerdene (Woodford, Salcombe Gardens) and in Lamesley Village;
- Residential Properties – Rural residential viewpoints at fishing tackle shop, Angel of the North Fishing Lakes and near Northside farm;
- Users of Public Rights of Way and other recreational trails (cycle networks, footpaths);
- Users of the Angel of the North fishing lakes near Northside Farm;
- Visitors to the Angel of the North;
- Users of the East Coast Main Line;
- Users of primary and secondary schools (Ravensworth Terrace, St Joseph's RC, Birtley East Community, St Anne's RC, Harlow Green Community, Blackfell, Oakfield Infant School, Oakfield Junior School, Joseph Swan Academy);
- Users of Team Valley Trading Estate; and
- Visitors of the Watergate Forest Park LWS.

## POTENTIAL IMPACTS

### Construction

6.3.24. The potential impacts on landscape character and visual receptors could include the following:

- Temporary and permanent inclusion of new features for the Scheme including land profiling and the provision and location of the site compound(s) during construction;
- The removal for construction and replanting of some vegetation which currently provides integration and filtering of views from and to the surrounding areas, particularly affects properties near the Scheme;
- Potential loss of woodland within the Scheme Footprint or adjacent: Longacre Wood and Bowes Railway Local Wildlife Sites (LWS); Dunkirk Farm West; and Longacre Dene and Hill Head Wood Ancient Woodlands and LWS;
- Visual effects as a result of construction operations including site hoardings, construction compounds and construction traffic for the Scheme;
- Effects of temporary lighting of the construction area for the Scheme during the construction period; and

- Temporary construction impact upon the setting and views to the Angel of the North from the existing A1.

### **Operation**

6.3.25. Presently, potential impacts on landscape character and visual receptors anticipated to arise as a result of the operation of the Scheme include:

- Potential changes in landscape character due to the scale of the Scheme, including introduction of new features such as the replacement Allerdene Bridge;
- The Scheme would potentially create permanent changes in local landscape character due to the removal of maturing highway woodland and vegetation adjacent to Longacre Dene and Hill Head Wood Ancient Woodland sites;
- The Scheme would potentially create permanent changes in local landscape character due to the removal of maturing highway woodland to Longacre Wood LWS;
- Visual changes would potentially affect residential properties with views of the existing corridor and would occur from the operation of the Scheme;
- Potential impact upon the setting and views to the Angel of the North from the existing A1;
- Landscape and visual effects of possible additional permanent road lighting (although this is likely to utilise LED technology with dimming capability for future integration of the Highways England Motorway Road Lighting Control System (MoRLiCS), signage and gantries in-line with the A1 NGWB Signing Strategy and lighting; and
- Short term effects from the delay in establishment of mitigation planting implemented as part of the Scheme up to year 15.

### **MITIGATION**

6.3.26. Mitigation developed during the design may comprise the following measures, where appropriate:

- Use of well thought out landscape planting to reflect the local character of the Scheme;
- Landscape planting may also perform a visual screening role where vegetation has been removed to enable the works or where the new road corridor will have potential adverse effects on visual receptors;
- Consideration will be given to the setting of the Angel of the North, Ravensworth, Birtley, Chowdene and Lamesley Conservation Areas. The retention of existing vegetation, where possible, will help to reduce potentially adverse effects on these receptors;
- Links and views between the A1, the East Coast Main Line and the Angel of the North will be maintained as far as possible.
- Replacing and extending areas where vegetation is removed as a result of the Scheme and provide additional mitigation planting to further reduce potentially significant adverse effects; and
- Space created through the decommissioning of parts of the existing road corridor and bridge will be considered during preliminary design as part of the overall mitigation strategy to offset potential effects, and integrate the Scheme within the landscape and surrounding woodlands.

### **LIKELY SIGNIFICANT EFFECTS**

#### **Landscape**

6.3.27. It is expected that there would be residual effects on the perception of landscape character with the potential to be significant due to:

- The scale of the Scheme;
- The introduction of new features including the replacement Allerdene Bridge and lighting; and
- Removal of maturing highway woodland and vegetation connection to Longacre Wood LWS.

### Visual

6.3.28. It is expected that there would be residual effects on visual amenity with the potential to be significant due to:

- The introduction of new features including the replacement Allerdene Bridge and gantries, new signage, technology assets and lighting which would likely result in residual effects on residential properties as well as views to the Angel of the North.

### FURTHER WORK FOR THE EIA

6.3.29. A detailed level assessment on the potential changes in the existing views, taking into account the extent to which the Scheme would be visible from the surrounding residential properties, footpaths, open spaces, educational buildings and commercial and retail estates will be undertaken in accordance with the guidance provided in IAN 135/10 Landscape and Visual Effects Assessment (see **Ref 6.4**), and the Guidelines for Landscape and Visual Impact Assessment (Third Edition) (see **Ref 6.5**) (GLVIA), published by the Landscape Institute and IEMA (2013).

6.3.30. In addition to the assessment detailed in the Scoping Report (**Appendix D – Section 9.7, p.54, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:

- Ravensworth Golf Club users / residents of the Angel View Inn, and residents of the Eighton Lodge Residential Care Home will be considered when selecting and finalising representative viewpoints with the Local Planning Authority (LPA) officers;
- The ES will describe how the Zone of Visual Influence (ZVI) will be defined and subsequently refined on site, including exploring the availability of views from sensitive receptors such as the Ravensworth Golf Course, beyond the initial 1 km study area from the Scheme Footprint;
- Locations of the viewpoints and photomontages will be agreed with Gateshead Council and views between the A1, Angel of the North and the East Coast Main Line will be included; and
- Potential impacts on Longacre Dene and Hill Head Wood Ancient Woodland will be considered as part of the Landscape and Visual Impact Assessment.



## 6.4 BIODIVERSITY

### INTRODUCTION

6.4.1. This section considers the implications of the Scheme on biodiversity during the construction and operational phases and any potentially significant effects.

### EXISTING BASELINE KNOWLEDGE

#### Designated Sites

- 6.4.2. No European designated sites<sup>4</sup> were identified within the desk study search radius (10 km and 30 km for European sites where bats are one of the qualifying interests). However, a single UK designated site was identified within the 2 km study area from the Scheme Footprint. Norwood Nature Park Local Nature Reserve (LNR) is approximately 1 km north of the Scheme Footprint and is designated for its areas of mature woodlands, wildflowers, rich grassland and wetlands.
- 6.4.3. UK statutory designated sites are those sites which are designated under UK domestic legislation such as the Wildlife and Countryside Act 1981 (as amended), which includes Sites of Special Scientific Interest (SSSI). UK non-statutory designated sites are those sites which are applied at the local level, and are not underpinned by legislation.
- 6.4.4. There are a total of 14 Local Wildlife Sites (LWS) previously known as Sites of Nature Conservation Importance (SNCI), as detailed in **Table 6-4** below, forming four wildlife corridors identified within the 2 km of the Scheme.

**Table 6-4 – Local Wildlife Sites within 2 km of the Scheme Footprint**

Gateshead Council ID – Site Name	Distance from the Scheme Footprint	Designation Criteria
GAT94 – Sheddons Hill	260 m north	Habitats, specifically herb rich meadow and acid grassland species.
GAT116 – Dunkirk Farm East	500m east	Open water plant community and large numbers of damselflies breeding in the pond as well as common frog, smooth and palmate newts.
GAT47 – Dunkirk Farm West	Within the Scheme Footprint	Grassland habitat and the open grassland, tall-herb communities, scrub and hedgerow habitat along the disused wagon way.
GAT24 – Bowes Railway	Within the Scheme Footprint	Wildlife corridor and mosaic of habitats along its length.

<sup>4</sup> Which are those designated under international Conventions and European Directives – principally Ramsar Sites, Special Areas of Conservation (SAC) and Special Protection Areas (SPA)



Gateshead Council ID – Site Name	Distance from the Scheme Footprint	Designation Criteria
GAT144 – Longacre Dene	Adjacent	Ancient semi-natural woodland in an urban area where ASNW is scarce.
GAT69 – Longacre Wood	Within the Scheme Footprint	Habitats and provision of habitat in an urban setting.
GAT145 – Lamesley Meadows/Lamesley Pastures	800m South West	Habitats and its provision for a variety of breeding wading birds.
GAT25 – Birtley Union Brickworks	940 m South West	Lowland mixed deciduous woodland, ponds, species-rich grassland.
GAT57 – Hagg Wood and Mitcheson’s Gill	875 m South West	Lowland mixed deciduous woodland.
GAT75 – Moor Mill Farm Pastures	480 m South West	Ponds and rivers.
GAT82 – Ravensworth Ponds and Wood	Adjacent	Lowland mixed deciduous woodland, ponds.
GAT107 – Urpeth Bottoms	1.7 km South West	Information not available at the time of writing. This will be updated in the ES.
GAT141 – Watergate Forest Park Lake	1.3 km North West	Wetlands, woodlands, wildflower meadows.
GAT149 – Bowes Valley Nature Reserve	1.2 km South West	Ponds, species-rich grassland.
GAT152 – Saltwell Park Lake	1.7 km North East	Information not available at the time of writing. To be updated in the ES.

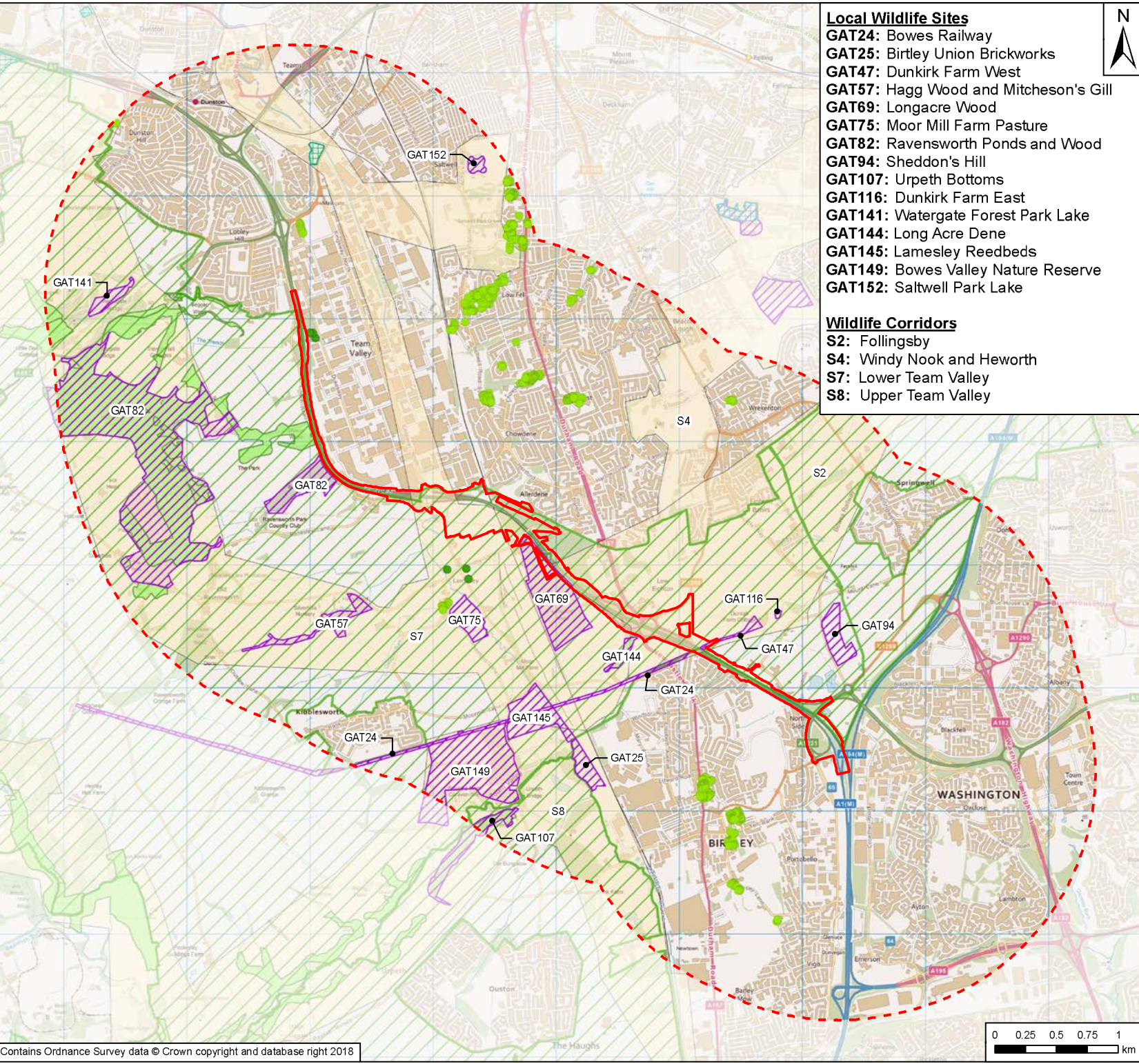
6.4.5. **Figure 6.5** below summarises those ecological designations and irreplaceable habitats, such as ancient woodland within 2 km of the Scheme Footprint.

### Habitats

6.4.6. A Preliminary Ecological Appraisal (PEA) identified baseline conditions and evaluated the importance of any ecological features present (or those that could be present) within the Scheme Footprint. The main habitats identified during the Phase 1 Habitat survey within 2 km of the Scheme (See **Photographs 6-2 – 6-5**) are dominated by the following:

- Broadleaved plantation woodland;
- Scrub; and





**Local Wildlife Sites**

- GAT24: Bowes Railway
- GAT25: Birtley Union Brickworks
- GAT47: Dunkirk Farm West
- GAT57: Hagg Wood and Mitcheson's Gill
- GAT69: Longacre Wood
- GAT75: Moor Mill Farm Pasture
- GAT82: Ravensworth Ponds and Wood
- GAT94: Sheddons Hill
- GAT107: Urpeth Bottoms
- GAT116: Dunkirk Farm East
- GAT141: Watergate Forest Park Lake
- GAT144: Long Acre Dene
- GAT145: Lamesley Reedbeds
- GAT149: Bowes Valley Nature Reserve
- GAT152: Saltwell Park Lake

**Wildlife Corridors**

- S2: Follingsby
- S4: Windy Nook and Heworth
- S7: Lower Team Valley
- S8: Upper Team Valley



**Key**

- Scheme Footprint
- 2km Study Area
- Ancient Woodland Inventory
- Local Nature Reserve
- Local Wildlife Site
- Wildlife Corridor
- Greenbelt
- Tree Preservation Orders
- Veteran Trees

P01	12/01/18	First Issue	GH	NA	KS
Rev	Date	Description	By	Chk'd	App'd

Client

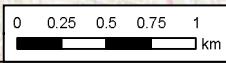
Project Title **A1 BIRTLLEY TO COALHOUSE**

Drawing Title **Figure 6.5 Ecological Designations Within 2km of the Scheme Footprint**

Scale	Drawn	Checked	Approved	Authorised
1:30,000	GH	NA	KS	NR
Original Size	Date	Date	Date	Date
A3	12/01/18	12/01/18	12/01/18	12/01/18

Drawing Status **For Comment** Suitability **S1**

Drawing Number Project	Originator WSP	Volume	Project Ref. No. 70041947
N/A			Revision P01
BCH Location	Type	Role	Number





- Grassland with less dominant habitats comprising hedgerow, bracken, hardstanding, shrub and both standing and running water.

**Photograph 6-2 - Swathe of woodland on verge of northbound carriageway, junction 65**



**Photograph 6-3 - Scrub and tall ruderal vegetation on verge of southbound carriageway**





Photograph 6-4 - Lamesley Pastures, south west of the Scheme at junction 67



Photograph 6-5 - Mosaic of habitats outside the Scheme Footprint



## PROTECTED SPECIES

- 6.4.7. Preliminary ecology surveys have been undertaken along the Scheme Footprint and its surroundings. As a result, it was considered that there is potential for the following protected species: nesting birds, reptiles, great crested newts, red squirrel, bats, badger and birds. Assumed absence of reptiles has been concluded following the full dedicated species survey. Further dedicated protected species surveys for red squirrel, badger, wintering birds, breeding birds and bats are in the process of being undertaken. **Table 6-5** provides a summary of the protected species surveys undertaken in the survey area in 2016 and 2017 to inform the ongoing environmental assessment work.

**Table 6-5 – Summary of Protected Species Undertaken to Date**

	<b>Baseline Summary</b>
PEA - Extended Phase 1 Habitat Survey	<p>Carried out in March – April 2015. Habitats of varying importance identified. No further vegetative surveys were identified but further protected/notable species surveys were identified as detailed below.</p> <p>An update PEA is planned for March 2018 to update the previous survey and take into account changes to the Scheme Footprint.</p>
Bats	<p>Bat activity surveys were carried out during November 2017. Eight overbridges and underpasses were assessed. Six of the eight structures have 'Moderate' suitability to support roosting bats. Therefore, there is a further survey requirement (see <b>Section 6.4.17</b>), for the following structures:</p> <ul style="list-style-type: none"> <li>■ Eighton Lodge Slip Road;</li> <li>■ Eighton Lodge North;</li> <li>■ Eighton Lodge South;</li> <li>■ Allerdene Railway Underbridge;</li> <li>■ Smithy Lane Overbridge; and</li> <li>■ North Side Overbridge.</li> </ul> <p>Longbank Bridleway Underbridge was recorded as having no potential for roosting bats and was therefore assigned a negligible level of potential. However, the structure has potential to be used as a crossing point by bats.</p>
Great Crested Newts	<p>Out of eight waterbodies two returned positive Edna results for Great Crested Newts. The remaining waterbodies returned negative results for this species.</p> <p>Amphibians recorded include smooth newt, common toad, common frog and possible palmate newt. Impacts will be confirmed in the EIA.</p>
Riparian Mammals (Otter, Water Voles)	<p>The update surveys in 2016 identified that the River Team has negligible potential to support water vole on this particular stretch. The river could support otter commuting and foraging activity, though this is considered unlikely. No potential holts or resting sites were identified within the Survey Area.</p> <p>Surveys concluded that riparian mammals are likely absent and no further survey is required.</p>
Reptile	<p>No reptiles identified. Likely absent. No further survey required.</p>

	<b>Baseline Summary</b>
Wintering Birds	At the time of writing two wintering bird surveys have taken place. A further two surveys will be carried out in February 2018.

## POTENTIAL IMPACTS

### Construction

- 6.4.8. The potential impacts of construction on ecological features could include the following:
- Direct and indirect effects on legally protected and/or priority species will result due to general construction site activities through severance, fragmentation, dividing of habitats and reduction in biodiversity. Disturbance, displacement will likely occur and there is the potential for mortality/injury of species through construction activities;
  - Direct habitat loss, damage, fragmentation and loss of biodiversity are likely to occur during construction of the Scheme. The loss of woodland habitat would potentially impact bats, badger, red squirrel and nesting birds. Loss of grassland habitat would potentially impact badger and great crested newts whilst loss of scrub would potentially impact bats, great crested newts and nesting birds;
  - Disturbance to species and potentially retained habitats will occur during construction. Noise, light, visual and vibration pollution will impact the habitats and further increase disturbance to surrounding habitats;
  - Pollution of retained habitats (in the form of dust, run-off and material deposition) would potentially impact protected and/or notable species occupying such habitats. This may reduce habitat suitability for certain species;
  - Damage to retained habitats and adjacent water courses (River Team and other water courses culverted beneath the A1) during construction, as a result of, for example, accidental pollution, discharge of materials or changes in hydrology;
  - Direct impacts on Longacre Wood Local Wildlife Site (LWS), Dunkirk Farm West LWS and Bowes Railway LWS due to vegetation clearance directly within the Scheme Footprint;
  - Dispersal of invasive species during site clearance; and
  - Indirect impacts on Longacre Dene LWS due to adjacent vegetation clearance.

### Operation

- 6.4.9. The effects on ecological receptors which would potentially occur as a result of the operation of the Scheme include:
- Disturbance to species (e.g. bats) from increased levels of light, noise and pollution;
  - Direct hydrological effects to Longacre Dene LWS and Ancient Woodland;
  - Direct mortality through traffic collisions; and
  - Damage or disturbance on vegetation from polluted road traffic spray and surface water drainage.

### MITIGATION

- 6.4.10. Avoidance and mitigation measures will be further investigated once Scheme specific details are known and associated impacts assessed during the EIA. Design and enhancement measures may comprise the following, where appropriate:



- The Scheme should seek to achieve no net loss in biodiversity in line with Highways and as promoted under the National Planning Policy Framework (NPPF) (2012) and the Biodiversity Plan (see **Ref 6.6**). An assessment of the Scheme in relation to the Highways England No Net Loss requirements will be undertaken;
- Enhancement of existing habitat;
- Replacement of lost habitat;
- Provision of locally sourced native tree species which support large numbers of invertebrates, to maximise foraging and commuting resources for bats and birds;
- Planting of native trees and hedgerows to enhance the wildlife corridors between Longacre Wood LWS and Longacre Dean LWS;
- Planting of native trees and hedgerows to enhance the Dunkirk Farm West LWS and Bowes Railway LWS wildlife corridors; and
- Additional planting of strategically placed native hedgerows to increase diversity of native species and strengthen wildlife corridors.

### **Construction**

6.4.11. Mitigation during construction would be likely to include the following measures:

- Disturbance during construction would include working method statements to address potential impacts on species and, where appropriate, Natural England licences would be sought;
- Buffer zone around invasive species areas to avoid spreading;
- Vegetation removal would be programmed outside the bird breeding season (approximately March to September). Any vegetation removal undertaken outside these times would be checked by a suitably qualified ecologist; and
- Directional lighting would be used to reduce adverse effects on fauna for example foraging and commuting bats.

### **Operation**

6.4.12. Design and enhancement measures detailed in **Sections 6.4.10-11** above, would seek to minimise and, where possible, enhance biodiversity during operation.

### **LIKELY SIGNIFICANT EFFECTS**

6.4.13. The predicted potential significant effects upon habitats likely to be affected by the Scheme is as below:

#### **Invasive Species**

- Beneficial effect due to the removal of invasive species.

#### **Mixed Plantation Woodland**

- The Scheme construction would result in the loss of a proportion of this habitat where the Scheme runs through Longacre Wood, Bowes Railway and Dunkirk Farm West LWSs. This would be permanent and is likely to present a significant adverse effect.

#### **Improved Grassland**

- The Scheme construction would result in the loss of a proportion of this habitat where the Scheme runs to the north of Sandy Lane, Lamesley. This loss will be permanent, but is unlikely to present a significant adverse effect due to the size of the area lost and the relative abundance of similar habitat in the immediate surrounds. In order to determine the significance of effects on improved grassland, an assessment of the potential impacts of the Scheme will be assessed in the EIA.

6.4.14. The predicted potential significant effects upon protected species likely to be affected by the Scheme is as below:

#### **Bats**

- Roosting bats may be present within bridges. During construction, noise and vibration from drilling and digging into the structures may affect roosting bats. The works could disturb foraging and commuting bats using affected habitats. These effects would be of temporary duration; and it is known that commuting and foraging bats are already subject to disturbance from the operation of the A1. Floodlighting used during nights works (if required) could disturb bats or prevent them from using, or cause severance of, regular commuting routes or foraging areas. The results of further surveys in addition to further design and construction information will inform the EIA.

#### **Breeding Birds**

- Loss of nesting habitat during construction works is not considered to have a significant effect on breeding birds within the majority of the Scheme. However, there is an area south of junction 65 which may result in significant effects to breeding birds should it be impacted by the Scheme. No significant effects to breeding birds are anticipated, provided that mitigation recommended within this report is followed. This will be subject to the results of the breeding bird surveys and will be assessed in the EIA.

#### **Wintering Birds**

- The Scheme construction is likely to be a source of additional noise and visual disturbance to wintering birds. This will only be temporary, however, this is an area already subject to high levels of disturbance from the current A1. There will also be temporary land take of wintering bird habitats immediately adjacent to the current A1. The impacts of this will be further assessed in the EIA following the completion of the wintering bird surveys being undertaken in February 2018.

#### **Great Crested Newt (GCN)**

- GCN may be present within the Scheme Footprint. A Natural England (NE) Rapid Risk Assessment will be undertaken in the EIA, in order to determine the significance of effects on the GCN population as a result of the Scheme.

#### **Red Squirrel**

- The habitats present within the Scheme Footprint provide suitable opportunities for red squirrel. A full survey for this species will be carried out in spring 2018. If this species is identified, it would be subject to habitat loss and to additional disturbance through construction activities.

#### **Badgers**

- Badger surveys will be undertaken in March 2018. The outcome of these surveys will enable us to identify if there are any direct or indirect impacts on badgers. This will be assessed in the EIA and appropriate, including any licensing requirement, will be identified.

#### **FURTHER WORK FOR THE EIA**

6.4.15. A detailed level assessment of potential impacts on biodiversity during the construction and operational phases will be undertaken in accordance with the methodology set out in the Guidelines for Ecological Impact Assessment (see **Ref 6.7**) and IAN 130/10 (see **Ref 6.8**)

(IAN 130/10), which supplements the DMRB Volume 11, Section 3, Part 4 “Ecology and Nature Conservation” (see **Ref 6.9**).

- 6.4.16. In addition to the assessment detailed in the Scoping Report (**Appendix D – Section 10.7, p.64, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:
- An updated Preliminary Ecological Appraisal will be undertaken during 2018, ahead of the production of the ES, including a new data search and review / assessment of that data. This update will include:
    - Re-assessment of all LWS located within the search radii;
    - Consideration of the potential impacts to Shibdon Pond SSSI;
    - A review of invertebrate data;
    - Consideration of the potential impacts to freshwater ecology, to be included within the ES, if appropriate; and
    - Consideration of the potential impacts on fish populations to be included within the ES, if appropriate.
- 6.4.17. The following field surveys will be undertaken during the appropriate season to allow results to be used during to inform the assessment:
- Wintering bird surveys – two further surveys will be undertaken in February 2018;
  - Red squirrel survey - February 2018;
  - Badger survey - February 2018;
  - Updated Extended Phase 1 Habitat Survey including Invasive Species - March 2018;
  - Bat surveys – two emergence / re-entry survey (a single dusk and single dawn) in May 2018; and
  - Breeding bird surveys - between March and May 2018.
- 6.4.18. The findings of the proposed field survey work will be evaluated and presented in the ES.

## 6.5 GEOLOGY AND SOILS

### INTRODUCTION

- 6.5.1. This section considers the implications of the Scheme on geology and soils during the construction and operational phases and any potentially significant effects.

### EXISTING BASELINE KNOWLEDGE

#### Geology

- 6.5.2. British Geology Survey (BGS) maps show a large area of Made Ground beneath the existing carriageway east of junction 67 and south of Smithy Lane overbridge for approximately 300 m and 400 m respectively. The Scheme Footprint is also underlain by Made Ground south of Smithy Lane overbridge for approximately 100 m to the east.
- 6.5.3. Drift deposits are shown to comprise Alluvium along the route of the River Team underlying the existing carriageway for approximately 250 m at junction 67. The remainder of the site is underlain by Glacial Till along the side of the Team Valley to junction 65 in the south.
- 6.5.4. Solid geology comprises the Pennine Middle Coal Measures, indicated to underlie the length of the road and primarily comprising of the High Main Post Member (sandstone), over sandstones, mudstones, siltstones, and coal. A number of coal seams are indicated to sub-crop below the existing and proposed carriageways.
- 6.5.5. Coal Authority records state that the Scheme is within the likely zone of influence from workings in thirteen seams of coal from shallow to 240 m below ground level (bgl). Numerous pits, shafts and adits, both associated with the main collieries, and individuals, are present on and in close proximity to the site. The Coal Authority records eleven shafts and two adits on or within close proximity to the site. From review of the Ordnance Survey, geological mapping, abandonment plans, and coal seam plans it is considered that seventeen shafts / adits may be present on or in close proximity to the Scheme.

#### HYDROGEOLOGY

- 6.5.6. The underlying alluvium is classified by the Environment Agency as a Secondary A Aquifer, and the Glacial Till as Unproductive Strata. The underlying Middle Coal Measures are classified as a Secondary A Aquifer.
- 6.5.7. The Scheme is not within a Groundwater Source Protection Zone (SPZ), nor is one present within 250 m of the Scheme site. There are no licenced groundwater abstraction points on site or within 250 m of the site.
- 6.5.8. Groundwater strikes were recorded in available historical borehole records within the superficial deposits between 1.80 m bgl and 7.62 m bgl (pre-construction of existing A1 levels).

#### HYDROLOGY

- 6.5.9. There are a number of surface water features within the Scheme Footprint. These include the following:
- River Team which flows south to north under junction 67;
  - An ordinary watercourse associated with Allerdene culvert, a below surface culverted drain, east of junction 67 slip roads;
  - A culvert 150 m southeast of Smithy Lane Bridge;
  - A culvert 400 m southeast of Smithy Lane Bridge;

- An ordinary water course in the Longacre Dene – a culvert immediately to the northwest of junction 66;
- A culvert 500 m southeast of Junction 66; and
- Bassett's Pond, a secondary river, flowing to the northeast is culverted beneath the A1 to the north of Junction 65.

6.5.10. Relevant features outside the Scheme Footprint comprise:

- Foxpond Fishery to the immediate east of junction 65; and
- Bowes Lake and Lookout Lake to the north of junction 65.

### **UNEXPLODED ORDNANCE**

6.5.11. A desk based unexploded ordnance (UXO) assessment identified a moderate risk associated with encountering below ground UXO, subject to further more detailed analysis to be undertaken as part of the Ground Investigation (GI) works. The GI works are currently underway and due to complete in spring / summer 2018.

### **DESIGNATED SITES**

6.5.12. There are no geological SSSIs or Regionally Importance Geological Sites (RIGS) within 250 m of the Scheme Footprint.

### **POTENTIAL SOURCES OF CONTAMINATION**

6.5.13. Based on a review of publically available desk based information the following potential sources of contamination have been identified within 250 m of the Scheme Footprint:

- One recorded historical landfill within the Scheme Footprint described as Ravensworth Anne Pit Heap, located south of Smithy Lane and to the east of the East Coast Main Line;
- One historical landfill (Northside Eighton Banks) located outside the Scheme Footprint approximately 250 m to the north of the carriageway between junction 65 and junction 66;
- Contamination arising from fuel/oil spillages from vehicles using the existing carriageway;
- Mine gases; and
- Areas of made ground.

### **POTENTIAL CONTAMINANT PATHWAYS**

6.5.14. Potential pathways include:

#### **Human Health**

- Direct contact, soil ingestion and inhalation; and
- Migration and accumulation of ground gas in excavations and inhalation/asphyxiation by site preparation, earthworks, and construction and maintenance workers.

#### **Controlled Waters**

- Infiltration of rainwater and leaching of contamination to shallow groundwater;
- Migration from groundwater into surface water bodies (main drains, network drains, ponds); and
- Lateral and vertical leaching of contaminants into the underlying Secondary A Aquifer.

#### **Sensitive Receptors**

6.5.15. The following geology and soils sensitive receptors have been identified:



- Human Health: Construction workers, adjacent site users (visitors/workers), future site users and below ground maintenance workers;
- Controlled Waters: Surface water courses (primarily River Team) and Groundwater (Secondary A Aquifer); and
- Soil: Agricultural Land Grade 3 undifferentiated.

### **POTENTIAL IMPACTS**

6.5.16. Highway construction and operation can have a significant effect on geological and soil resources. Therefore it is important to understand the potential significant effects of the Scheme on sensitive soil and geological related receptors. The converse also applies, in that the existing soil conditions of a site can impose constraints on a proposed development; for example, where land has been contaminated due to a past industrial use.

#### **Construction**

6.5.17. The potential impacts of construction on geology and soils could include the following:

- Loss of permanent and temporary agricultural land for construction of the Scheme via land take;
- Reduced soil quality, organic matter decline, erosion, over-compaction and sealing;
- Disturbance of contaminated ground during earthworks phase resulting in mobilisation of contaminants impacting controlled water bodies;
- Disturbance of contaminated ground resulting in release of contaminated soil dust to the surrounding environment;
- Disturbance of the ground resulting in release of mine gases into enclosed spaces (utility chambers, excavations);
- Potential exposure to contamination associated with the ground and effects on human health (e.g. ground workers and third parties);
- Disturbance of the geological strata which could lead to changes in the groundwater regime;
- Potential for ground instability and potential effects on construction workers; and
- The construction works being a potential source of contamination via the use of heavy plant and potential for associated fuel/oil spills.

#### **Operation**

6.5.18. During operation, the potential impacts are considered to be as follows:

- Its use as a highway and potential for fuel/oil spills and spills of hazardous loads;
- Potential exposure of future road users to contamination and effects on human health (e.g. third parties); and
- Disturbance of the geological strata which could lead to changes in the groundwater regime.

### **MITIGATION**

6.5.19. Mitigation may comprise the following measures, where appropriate:

- A CEMP will be produced including measures to mitigate geology and soils risks associated with the construction phase;
- Earthworks being completed in accordance with a Contaminated Land: Applications in Real Environments (CL:AIRE) compliant Materials Management Plan (MMP) to ensure re-used material does not present a risk to human health or the Environment;



- Ensuring construction workers wear appropriate Personal Protective Equipment (PPE) and monitoring equipment and Respiratory Protective Equipment (RPE) will be utilised where required to mitigate the potential risk of exposure to hazardous gas / vapour and / or depleted oxygen;
- Incorporating a temporary drainage strategy during the construction phase as part of the design for the Scheme, which will include pollution control measures;
- Temporary shoring associated with loose or unstable ground; and
- Pollution control measures incorporated within the Scheme drainage system.

6.5.20. A GI is currently being carried out for the Scheme. Given the timeframe of the EIA, the GI information is unlikely to be available. However, the results of historical investigations and the findings of the Preliminary Sources Study Report (PSSR) along with any available current GI data will be used to inform the EIA and the identification of appropriate mitigation.

6.5.21. As part of the GI a programme of ground gas and water monitoring will be undertaken to assess for the potential presence of hazardous ground gas and mobile contaminants in groundwater.

#### LIKELY SIGNIFICANT EFFECTS

6.5.22. It is anticipated that permanent mitigation and environmental enhancement measures are to be incorporated into the design of the Scheme and temporary mitigation measures will be implemented during the construction phase. As such the residual effects are not considered to be significant, subject to the findings of the PSSR and any available GI data.

#### FURTHER WORK FOR THE EIA

6.5.23. A detailed level assessment of potential impacts on geology and soil during construction and operation will be undertaken in accordance with the methodology set out in the DMRB Volume 11, Section 3, Part 11 "Geology and Soils".

6.5.24. A suitably scoped GI is currently being undertaken which, if available, will enable the refinement of the baseline conditions which were established in the PSSR and characterise potential risks, including coal mining, in the context of the Scheme which are required in order to fully consider the potential risks, identify those which require mitigation, and provide mitigation recommendations.

6.5.25. In addition to the assessment detailed in the Scoping Report (**Appendix D – Section 11.7, p.73, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:

- A preliminary coal mining risk assessment has been completed and used to scope the GI. Identified mine shafts have been considered as part of the Scheme design, however further assessment will be undertaken once the GI is complete;
- The results of the UXO assessment identified during the production of the GI report will be incorporated into the ES;
- A contaminated land risk assessment will be included in the GI report with figures illustrating any contamination "hot spots";
- A CEMP will be produced; and
- The preparation of a Soil Management Plan to support the assessment will be considered.

## 6.6 MATERIAL RESOURCES

### INTRODUCTION

- 6.6.1. This section considers the implications of the Scheme on the consumption of materials resources (which includes recovered site arisings), the generation and disposal of waste.

### EXISTING BASELINE KNOWLEDGE

#### Material resources

##### UK and Regional Perspective: Availability of Construction Materials

- 6.6.2. The North East has, in general, a lower availability of construction materials by comparison with other regions in England.
- 6.6.3. **Table 6-6** provides a summary of the availability of the main construction materials in the North East and the UK, required for delivery of typical highways schemes.

**Table 6-6 – Construction Materials Availability in the North East of England and the UK**

Material Type	AVAILABILITY (2015 UNLESS OTHERWISE STATED)	
	NORTH EAST	UK
Sand and gravel	1.2Mt (2013) *	52.5Mt +
Permitted crushed rock *	3.1Mt	99.3Mt
Concrete blocks #	241,000m <sup>3</sup> (2014)	5.4Mm <sup>3</sup> (2014)
Primary aggregate *	6.0Mt	183Mt
Recycled and secondary aggregate *	1.1Mt	63Mt
Ready-mix concrete +	0.6Mm <sup>3</sup>	25.2Mm <sup>3</sup>
Steel +	(no data)	7.6Mt
Asphalt *	0.9Mt	26.3Mt
# stocks + production * sales		

##### National and Regional Perspective: Transfer, Recovery and Recycling

###### National

- 6.6.4. Defra data (see **Ref 6.10**) (**Table 6-7**) show that within England, the recovery rate for non-hazardous construction and demolition arisings have remained above 90% since 2010. This exceeds the EU target of 70%, which the UK must meet by 2020.

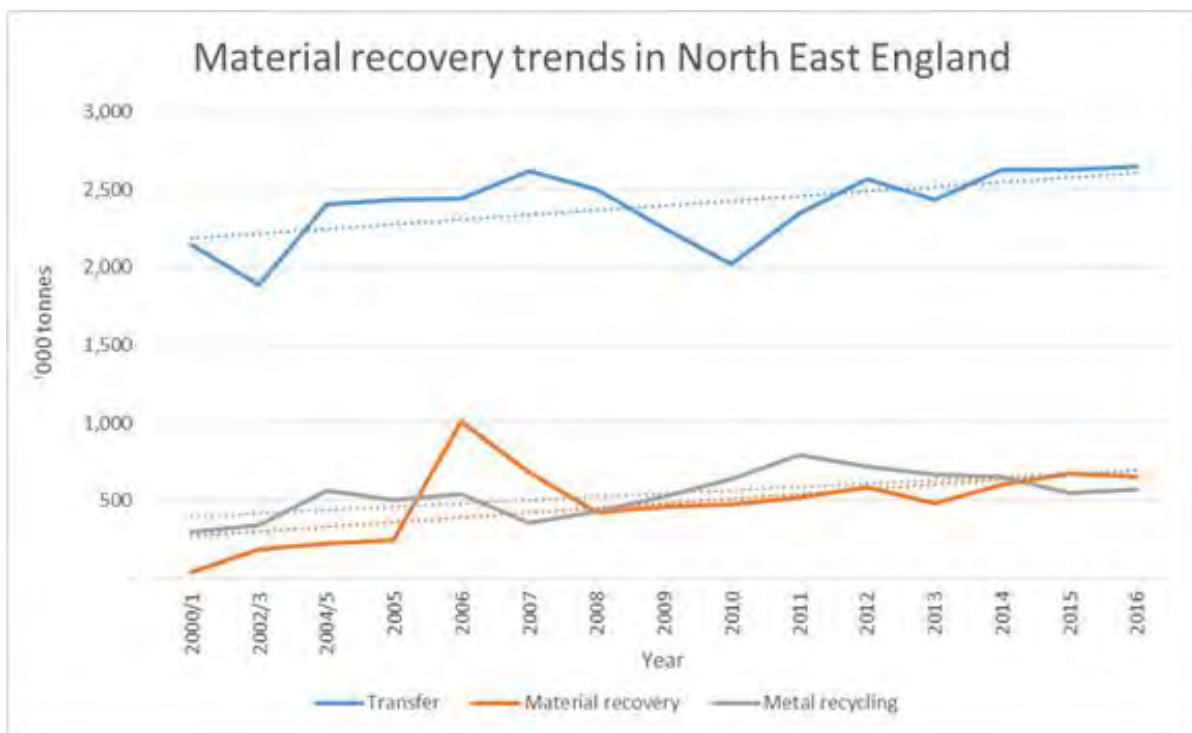
**Table 6-7 – Non-hazardous Construction and Demolition Arisings Recovery in England**

YEAR	GENERATION (mt)	RECOVERY (mt)	RECOVERY RATE (%)
2010	43.9	39.7	90.5%
2011	44.1	39.9	90.6%
2012	45.3	41.3	91.1%
2013	46.3	42.1	91.1%
2014	49.1	44.9	91.4%

**Regional**

**Graph 6-1** shows that rates of material transfer (non-civic), recovery and metal recycling within the North East of England has risen steadily over the last 16 years. Data provided include all waste types in the region and hence will include, but are not specific to Construction, Demolition and Excavation (CDE) arisings.

**Graph 6-1 – Transfer, material recovery and metal recycling in the North East of England**



- 6.6.5. Available data demonstrates that transfer, recovery and metal recycling trends generally remain consistent within the North East. This data also shows that there is likely to be regional infrastructure and capacity for the transfer and recovery for construction, demolition and excavation arisings from the Scheme. Construction and demolition recovery trends across England (**Table 6-7**) demonstrate further capacity in this context.
- 6.6.6. The availability of materials recovery infrastructure in the North East, and across England, suggests that there is strong potential to divert from landfill site arisings generated by the Scheme.

### Waste Generation and Disposal

6.6.7. At the end of 2015, the North East landfill sites presented in **Table 6-8** were recorded as having remaining capacity (see **Ref 6.11**).

**Table 6-8 – Landfill Sites in the North East of England**

<b>FACILITY NAME</b>	<b>FORMER PLANNING SUB REGION</b>	<b>LANDFILL SITE TYPE</b>	<b>REMAINING CAPACITY END OF 2015 (M<sup>3</sup>)</b>
Port Clarence landfill Site (Haz)	Tees Valley Unitary Authorities	Hazardous Merchant Landfill	5,010,912
ICI NO 3 Teesport	Tees Valley Unitary Authorities	Hazardous Merchant Landfill	1,875,903
Bishop Middleham Quarry 2	Durham	Inert Landfill	4,309,592
Old Quarrington Quarry Landfill	Durham	Inert Landfill	1,979,768
Crime Rigg Quarry	Durham	Inert Landfill	1,746,000
Marsden Quarry Landfill	Tyne & Wear	Inert Landfill	1,528,002
Hollings Hill Quarry Landfill	Northumberland	Inert Landfill	784,240
Field House Quarry	Tyne & Wear	Inert Landfill	437,366
Aycliffe Quarry Landfill	Durham	Non Hazardous Landfill With Stable Non-Reactive Hazardous Waste cell	1,908,320
Ellington Road Landfill Site	Northumberland	Non Hazardous Landfill With Stable Non-Reactive Hazardous Waste cell	1,220,373
Seaton Meadows	Tees Valley Unitary Authorities	Non Hazardous Landfill With Stable Non-Reactive Hazardous Waste cell	1,006,822
Blaydon Quarry Landfill Site	Tyne & Wear	Non Hazardous Merchant Landfill	2,304,721
CLE 3/8 Landfill Site	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	1,876,805

<b>FACILITY NAME</b>	<b>FORMER PLANNING SUB REGION</b>	<b>LANDFILL SITE TYPE</b>	<b>REMAINING CAPACITY END OF 2015 (M<sup>3</sup>)</b>
Houghton-Le-Spring Landfill Site	Tyne & Wear	Non Hazardous Merchant Landfill	1,719,969
Joint Stocks Landfill Phase 2	Durham	Non Hazardous Merchant Landfill	1,700,000
Path Head Landfill Site	Tyne & Wear	Non Hazardous Merchant Landfill	1,691,192
Cowpen Bewley Landfill	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	1,650,393
ICI NO 2 Teesport	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	1,049,067
Port Clarence Non-Hazardous Landfill Site	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	645,094
Springwell Quarry	Tyne & Wear	Non Hazardous Merchant Landfill	222,934
Coatham Stob Quarry (Area 6)	Tees Valley Unitary Authorities	Non Hazardous Merchant Landfill	184,965
Alcan Ash Lagoons 1-4	Northumberland	Non Hazardous Merchant Landfill	15,500
<b>TOTAL CAPACITY</b>			<b>34,867,938</b>

6.6.8. Baseline data indicates that total and non-inert landfill capacity in the North East is likely to become an increasingly sensitive receptor over the life of the Scheme to the first full year of operation. Simple forecasting to the year of Scheme operation (2023) indicates that, by comparison with 2016 data and in the absence of future provision, inert capacity may fall as much as 20%, non-inert capacity by 97%, and total capacity by 53%.

### **Sensitive Receptors**

6.6.9. Through evaluation of baseline information the following key materials sensitive receptors have been identified:

- Resources in relation to the availability of construction material;
- Rate of material transfer, recovery and metal recycling; and
- Landfill Capacity.

## POTENTIAL IMPACTS

### Construction

6.6.10. The Scheme has the potential to generate adverse impacts from material resources during the construction phase as follows:

- During construction of the carriageway and supporting infrastructure, adverse impacts from consuming primary and other materials (including those recovered from site arisings) are expected. These impacts would be the result of consuming resources such as aggregates, concrete, bitumen, steel and timber;
- During construction, wastes would be expected to be generated from sources including, but not limited to, excavated arisings that cannot be reused or recycled (particularly during the breaking out of highway surfaces and concrete barriers), surplus cabling and timber from formwork;
- The associated potential environmental impacts (both direct and indirect) would occur principally during construction, but also (though to a lesser degree) in the first year of operation and beyond;
- The effects associated with the described impacts include those associated with the production, processing, consumption and disposal of material resources; these effects are also relevant to construction of the Scheme. Associated adverse effects include: depletion of natural resources, degradation of the environment and reduction in landfill void capacity. Beneficial effects would be realised where site arisings can be successfully diverted from landfill, and re-used or recycled; and
- The effects of the Scheme from material resources (including recovered site arisings) and waste generation and disposal, are likely to occur on-site, off-site within the UK and, potentially, internationally.

### Operation

6.6.11. The Scheme has the potential to generate adverse impacts from material resources during the operational phase of the Scheme:

- During operation, adverse impacts from the consumption of construction materials would be the result of minor upgrades and finishes to the Scheme, including, for example, highway patch repairs and replacement of damaged fencing or kerbing;
- During operation, adverse impacts from disposing of waste may also be expected. Any constructed asset that is damaged, contaminated or improperly specified e.g. damaged fencing or kerbstones, may need (where reuse or recycling is not possible) to be sent to landfill, for example; and
- The effects associated with the described impacts include those associated with the production, processing, consumption and disposal of material resources; these effects are also relevant to the operation of the Scheme. Associated adverse effects include depletion of natural resources, degradation of the environment and reduction in landfill void capacity. Beneficial effects would be realised where site arisings can be successfully diverted from landfill, and re-used or recycled.

## MITIGATION

6.6.12. Design and construction measures may comprise the following, where appropriate:



## Design

- A design aspiration has been established for the Scheme to use a ‘family of structures’<sup>5</sup> for the circa 25 sign and technology gantries that would be required; and
- As far as possible, principles of material resource efficiency and waste minimisation would be incorporated into the design.

## Construction

- As far as possible, arisings from demolition would be re-used in the construction of the new roads and associated infrastructure;
- It is the intention of the Scheme to deconstruct / dismount the North Dene Bridge structure so that it can be re-used elsewhere on the highway network. The feasibility of doing this will be explored and confirmed as the design phase progresses;
- All Variable Message Signs (VMS), and other road signs and posts, would be constructed off-site. The North Dene footbridge replacement is also likely to benefit from the use of pre-constructed elements, though this will be confirmed later in the design development;
- The main highway has been realigned to preclude the need to demolish Smithy Lane. This will reduce demolition waste, and reduce the volume of primary / other material resources that need to be consumed;
- The use of site arisings as fill, sourced from a flood alleviation scheme adjacent to the Scheme, is being investigated. Viability will be determined following the results of the GI to establish that material is suitable for use as fill. If successful, this enhancement measure will reduce the volume of imported primary material required;
- Material resources would be designed and specified to minimise the amount of embedded carbon, in order to minimise lifecycle environmental impact; and
- A CEMP, incorporating a Site Waste Management Plan (SWMP) and MMP would be implemented in order to identify, monitor and manage material resources and waste arisings on site.

## LIKELY SIGNIFICANT EFFECTS

- 6.6.13. It is anticipated that, with the implementation of effective mitigation measures, including designing out waste, and implementing a CEMP, SWMP and Materials Management Plan (MMP) on site, that there would be no significant residual effects associated with material resources. However, this assertion will be tested fully during the detailed assessment, as part of the Scheme EIA.

## FURTHER WORK FOR THE EIA

- 6.6.14. A detailed level assessment of potential impacts on material resources during the construction and operational phases of the Scheme will be undertaken in accordance with the methodology set out in IAN 153/11 (Highways Agency, 2011) Environmental Assessment of Material Resources (see **Ref 6.12**).

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<sup>5</sup> ‘Family of structures’ - a limited number and configuration of designed components that are suitable for use in multiple locations, thereby reducing the breadth and complexity (and therefore potential waste) of – in this case – gantry structures.

6.6.15. In addition to the assessment detailed in the Scoping Report (**Appendix D – Section 12.7, p.89, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:

- Consideration of the operational impacts from the Scheme on materials.

## 6.7 NOISE AND VIBRATION

### INTRODUCTION

6.7.1. This section considers the implications of the Scheme on noise and vibration during construction and operation and details any potentially significant effects.

#### EXISTING BASELINE KNOWLEDGE

##### Noise Environment

- 6.7.2. The existing noise environment within 1 km of the Scheme Footprint is dominated by road traffic noise, particularly the areas close to the A1 and other major roads such as Durham Road and those that fall within a Noise Important Area (NIA), as detailed in **Section 6.7.4** and **6.7.5** below. However, within 1 km of the Scheme Footprint, the area also includes relatively large spaces where there are no major roads and, as such, these areas are exposed to much lower noise levels.
- 6.7.3. The range of values of sound pressure over which the ear can hear is enormous and for convenience the decibel scale, which is logarithmic, is used as the resulting numbers correspond generally to the noise perceived. A change in noise level of 10dB (A) represents a halving or doubling in perceived loudness. **Table 6-9** gives examples of typical sound levels.

**Table 6-9 – Range of Sound Levels Commonly Found in the Environment**

Sound Levels	Location
0 dB(A)	Threshold of hearing
20 to 30 dB (A)	Quiet bedroom at night
30 to 40 dB (A)	Living room during the day
40 to 50 dB (A)	Typical office
50 to 60 dB (A)	Inside a car
60 to 70 dB (A)	Typical high street
70 to 90 dB (A)	Inside factory
100 to 110 dB(A)	Burglar alarm at 1m away
110 to 130 dB (A)	Jet aircraft on take off
140 dB (A)	Threshold of pain

##### Noise Important Areas

- 6.7.4. The current Noise Action Plan for major roads (Defra, 2014 (see **Ref 6.13**)) outlines a number of NIAs at round 2 of the UK noise mapping project. These NIAs were identified in accordance with the requirements of the EU Environmental Noise Directive (2002/49/EC) and associated English regulations.
- 6.7.5. There are 6 Round 2 NIAs within, or partially within 1 km of the Scheme Footprint as shown on **Figure 5.1**.

## Noise Sensitive Receptors

- 6.7.6. In accordance with the DMRB HD 213/11 Volume 11, Section 3, Part 7 “Noise and Vibration”, examples of sensitive receptors include dwellings, hospitals, schools, community facilities, designated areas (e.g. Area of Outstanding Natural Beauty (AONB), National Park, Special Area of Conservation (SAC), SPA (Special Protected Area), Site of Special Scientific Interest (SSSI), Scheduled Monument (SM), and Public Right of Way (ProW)).
- 6.7.7. The following noise sensitive receptors have been identified in relation to the Scheme:
- **Residential areas** – Lamesley, Gateshead (Allerdene, Harlow Green, Eighton Banks), Birtley, Springwell, Washington (Armstrong and Crowther), Lady Park;
  - **Care Home** – Eighton lodge residential care home residents;
  - **Nursery and Infant Schools** – Oakfield Infant School, Oxclose Community Nursery School;
  - **Primary Schools** – Oakfield, Harlow Green Community, St Anne’s RC, Birtley East, Blackfell, Ravensworth Terrace Country, Blackfell Holly Park, Saint John Boste RC, Oakfield Junior School, Harlow Green Community, St Anne’s, Birtley East, Blackfell, Ravensworth Terrace Country, Blackfell, Holly Park, Saint John Boste RC;
  - **Secondary Schools, colleges and further education** – The Joseph Swan School, Lord Lawson of Beamish School, Oxclose Community Academy;
  - **Places of Worship** – Saint Andrew’s Church Lamesley, Cromer Avenue URC Church, The Church of Jesus Christ of Latter-Day Saints, Saint Anne’s RC Church, Oxclose Church;
  - **Scheduled Monuments** – Ravensworth Coalmill, Ravensworth Castle, Bowes Railway; and
  - **Other Assets** – The Angel of the North, Longacre Wood LWS, Ravensworth Golf Club users, the Angel View Inn, visitors to Birtley crematorium.

## POTENTIAL IMPACTS

### Construction

- 6.7.8. Construction activities, such as piling, breaking/demolition, can cause high levels of noise and vibration. In the case of this Scheme, such works are anticipated to be required at specific locations, including:
- Widening of Kingsway Viaduct would have noise impact due to the pier extension (piling) and construction of a retaining wall adjacent to northbound merge;
  - Work around the replacement Allerdene Bridge in terms of earthworks etc.;
  - Construction of new North Dene Footbridge;
  - Demolition of existing Allerdene Bridge;
  - Widening of Eighton Lodge;
  - Widening in the verge between junction 66 and junction 65;
  - Installation of temporary sheet piles for excavations; and
  - Rotary drilling and the grout pump for the coal mining grouting throughout the Scheme.
- 6.7.9. The proximity of sensitive receptors to the Scheme, in addition to the scale and complexity of the works, means that there is potential for some disruption, albeit temporary, during the construction phase. Should any night-working be required, further impacts as a result of noise would be likely.

## Operation

6.7.10. A summary of potential impacts with respect to operational road traffic noise is set out below:

- Short term significant beneficial effects along parts of the Scheme (noise level reductions);
- Short term significant adverse effects along parts of the Scheme including Longacre Wood (noise level increases);
- Short term significant beneficial effects on Saltwell Road South and Hertford (noise level reductions); and
- Long term significant adverse effects along parts of the Scheme (noise level increases).

6.7.11. These effects were determined during the Options Selection stage and will be reviewed and updated in the EIA.

## MITIGATION

### Construction

6.7.12. Mitigation for temporary construction phase effects will be identified during the EIA and are likely to include, but not be limited to, the following:

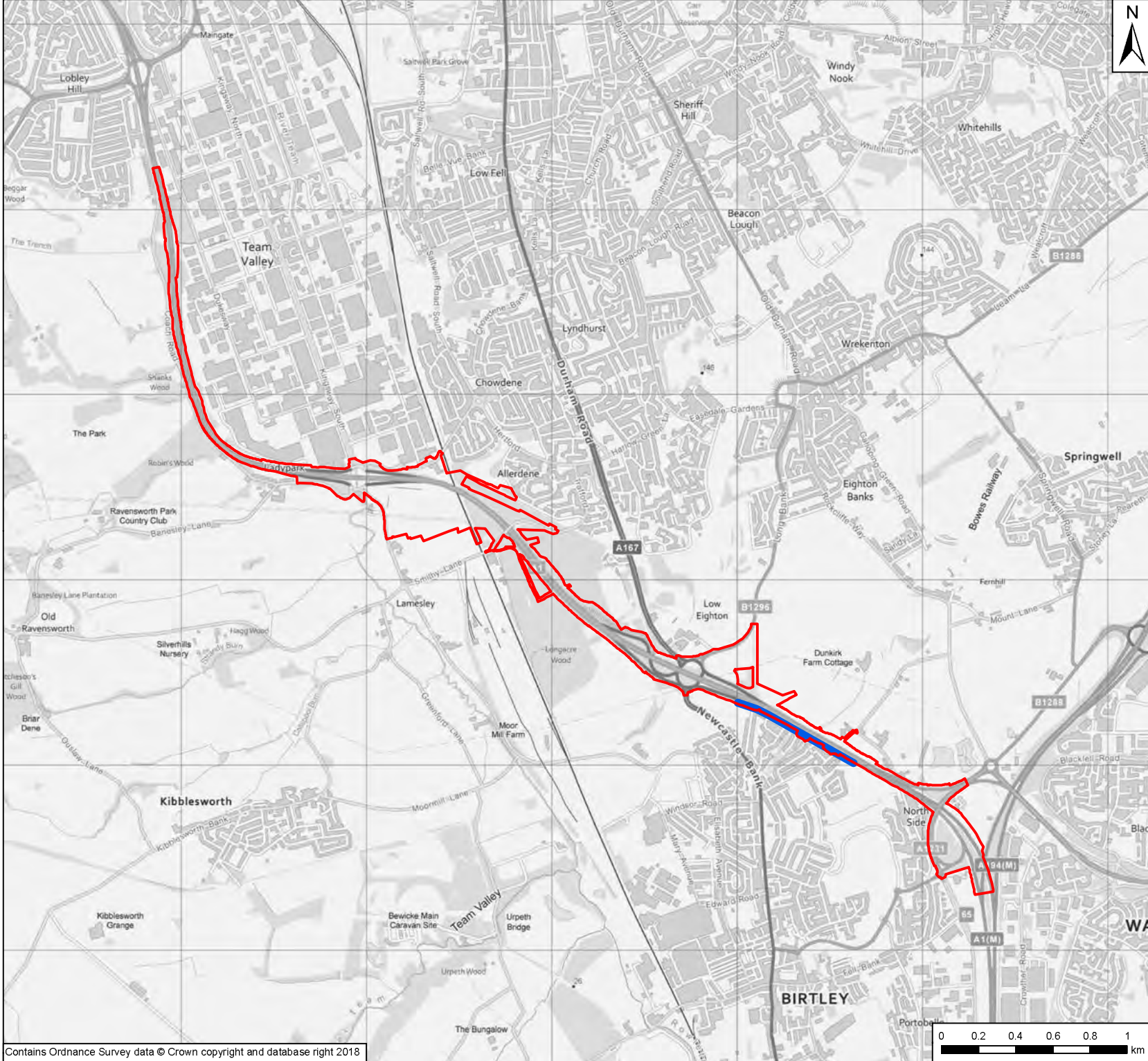
- The use of silenced or sound reduced plant and equipment fitted with acoustic enclosures;
- Pneumatic tools to be fitted with silencers or mufflers;
- Deliveries to the Scheme site to be programmed, as far as possible, to arrive during daytime hours only. Delivery vehicles to be routed so as to minimise disturbance to local residents;
- All plant items to be properly maintained and operated according to manufacturer's recommendations in such a manner as to avoid causing excessive noise;
- All plant to be sited so that the noise impact at nearby noise sensitive properties is minimised;
- Local hoarding, screens or barriers to be erected as appropriate to shield particularly noisy activities; and
- The adoption of a considerate and neighbourly approach to relations with the local residents including works only taking place during given periods.

### Operation

6.7.13. The following mitigation measures for operational noise have been incorporated into the design:

- Low noise Thin Surface Course System (TSCS) for all sections of the A1 and slip roads up to the roundabouts but excluding the roundabout circulatory; and
- A three metre high noise barrier adjacent to the A1 northbound carriageway (indicative location shown on **Figure 6.6**) and would likely tie into existing bunds and barriers to provide more continuous screening in the Birtley area.





**Key**

- Scheme Footprint
- Indicative Noise Barrier



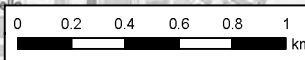
Rev	Date	Description	By	Chk'd	App'd
P01	12/01/18	First Issue	GH	NA	KS

Client

Project Title **A1 BIRTLEY TO COALHOUSE**

Drawing Title **Figure 6.6 Indicative Noise Barrier Location**

Scale	1:20,000	Drawn	GH	Checked	NA	Approved	KS	Authorised	NR
Original Size	A3	Date	12/01/18	Date	12/01/18	Date	12/01/18	Date	12/01/18
Drawing Status	For Comment							Suitability	S1
Drawing Number	N/A		Project	WSP		Originator	Volume		Project Ref. No. 70041947
BCH Location	Type	Role	Number				Revision	P01	





Photograph 6-6 - Existing Noise Barrier at along Lady Park adjacent to the A1



- 6.7.14. The need for these measures will be reassessed as part of the EIA, including consideration to final design and specification, with due regard to the balance of impacts (for example any associated adverse visual impacts). The final determined noise mitigation measures will be assessed as part of the EIA and reported within the ES.
- 6.7.15. The following areas have also been identified as possibly requiring mitigation. This will be determined during the EIA process:
- There is an existing 2.5m high barrier at the northern extent of the Scheme at Lady Park, see **Photograph 6.6**, which was included in the options stage assessment. This is within the NIA<sub>6</sub> 2498 and the options stage assessment indicated that long term noise level increases between one dB and three dB would be experienced at dwellings comparing the do minimum opening year (2023) and do something design year (2023) scenarios<sup>7</sup>. Additional mitigation measures for this area will be given further consideration during the EIA; and
  - Longacre Wood LWS is located in an area that experiences a change in noise level in the options stage assessment as a result of the Scheme. The sensitivity of this area is

<sup>6</sup> The current Noise Action Plan for major roads (DEFRA, 2014) outlines a number of Noise Important Areas (NIA's) at Round 2 of the UK noise mapping project, identified in accordance with the requirements of the EU Environmental Noise Directive and associated English regulations. The Round 2 NIA's include the top 1% of the population, in terms of exposure to road traffic noise (L<sub>A10, 18h</sub>). In accordance with the provisions of the Round 2 Noise Action Plan for Roads, this is a requirement to seek to improve the noise environment in these areas".

<sup>7</sup> DMRB HD 213/11 Volume 11, Section 3, Part 7 "Noise and Vibration Paragraph 3.8 states: The objective of an assessment is to gain an appreciation of the noise and vibration climate both with and without the road project, referred to as the Do-Something and Do-Minimum scenarios respectively. These scenarios need to be assessed for a baseline year and also a future year. For operational road traffic noise the baseline year is taken as the opening year of the road project. The future assessment year for operation is typically the 15th year after the opening year of the road project, but in some circumstances this may occur before the 15th year. The future assessment year is sometimes referred to as the design year.

considered to be relatively low due to its use being transient and occasional. In addition the woodland is already exposed to a dominant road traffic noise as a result of the A1. However mitigation will remain a consideration during the EIA process.

#### LIKELY SIGNIFICANT EFFECTS

- 6.7.16. Due to the proximity of the dwellings in Birtley to the Scheme, it is expected that there may be residual construction phase effects. However, a construction noise and vibration assessment will be undertaken during the EIA process and mitigation measures will be identified with a view to minimising and eliminating effects where possible.
- 6.7.17. The potential operational residual noise effects, if any, are expected to be limited to Longacre Wood and possibly the NIA along Lady Park. These potentially significant effects will be explored in detail in the EIA with a view to minimising and, where necessary and possible, eliminating.
- 6.7.18. At this stage, no residual vibration effects are expected. However, this will be considered further during the EIA.

#### FURTHER WORK FOR THE EIA

- 6.7.19. A detailed level assessment of potential impacts on noise and vibration during the construction and operational phases of the Scheme will be undertaken in accordance with the methodology set out in DMRB HD 213/11 Volume 11, Section 3, Part 7 “Noise and Vibration” (see **Ref 6.14**) and associated IAN 185/15 (see **Ref 6.15**).
- 6.7.20. In addition to the assessment detailed in the Scoping Report (**Appendix D – Section 13.7, p.99, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:
- Currently, the extent of night time working is unknown. Where night time working is required, night time noise vibration impacts will be included in the assessment and the findings reported in the ES as would any mitigation measures which may be required to avoid adverse effects; and
  - A baseline noise survey has been undertaken at locations close to the A1 and allied with professional judgment the result of the survey will be used for model verification purposes. The results of this survey will be used to confirm that the noise model accurately reflects the existing scenario and will be reported as part of the EIA.

## 6.8 PEOPLE AND COMMUNITIES

### INTRODUCTION

- 6.8.1. This section considers the implications of the Scheme on people and communities during the construction and operational phases and any potentially significant effects.

### EXISTING BASELINE KNOWLEDGE

#### Local Community

- 6.8.2. There are a number of communities on either side of the Scheme Footprint, accessed by the local road network and ProW. The following section lists the local communities within the vicinity of the Scheme Footprint. Further details including community facilities and services which serve the local communities can be found in the Scoping Report – **Appendix D, Section 14.3, p.111, Effect on Communities.**

- 6.8.3. Local communities near the Scheme include:

- Team Valley Trading Estate & retail park;
- Lamesley;
- Harlow Green;
- Chowdene;
- Birtley;
- Crowther;
- Armstrong; and
- Low Eighton.

#### COMMUNITY LAND

- 6.8.4. Longacre Wood is classified locally as Policy CFR23 ‘Public Open Space Protection’ and Policy CFR26 ‘Accessible Natural Greenspace’.
- 6.8.5. There is a sports field located to the east of Longacre Wood and to the north of the A1, which is listed under Policy CFR17 ‘Retention of Facilities’ of the Local Plan.
- 6.8.6. There are no allotments within the vicinity of the Scheme.

### LOCAL ECONOMY

#### Population

- 6.8.7. According to the Office of National Statistics (ONS) labour market statistics website, known as NOMIS, Gateshead had a resident population of 200,000 in 2013 which has increased by approximately 8,849 since 2001. The latest population projections estimate the population of Gateshead will continue to grow, increasing by approximately 8,000 by 2030. 63.8% of Gateshead’s population is aged between 16 and 64, which is on par with the averages across the North East (63.9%) and Great Britain (63.8%) (see **Ref 6.16**).

#### Earnings

- 6.8.8. Average weekly wages in Gateshead are observed to be lower than the England average. Average weekly wages indicate that full-time male workers in Gateshead earn approximately £80 less than the national average. Full-time female workers in Gateshead earn approximately £30 less than the national average.

## Employment

- 6.8.9. Historically, Gateshead economy was reliant on traditional heavy industries, including shipbuilding and coal mining. Over recent decades, there has been a shift towards service sectors, but industrial areas remain an important contribution to economic diversity. Team Valley Trading Estate lies to the north of the Scheme Footprint.
- 6.8.10. The Team Valley Trading Estate area is identified as a primary employment site under Saved Policy JE1.5 of the Local Development Plan (see Ref **6.17**).
- 6.8.11. Data indicates that in comparison to the national average, a smaller percentage of the population of Gateshead are in employment. Also, a higher percentage of the population of Gateshead is unemployed, compared to the national average. This data further indicates that the local economy in Gateshead is performing poorly compared to the national average.

## AGRICULTURAL LAND

- 6.8.12. The Agricultural Land Classification as described below for the Scheme Footprint is predominantly 'Urban' with an area of undifferentiated Grade 3 land either side of the A1 carriageway from the Birtley junction up to the Lamesley Road / Chowdene Bank / Kingsway South / Banesley Lane / A1 junction.
- 6.8.13. Agricultural land has been classified by the Ministry for Agriculture, Fisheries and Food (MAFF), now the Department for Environment, Food and Rural Affairs (DEFRA), by grade according to the extent to which chemical and physical characteristics impose long term limitations on agricultural use for food production. In accordance with DMRB guidance, only land potentially falling within Agricultural Land Classification (ALC) grades 1, 2 and 3a, are considered to be Best and Most Versatile (BMV) land. BMV land is best suited to adapting to the changing needs of agriculture and maintaining the competitiveness of UK agriculture against international competitors.

## ALL TRAVELLERS

### Vehicle Travellers: Driver Stress

- 6.8.14. The Newcastle Gateshead Western Bypass (NGWB), running from north to south along the west of Tyne and Wear acts as a bottleneck, where substantial congestion is experienced during some periods of the day.
- 6.8.15. Main routes connecting to the A1 in the vicinity of the Scheme are:
- A194(M); A1231 which connects to Sunderland;
  - A167 Durham Road;
  - B1296 Old Durham Road; and
  - Lamesley Road / Chowdene Bank / Kingsway South / Banesley Lane / Smithy Lane / Coach Road.

### Non-Motorised Users: Journey Length and Amenity

- 6.8.16. The main Public Rights of Way (ProW) and non-designated public routes (i.e. footpaths which are used by the local community but are not formally designated as a ProW) in the vicinity of the Scheme are shown on **Figure 6.4**. Those ProW that fall within the Scheme Footprint are as follows:
- Non-designated footways around Lamesley Roundabout;
  - Non-designated footway on the southern side of Smithy Lane;



- Non-designated footways surrounding the Durham Road / A167 / B1296 junction;
- National Cycle Network: Route 725 uses the A167 and Durham Road, and crosses under the A1 on the Durham Road / A167 / B1296 junction;
- Bridleway Lamesley 72, which crosses underneath the A1. This also forms part of Regional Cycle Route 11;
- Footpath Lamesley 43, which appears from aerial photography to join with the A1, but there is no safe crossing, and therefore is assumed to end at this location;
- Footpath Birtley 16, which crosses the A1 via a footbridge;
- Non-designated footways on the south of the A1, north of Birtley; and
- Non-designated footway on the north bound carriageway of A1231, which crosses the A1 over a road bridge.

### **Sensitive Receptors**

6.8.17. The following people and communities sensitive receptors have been identified:

#### **All Travellers:**

6.8.18. Main users of the routes connecting to the A1 in the vicinity of the Scheme are as follows:

- Users of the A194(M); A1231 which connects to Sunderland;
- Users of the A167 Durham Road;
- Users of the B1296 Old Durham Road; and
- Users of Lamesley Road / Chowdene Bank / Kingsway South / Banesley Lane / Smithy Lane / Coach Road.
- Users of the ProW and non-designated footpaths within the Scheme Footprint or in its immediate vicinity (as shown on **Figure 6-4**).
- Passengers travelling on the north-south East Coast Main Line railway.

#### **Communities:**

6.8.19. Residents and users of community facilities in the following areas in the vicinity of the Scheme are as follows:

- Team Valley Trading Estate and Retail Park;
- Lamesley, Harlow Green, Chowdene;
- Birtley, Crowther;
- Armstrong;
- Low Eighton;
- Community land such as Longacre Wood LWS and a sports field; and
- Areas of agricultural land which may be affected particularly, near Lamesley Pastures east of Lamesley Road.

#### **People:**

- Local economy.

### **POTENTIAL IMPACTS**

#### **Construction**

6.8.20. There may be potential impacts on users of the East Coast Main Line railway due to disruptions during construction.

6.8.21. Potential changes on users' amenity will be cross-referenced with the landscape and visual ES Chapter.

- 6.8.22. There may be some temporary disruption to Motorised Travellers (MTs) on the A1 and the surrounding local road network during construction, due to traffic management and construction works. This is likely to cause a temporary increase in driver stress.
- 6.8.23. During construction there may be temporary diversions or closures required for ProW affected by the Scheme, e.g. the footbridge over the A1, Lamesley Bridleway 72 and access to footways in the vicinity of junctions 65 and 66. This may result in increases in journey length.
- 6.8.24. There may be some temporary disruption to local MTs and NMUs accessing local community facilities during construction as traffic management measures are implemented and ProWs are diverted.
- 6.8.25. It is anticipated that approximately 16 private land parcels will be directly affected by the Scheme, and eight of which are agricultural. There will be some temporary land loss during the construction period.
- 6.8.26. There may be some temporary reduced amenity for Non-Motorised Users (NMUs) when using ProWs and non-designated footpaths in the vicinity of construction works.
- 6.8.27. There is potential for a beneficial impact during construction on the local economy as expenditure within the local supply chain is likely to increase during the construction works.
- 6.8.28. There is potential that traffic management measures during the construction works could cause disruption to commuters and business travel on the local road network.

### **Operation**

- 6.8.29. Views from the road are anticipated to be mostly unchanged in the long term. In the short term, vegetation screening may be reduced until mitigation planting reaches maturity. This may extend the views in some locations, but may result in a less pleasant road user experience in some locations.
- 6.8.30. It is likely that there would be a beneficial impact on population and health through changes in driver stress.
- 6.8.31. There is potential for beneficial impacts and operation on amenity of users of the footpaths in the surrounding areas.
- 6.8.32. There would be some permanent loss of agricultural land on a number of parcels for permanent works during operation. The extent of land required temporarily and permanently will be determined within the assessment.
- 6.8.33. It is not anticipated at this stage that there would be any demolition of privately owned assets.
- 6.8.34. Longacre Wood is “Public Open Space”, areas of land to the south of Smithy Lane are “Accessible Green Space” and land to the North East is “Open Space”. These areas fall within the Scheme Footprint and therefore there is potential for permanent loss of community land or connectivity on these lands.
- 6.8.35. It is likely that there would be some permanent (during construction and operation) and temporary (during construction) land take of agricultural land. The majority of agricultural land take is from one land parcel in the area known as the Lamesley Pastures, in addition to partial land take of seven land parcels north of the A1, east of junction 66. Although it is not clear the exact quantity required at this stage, it is not anticipated to be more than 20 ha. An



Agricultural Land Classification survey and assessment will be carried to determine whether the land to be affected would be Best and Most Versatile (BMV) land.

- 6.8.36. During operation, reduced delays on the road network have the potential to provide beneficial impacts to the local economy with improved commuter and delivery journey times.

## **MITIGATION**

### **ALL TRAVELLERS**

#### **Motorised Travellers**

- 6.8.37. The following mitigation and enhancement measures would contribute to an improved experience for MTs:

- Where overriding landscape or design constraints do not restrict this, the view from the road for MTs should not be further obstructed by new structure(s) (for example roadside screening), and open views of the surrounding countryside should be retained; and
- Signage and layout would be clear to understand and avoid creating route uncertainty. Any diversions or closures undertaken during construction would be clearly advertised, and any diversionary routes would be clearly signposted and not lead to uncertainty. Details of and traffic management measures would be listed within a Traffic Management Plan (TMP).

#### **Non-Motorised Users**

- 6.8.38. The Scheme would aim to accommodate NMUs, and either retain or improve the existing access arrangements. For example, the existing footpaths would be retained and where crossed by the route, provided with proper means of access to prevent severance. Any temporary diversionary works or closure of NMU routes (for example North Dene footbridge, Lamesley Bridleway 72 and access to footways in the vicinity of junctions 65 and 66) would be undertaken following statutory consultation with affected groups or individuals, and the required consent obtained.
- 6.8.39. Use of best practice design with regards to the safety of NMUs, including lighting, would improve the amenity of users of the footpaths in the surrounding areas. Additionally, landscaping that can provide screening of the road where possible and reduce noise level for the wider network of ProW would also improve amenity for users.

## **COMMUNITIES**

### **Community Severance**

- 6.8.40. Existing footpaths and NMU routes would be retained, and where crossed by the route, provided with proper means of access to prevent severance.
- 6.8.41. Existing roads would be incorporated into the Scheme, allowing for crossing points within the design.

### **Private Assets and Demolition of Private Property**

- 6.8.42. Landscape planting would be incorporated into the design as much as practicable to reduce the visual and noise impacts on residential properties in the vicinity of the Scheme.
- 6.8.43. Landowners should be compensated for any land lost to the Scheme, whether temporarily or permanently.
- 6.8.44. Land required for temporary works only would be reinstated to its former use following the completion of construction.

### **Community Land**

- 6.8.45. Should land identified as Public Open Space (at Longacre Wood) be required permanently, compensatory replacement land is likely to be required. Where possible, land use would need to be returned to original use and condition where temporary land take is required.

### **Agricultural Land**

- 6.8.46. Although agricultural land required within the footprint of the route would be lost permanently, the following measures would be implemented during construction:
- Wherever possible, land required temporarily for construction, for example for site compounds, would be returned to agricultural use;
  - Severance during construction would be minimised through careful siting of construction compounds and lay down areas, and careful planning of construction activities through consultation with landowners;
  - Crop loss would be reduced by giving advanced warning to enable farmers to plan ahead;
  - Consideration of field drainage impacts during the detailed design phase; and
  - Noise and dust to be kept to a minimum and within acceptable working limits, using best practice methods to be outlined in the CEMP.

## **PEOPLE**

### **Local Economy**

- 6.8.47. Measures would be put in place, where possible, to maximise the potential for the workforce and project supply chain to be sourced locally.
- 6.8.48. Effective traffic management would be put in place through a Traffic Management Plan (TMP) during construction works to minimise disruption to road network users.

### **LIKELY SIGNIFICANT EFFECTS**

- 6.8.49. It is anticipated that there would be no permanent significant effects on MTs during operation of the Scheme.
- 6.8.50. It is anticipated that there would not be any new severance during operation.
- 6.8.51. There is likely to be permanent (during construction and operation) and temporary (during construction) land take of Public Open Space at Longacre Wood, but this is not likely to be significant.
- 6.8.52. Although there is likely to be some private land take required for temporary (during construction) and permanent works (during construction and operation), it is not anticipated that there would be significant effects.
- 6.8.53. There may be some residual effects on agricultural land owners depending on the extent and type of temporary and permanent works required on agricultural land.
- 6.8.54. While the Scheme will provide beneficial effects to the local economy, the EIA will confirm the significance of these effects. However, it is not currently expected that there would be significant effects on the local economy during operation.

### **FURTHER WORK FOR THE EIA**

- 6.8.55. A simple level assessment of potential impacts on people and communities during the construction and operational phases of the Scheme will be undertaken in accordance with

methodologies set out in DMRB Volume 11, Section 3, Parts 6 “Land Use”, Part 8 “Pedestrians, Cyclists, Equestrians and Community Effects” and Part 9 “Vehicle Travellers” into one assessment of People and Communities.

6.8.56. In addition to the assessment detailed in the Scoping Report (**Appendix D – Section 14.7, p.123, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:

- A simple assessment is proposed at this time to assess potential impacts on agricultural land;
- Potential impacts on NMUs during construction and operation will be considered; and
- Tourism and recreation assets will be identified and included in the ES assessment, if required. Cross-reference with the landscape and visual assessment will be undertaken to refine the sensitivity of receptors such as visitors to the Angel of the North.

## 6.9 ROAD DRAINAGE AND THE WATER ENVIRONMENT

### INTRODUCTION

- 6.9.1. This section considers the implications of the Scheme on water and drainage during construction and operation and details any potentially significant effects.

### EXISTING BASELINE KNOWLEDGE

#### Water Quality

- 6.9.2. The current Northumbria River Basin Management Plan (RBMP), as shown by the Environment Agency's Catchment Data Explorer, shows that the River Team is a 'heavily modified waterbody'. The Northumbria RBMP classified the current Ecological and Chemical Quality of the River Team as Moderate and Fail, respectively. The overall waterbody status is classified as Moderate with an objective for Good by 2027.
- 6.9.3. The other watercourses within 2 km of the Scheme Footprint, including the ordinary watercourse in the Longacre Dene, have not been assessed as part of the Northumbria RBMP. Given that most of the watercourses within the Scheme Footprint discharge into the River Team, the water quality of the ordinary watercourse in the Longacre Dene is assumed to be similar to the River Team.
- 6.9.4. The Highways Agency Drainage Data Management System (HADDMS) does not show any outfalls draining from the Scheme Footprint which is believed to be due to an absence of data rather than an absence of outfalls. A CCTV survey has been recently undertaken of which the results are currently being analysed. This will confirm the outfall locations within the Scheme Footprint. In the meantime, based on OS contours and the direction of flow through drainage assets (shown on HADDMS), two locations were identified where it is possible surface water discharges from the Scheme:
- Junction 67 and the stretch of the A1 between junction 66 and 67 are believed to drain west to the Coal House junction (junction 67). Based on the topography and the flow direction of assets shown on HADDMS, it is likely that surface water from the road discharges at junction 67 into the River Team. Based on the level topography in this area, an outfall may also exist in proximity to the railway culvert into the small watercourse/drain shown on OS mapping. This drain ultimately discharges into the River Team. With respect to water quality, given the moderate Water Framework Directive<sup>8</sup> (WFD) status of the River Team, it has been classified as of Medium importance; and
  - From the east of the Scheme up to junction 66, the topography suggests that the road drains west to junction 66. OS mapping indicates the presence of an outfall to the south of junction 66 into an ordinary watercourse/drain in Longacre Dene (designated as Ancient Woodland and priority habitats inventory). It is not clear from the mapping whether this outfall serves drainage from the road, or if it relates to the outlet of a culvert or sewer. This could not be identified during the last site visit but its presence cannot be ruled out and will be confirmed from the results of the CCTV survey. The ultimate discharge of this watercourse would be the River Team. Given the designation of

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<sup>8</sup> The Water Framework Directive (WFD) (2000/60/EC) introduced a comprehensive river basin management planning system to help protect and improve the ecological health of our rivers, lakes, estuaries and coastal and groundwater.

Longacre Dene, this watercourse has been classified as of High importance with respect to water quality.

- 6.9.5. It is also possible that the entirety of the Scheme drains west to the River Team. Although, this remains to be confirmed as part of ongoing surveys.
- 6.9.6. A small drain/watercourse passes under Allerdene Bridge. This watercourse is considered as a receptor as it is possible that road runoff discharges here, however this drain discharges into the River Team (the ultimate receptor). The Scheme proposes to extend this culvert and realign the downstream channel. With respect to flood risk, this watercourse has been classified as of High importance as this watercourse may pass through residential areas upstream. With respect to water quality, the watercourse has been classified as of Medium importance.

### **Fluvial Flood Risk**

- 6.9.7. Fluvial flooding relates to the risk of flooding from rivers and ordinary watercourses.
- 6.9.8. The River Team (classified as a Main River and under the jurisdiction of the Environment Agency) is culverted under junction 67 (Coal House). The River Team flows from south to north and joins the Tyne Estuary approximately 4.5 km downstream of junction 67. The Scheme crosses over the fluvial floodplain of the River Team, land designated as both Flood Zone 2 and 3. The floodplain of the River Team has been classified as of High importance with respect to human safety.

### **Pluvial Flood Risk**

- 6.9.9. Surface water flooding is a result of overland flow that can follow a rainfall event before the runoff enters a watercourse or sewer. This form of flooding is usually associated with high intensity rainfall events but can also occur with low intensity rainfall or melting snow where the ground is saturated, frozen, developed or otherwise has a low permeability.
- 6.9.10. The following areas have been identified as being at medium to high risk of pluvial flooding:
- Pluvial flooding is predicted along the highway at junction 67 in the 1 in 30 year event with depths below 300 mm predicted for the southbound slip road, and depths between 300 and 900 mm on the northbound slip road;
  - The western part of the junction 67 roundabout is shown to be at risk of surface water flooding to depths of 300 to 900 mm in the 1 in 100 year event;
  - Pluvial flooding is also predicted at depths below 300mm in the 1 in 30 year event on Allerdene Bridge (between junction 67 and 66); and
  - An area at high risk of surface water ponding is also predicted on one of the slip roads at junction 65, with depths up to 900 mm predicted by the Environment Agency's Risk of Flooding from Surface Water Map.
- 6.9.11. The safety of human motorists with respect to the pluvial flooding and changes to surface water runoff has been classified as of High importance. The sensitivity of the pluvial floodplain has been assessed to be low.
- 6.9.12. There are no other known standing-water features (ponds, pools, reservoirs, lakes) near or within the Scheme Footprint that may constitute potential receptors.

### **Sensitive Receptors**

- 6.9.13. The following road drainage and water environment sensitive receptors have been identified:



- Water quality of the River Team, an ordinary watercourse in the Longacre Dene, watercourse in Allerdene culvert; and
- Flood risk at the River Team fluvial floodplain, Allerdene culvert, pluvial water and surface water runoff.

## POTENTIAL IMPACTS

### Construction

6.9.14. The potential impacts of construction on road drainage and the water environment could include the following:

- Impacts on water quality of receiving water bodies, from mobilised suspended solids or spillage of fuels, lubricants, hydraulics fluids and cements from construction;
- Increased runoff into surface water drainage systems, with potential impacts on flood risk;
- Interception of overland flood flow routes, which could cause localised flooding of low lying road segments;
- The Scheme could affect the existing fluvial flood risk at the site and elsewhere as a result of construction works in proximity to the River Team; and
- Possible impacts on the water quality of the drain/ditch under the existing Allerdene Bridge due to demolition and construction works associated with the extension of the culvert and realignment of the ditch as part of the replacement of the bridge.

### Operation

6.9.15. The potential impacts of the operation phase on road drainage and the water environment could include the following:

- An increased chance of diffuse pollution if the Scheme discharges to the Longacre Dene, should suitable mitigation measures not be incorporated. Diffuse pollution can damage and contaminate existing ecosystems;
- The Scheme would result in an overall increase in impermeable area thereby increasing the surface water runoff from the Scheme Footprint, should attenuation measures not be incorporated within the design;
- As a result of the change in impermeable area, pollution may occur during flood events if pollution interceptor devices are overwhelmed;
- Potential risk to the safety of motorists associated with discrete areas at high risk of pluvial flooding at (junction 67), between Allerdene Bridge and Smithy Lane and (junction 65);
- Potential increased risk of fluvial flooding from the River Team due to the widening of the carriageway at junction 67, if suitable mitigation is not incorporated into the design; and
- Potential impacts on the flood risk and WFD status of the drain/ditch under the existing Allerdene Bridge due to the extension of the culvert and realignment of the ditch as part of the replacement of the bridge.

## MITIGATION

### Construction

6.9.16. A CEMP would be prepared for the works that would include method statements for the proposed works, details of materials to be used, and an emergency response plan. The CEMP would contain measures to protect both surface and groundwater quality, and other water resource aspects.



## WATER QUALITY

6.9.17. The construction phase has the potential to impact upon the water environment through mobilisation of sediments due to earthworks and vehicular movements and / or as a result of potentially polluting substances such as fuel, oil, chemicals or wastewater e.g. concrete washout. The following mitigation measures may be included within the CEMP and implemented during the construction phase:

- A temporary surface water drainage strategy would be prepared for the construction stage;
- Areas with a greater risk of spillage (e.g. vehicle maintenance and storage areas for hazardous materials) would be carefully sited (i.e. away from drains or areas where surface waters may pond);
- Measures would be put in place to prevent pollution from construction plant, vehicles and machinery including refuelling in designated areas, on an impermeable surface, away from drains and watercourses; plant to be maintained in a good condition with wheel washing in place, all refuelling would be supervised and carried out in a designated area;
- All drains within the Scheme Footprint would be identified and labelled and measures implemented to prevent polluting substances from entering them;
- All fuel, oil and chemicals would be stored in a designated secure area, with secondary containment provided;
- Concrete wash out would only take place at designated concrete washout areas;
- Surface water run-off and excavation dewatering would be captured and settled out prior to disposal to sewer as appropriate. Any contaminants would be removed prior to disposal;
- Stockpiles / excavated materials would be stored in such a way to minimise silt laden runoff and / or windblown particles (e.g. by covering or seeding); and
- All loose materials would be covered so as not to give rise to a significant increase in sediment load to the drainage network.

## FLOOD RISK

6.9.18. During construction there is a risk of localised flooding within the Scheme Footprint during and following heavy rainfall events, in areas identified as at high risk of surface water flooding. The following measures may be implemented to minimise risks to the water environment. These measures would be included in the temporary surface water drainage strategy and/or the CEMP:

- Surface water drainage and the area within the Scheme Footprint would be maintained in order to prevent significant ponding of surface water and to ensure the risk of localised flooding is not increased;
- Where there is a risk of localised flooding, measures would be put in place to prevent pollution e.g. by ensuring no fuel, oil or chemicals are stored in these locations, and moving plant and machinery from these areas when not attended;
- Monitoring of local weather would take place in order to be able to predict localised flooding within the Scheme Footprint during construction so that measures could be implemented;
- The contractor would be required to sign up to the Environment Agency's flood warning service and have an appropriate flood management plan in place to ensure the safety of the works in and around the River Team.

## TEMPORARY SURFACE WATER DRAINAGE STRATEGY

6.9.19. Where works would lead to temporary changes in the surface water runoff regime a temporary surface water drainage strategy would be developed to ensure that there would be no increase in runoff or pollutant load during the construction phase. This would be undertaken in consultation with the Gateshead Council as Lead Local Flood Authority (LLFA).

### Operation

6.9.20. The following design, mitigation and enhancement measures will need to be developed during the EIA process:

- Mitigation measures may be needed to reduce the impacts of sediment-bound pollutants. The need for which would be determined upon the completion of investigations into the location of outfalls to the River Team;
- Mitigation measures may be required to prevent impacts on the watercourse at Longacre Dean should the Scheme discharge to it;
- Floodplain compensation may be required at the Allerdene Culvert and the River Team culverts at junction 67 if hydraulic modelling demonstrates a detrimental impact on flood levels. This could include alterations to the weir or culvert opening and/or changes to the highway embankment. If required, Highways England could look to partner with other flood risk management authorities to join the delivery of a wider strategic flood alleviation scheme;
- With respect to pluvial flood risk, measures will be incorporated into the design to ensure the risks to users can be appropriately managed. Mitigation measures which could be incorporated within the design are oversized flow conveyance channels or suitable grading of the highway to ensure this water is contained to suitable running lanes for the return period. Alternatively, if the Scheme would involve active management or similar Closed-Circuit Television (CCTV) observation measures, it may be possible to reduce the risk to users through appropriate management measures that involve lane closures;
- A Flood Risk Assessment (FRA) and surface water drainage strategy will be undertaken to ensure that water can be stored appropriately/leave the highway to prevent ponding and the risk to the safety of motorists;
- With respect to the pluvial flood risk on the replacement Allerdene Bridge, it is proposed that it is reconstructed south of its current location. Therefore the road could be re-profiled/changes to the drainage regime included as part of the design in such a way as to reduce the risk of surface water flooding through the replacement of the structure; and
- A surface water drainage strategy will be developed for the Scheme. Statutory consultation with Gateshead Council as LLFA will be undertaken. Surface water attenuation will be required to be designed up to the one in 100 year plus 20% climate change event to account for restricting the flows associated with the increase in impermeable area to greenfield runoff rates. A sensitivity test will be undertaken for the one in 100 plus 40% climate change.

## LIKELY SIGNIFICANT EFFECTS

### Construction

6.9.21. The scale of construction works around the River Team and Allerdene Bridge is expected to be large. With the inclusion of the proposed mitigation measures, there is the potential for adverse impacts of slight significance. This is not significant in EIA terms with respect to the

impacts of construction upon the water quality of the River Team. All other residual construction impacts are considered to be neutral.

### Operation

- 6.9.22. There is a residual risk that sufficient maintenance is not undertaken on the fluvial and drainage aspects of the Scheme. This could result in blockage and associated flooding or water quality impacts.
- 6.9.23. With respect to pluvial flooding, there could be a significant impact on human safety associated with surface water flooding.

### FURTHER WORK FOR THE EIA

- 6.9.24. A detailed level assessment of potential impacts water and drainage during the construction and operational phases of the Scheme will be undertaken in accordance with the methodology set out in DMRB HD45/09 Volume 11, Section 3, Part 10 “Road Drainage and the Water Environment”.
- 6.9.25. In addition to the methodology stated in the Scoping Report (**Appendix D – Section 15.7, p.135, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:
- A review of the need for a Hydrological/hydrogeological Risk Assessment. This will be discussed with the Environment Agency and the Coal Authority;
  - Evidence of any risk of groundwater flooding or interactions and where necessary the provision of a high level construction risk assessment for the construction of the piers for Kingsway Viaduct;
  - Further investigation will be carried out into the sinkhole which appeared on the northbound carriageway between junction 67 and 68 in June 2016 to identify potential risks to the Scheme;
  - Assessment of the potential for geomorphology impacts on the River Team culvert and watercourses associated with the Allerdene culvert during the construction and operation. This will include (but is not limited to) any changes to crossings, alterations to piers, extension to culverts and alterations to the bed or banks (temporary or permanent), where impacts are found, the EIA will outline how these can be mitigated; and
  - Implications of the Making Spaces for Growing Places (MSGP) Policy 31:3 such as naturalising watercourse channels, improving ecological connectivity, enlarging river buffers and mitigation of diffuse urban pollution, particularly for Allerdene watercourse, which could integrate with the Team Valley Flood Alleviation scheme at Lamesley Pastures.

## **6.10 CLIMATE CHANGE**

### **INTRODUCTION**

- 6.10.1. This section considers the implications of the Scheme on climate throughout the lifecycle of the Scheme and any potentially significant effects having applied appropriate enhancement and mitigation measures.
- 6.10.2. There are two components to the climate assessment - greenhouse gas emissions and climate resilience.

### **EXISTING BASELINE KNOWLEDGE**

#### **Greenhouse Gases**

- 6.10.3. The operation and management of the existing road asset is likely to require a small number or volume of specialist components for minor works and repairs of the highway and ancillary infrastructure. These materials will have embodied emissions associated with them. Due to the small materials quantities required, emissions are assessed to be of minor significance.
- 6.10.4. The total end-user CO<sub>2</sub> emissions are expected to increase between 2023 (opening year) and 2038 (design year). This is due to the effects of increased vehicles (traffic growth) dominating over improvements to vehicle emission rates, in terms of the overall mass of CO<sub>2</sub> emissions.

#### **Climate Resilience**

- 6.10.5. The baseline for the climate resilience assessment comprises the recent historical data (1961-1990) as well as the future projections for key climate parameters.
- 6.10.6. The mean daily minimum winter temperature between 1961 and 1990 is 0.9 Degree Celsius (°C) with a projected range of temperatures of 1.4 to 3.1 °C between 2010 and 2039 and 2.1 to 6.7 °C between 2070 and 2099.
- 6.10.7. The mean daily maximum summer temperature between 1961 and 1990 is 19.4 °C with a projected range of temperatures of 18.6 to 23.6 °C between 2010 and 2039 and 18.6 to 26.9 °C between 2070 and 2099.
- 6.10.8. The mean daily winter rainfall between 1961 and 1990 is 1.8 mm/day with a projected range of 1.7 to 2.0 mm/day between 2010 and 2039 and 1.8 to 2.8 mm/day between 2070 and 2099.
- 6.10.9. The mean daily maximum summer rainfall between 1961 and 1990 is 1.9mm with a projected range of 1.6 to 2.1mm/day between 2010 and 2039 and 1.3 to 1.9 mm/day between 2070 and 2099.

### **POTENTIAL IMPACTS**

#### **Greenhouse Gases (GHG)**

- 6.10.10. During construction, large sources of emissions are anticipated to be embedded carbon in materials including those associated with the replacement Allerdene Bridge (i.e. Structural and reinforced steel and concrete) and pavement materials (i.e. asphalt and aggregate). During operation, the main emissions source would be from end-users (i.e. road vehicles).

## Climate Resilience

6.10.11. There is potential for impacts from climate change on the Scheme to occur during the construction and operational lifecycle stages of the Scheme such as, increased temperatures, prolonged periods of hot weather and increased precipitation, and intense periods of rainfall.

### MITIGATION

6.10.12. It is expected that a number of design, mitigation and enhancement measures could be applied to the Scheme to ensure designs are focussed upon reduction of emissions from road traffic, for example:

- By providing the conditions for efficient low-carbon vehicles and driving practices, such as increasing capacity, which would potentially result in a reduction in emissions per vehicle where congestion is relieved;
- Reduce the GHG emissions intensity of raw materials by specifying best-in-class products with reference to information published in Environmental Product Declarations (EPDs)<sup>9</sup>;
- Use of less carbon intensive concrete blends;
- Reduce embedded GHG emissions through designing-out materials to minimise the quantities of materials required by the Scheme;
- Adoption of vehicles with best-in-class efficiency for construction, delivery, maintenance and de-construction;
- Adoption of efficient logistics management for transport of construction materials and excavated material;
- Adoption of plant and processes with best-in-class efficiency for construction, maintenance and repair activities; and
- Specification of best-in-class energy efficient systems for operations e.g. lighting and signage.

6.10.13. It is also anticipated that the Scheme will adhere to the resource efficiency hierarchy, in order to reduce whole lifecycle emissions embodied in raw materials (and resulting from material disposal), including:

- Maximising the consumption of materials and products with recycled or secondary content, from renewable sources, and those offering low carbon benefits;
- Maximising the recovery and re-use / recycling of site arisings (ideally, on-site); and
- The monitoring parameters and programme will be established in the EIA process through the completion of the Environmental Statement and CEMP.

### LIKELY SIGNIFICANT EFFECTS

6.10.14. As 'climate' is a new topic, an assessment of residual effects was not undertaken during the previous stages. Residual effects will, therefore, be identified in the next stage through the completion of the EIA.

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<sup>9</sup> An EPD is a declaration of a material or product's lifecycle environmental impact. - <http://www.environdec.com/>



## FURTHER WORK FOR THE EIA

- 6.10.15. A detailed level assessment of potential impacts on climate during the construction and operational phases of the Scheme will be undertaken.
- 6.10.16. Historical (baseline) local climate data from the UK Climate Projections programme (UKCP) will be used to identify climatic trends currently impacting the Scheme.
- 6.10.17. The assessment will include all infrastructure and assets associated with the Scheme. It will assess resilience against both gradual climate change, and the risks associated with an increased frequency of extreme weather events.
- 6.10.18. The Scheme comprises road widening and improvements, and the replacement of Allerdene Bridge (which carries the A1 over the East Coast Main Line). There is potential for significant effects, for which a further assessment of GHG emissions will be completed.
- 6.10.19. For all construction and operation stages of the Scheme, the detailed assessment will include the following:
- Collection of available data/information on the scale of GHG emitting activities for the baseline scenario and for the Scheme. In each case this will cover the trend for the whole study period;
  - Calculation of the GHG emissions using a standard emissions calculation methodology applying a suitable emissions factor; and
  - An assessment of the risk of climate change effects to potentially vulnerable receptors.
- 6.10.20. In addition to the methodology stated in the Scoping Report (**Appendix D - Section 16.7, p.147, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:
- There is currently no specific guidance or carbon emission threshold, which if exceeded, is considered to be significant. Therefore, it will be set out in the ES how the significance of effects will be reported; and
  - Until the new projections are available, the UK Climate Projections released in 2009 remain the official source of information on how the climate of the UK may change over the rest of this century. Therefore, the assessment will be using UKCP09 projections if these are the best available source at the time of writing. If UKCP18 projections are released in the first half of 2018, findings in light of these new projections (UKCP09) will be discussed with the relevant local authority as appropriate.



## 7 ASSESSMENT OF CUMULATIVE EFFECTS

### 7.1 INTRODUCTION

7.1.1. This section considers the cumulative effects of the Scheme during construction and operation and details any potentially significant effects both as a result of “combined effects” and “cumulative effects” defined as follows:

- “Combined effects” are defined as cumulative impacts from a single project; and
- “Cumulative effects” are defined as cumulative impacts from different projects (in combination with the project being assessed).

### 7.2 EXISTING BASELINE KNOWLEDGE

7.2.1. A review of planning applications was carried out to identify projects located within 500 m of the Scheme. Applications were only considered for 2016-2017 and will be updated for the EIA.

7.2.2. In addition, Highways England Schemes likely to be constructed in the same time period as the Scheme, with the potential to result in cumulative effects in combination with the Scheme were identified (see **Table 7-1**).

**Table 7-1 - Applications for Consideration of Cumulative Effects**

Application Ref	Site Description	Application Description	Decision Issue Date	Approx. Distance from Scheme Footprint	EIA req'd (Y/N)
DC/15/00404/FUL	Northside Birtley	Erection of 147 dwellings with associated parking and landscaping (amended plans including increased site area and additional information received 12/06/15 and 22/07/15, amended plans and additional information received 14/08/15 and additional information received 18/08/15 and 07/09/15, amended document received 21/09/15)	15 Jan 2016	250m west	N
N/A	A1 Scotswood to North	The proposed A1 Scotswood to North	N/A	8km	N

Application Ref	Site Description	Application Description	Decision Issue Date	Approx. Distance from Scheme Footprint	EIA req'd (Y/N)
	Brunton (Junction 74 to 79) improvement scheme	Brunton improvement scheme involves narrow lane widening to three lanes between Junction 74 and Junction 78, and a lane gain/drop with full widening to three lanes between Junction 78 and Junction 79.			

7.2.3. These developments will be reviewed during the EIA to identify whether they are still relevant with regards to the Scheme. In addition, the relevant Local Planning Authorities will be contacted to determine whether any additional planning applications have been submitted for determination or have been granted, that may, in combination with the Scheme, lead to potential significant effects.

### Sensitive Receptors

7.2.4. The following sensitive receptors have been identified as having potential to be cumulatively affected by the Scheme:

- Viewpoint on public access footpath;
- Residences near the proposed noise barrier at Birtley;
- Local road users;
- Users of PRow, cycle routes and areas of amenity;
- Longacre Wood LWS;
- Consumption of resources; and
- Watercourses (River Team and others).

## 7.3 POTENTIAL IMPACTS

7.3.1. The EIA will assess the potential impacts based upon results of baseline surveys and data collection, the information available about the key developments identified and the Scheme design.

### Combined Effects

7.3.2. Potential impacts from combined effects may include:

- Changes to views due to proposed 3 metre high noise barrier during construction & operation;
- Changes to air quality, views and noise levels directly affected by construction works;

- Changes to air quality, views and noise levels during operation;
- Effects on traffic flows and driver stress on surrounding roads due to drivers using unintended shortcuts, for example, along residential side streets during construction. Effects on roads not directly affected by construction works could also potentially result in reduced air quality, increased noise, and reduced amenity; and
- Effects for users of cycle ways and areas of amenity value as a result of noise during construction.

### **Cumulative Effects**

7.3.3. Potential impacts from cumulative effects may include:

- The Scotswood to North Brunton scheme would affect areas of woodland habitat alongside the carriageway, some of which may be homogenous with habitat to be affected on this Scheme, however the two schemes are approximately 8km apart meaning none of the habitats to be affected are directly linked. As with this Scheme, full ecological assessment is being undertaken on the Scotswood to North Brunton scheme to determine the likely effects on ecological receptors. It is anticipated that any habitats to be lost to either scheme would be replaced and that appropriate mitigation or off-setting will be employed for any effects on protected or notable species.
- Given the location and nature of the Scotswood to North Brunton scheme relative to this Scheme, the potential in-combination effects are considered to relate to employment effects during the construction phase. Depending on the programme of works there is the potential that there may be additional employment opportunities for the local population which could generate positive benefits upon local economic receptors. Furthermore, there is a potential increase in spending in the local economy by contractors. Such multiplier effects would be both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment), e.g. during lunch times.

### **MITIGATION**

7.3.4. Where significant cumulative effects are identified during the EIA, mitigation will be specified to avoid, reduce or offset such effects.

## **7.4 LIKELY SIGNIFICANT EFFECTS**

### **Combined effects**

7.4.1. There is the potential for significant combined effects from the following:

- During construction, the 3 m high noise barrier adjacent to the A1 northbound carriageway in the Birtley area has the potential to impact on the residents in terms of landscape, air quality and noise aspects. The potential positive effects include the reduction of dust, noise and vibration. However, the noise barrier does provide a visual intrusion to local residents and members of the public. There may also be the requirement for temporary land take to enable the delivery of ancillary works, such as compounds, diversions and material storage;
- During the operational phase cumulative impacts associated with the installation of the proposed noise barrier include beneficial impacts relating to air quality and associated noise levels and adverse impacts relating to the visual intrusion of the barrier and the impact on local views;
- Potential accidental pollution / discharge of materials from construction works upon the water quality of the River Team around the replacement Allerdene Bridge;

- During operation, if sufficient maintenance is not undertaken on the fluvial and drainage aspects of the Scheme that this could result in blockage and associated flooding or water quality impacts; and
- During operation, with respect to pluvial flooding, there could be an impact on human safety associated with surface water flooding.

### Cumulative Effects

- 7.4.2. Based on the work carried out to date, it is not anticipated that there would be significant cumulative effects as a result of the Scheme, however this will be assessed in the EIA.

## 7.5 FURTHER WORK FOR THE EIA

- 7.5.1. A detailed assessment of the cumulative effects during construction and operation will be carried out in the ES. This will follow the guidance contained in DMRB HA 205/08 Volume 11, Section 2, Part 5 “Assessment and Management of Environmental Effects” (see **Ref 7.1**).
- 7.5.2. In addition to the methodology stated in the Scoping Report (**Appendix D - Section 17.3, p.154, – Assessment Methodology**), and in response to the Scoping Opinion (See **Appendix E**), the following will be carried out for the EIA:
- A new application was identified within 500 m of the Scheme Footprint, Longacre Wood Peaking Plant - DC/17/01054/FUL, will be considered as part of the assessment of cumulative effects; and
  - The list of schemes to be considered as part of the traffic assessment will be finalised in 2018. A review of any new developments that come forward after this date, which may result in cumulative effects, will be carried out, and where they are assessed to potentially result in significant effects, they would be assessed in the EIA.

## 8 SUMMARY

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- 8.1.1. This PEIR informs the public about the EIA process and the likely environmental effects of the Scheme as part of the statutory consultation. The report precedes the EIA and as such is “preliminary” and is based on the most up to date information available at the time of writing. This PEIR has been informed by the Scoping Report and Scoping Opinion received from PINS. Any comments received during the consultation will be taken into consideration in both the design of the Scheme and the EIA. The assessments carried out for the EIA will be reported within the ES, which will be submitted as part of the DCO application in winter 2018/2019.
- 8.1.2. The Scheme is likely to result in significant environmental effects and as a result an EIA is required.
- 8.1.3. EIA will be undertaken in line with the Design Manual for Roads and Bridges known as DMRB and the EIA Regulations with some technical disciplines following additional best practice guidance for example survey methodology from the CIEEM.
- 8.1.4. Two options were shortlisted at the “Option Selection” stage and presented at a public non-statutory consultation event held in September 2016.
- 8.1.5. The Scheme includes offline replacement of Allerdene Bridge south of its current location, which would have the benefit of improving the existing road alignment and improving safety, was announced in July 2017 details can be found at the following location:  
[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)
- 8.1.6. The following is a summary of the potential impacts and likely significant effects for each technical topic:
- AIR QUALITY**
- 8.1.7. There is potential for temporary impacts in the construction period due to emissions of dust from earthworks and general construction activity. Potential changes in emissions from vehicle exhausts and roadside pollution concentrations due to traffic management during construction.
- 8.1.8. During operation the Scheme is expected to result in changes to emissions of oxides of nitrogen including Nitrogen dioxide along the A1 and linked routes as a result of changes in traffic flows and speeds. Scheme improvements, whilst likely to result in an increase in flow, are designed to reduce congestion which may improve vehicle emission rates. The Scheme has the potential to increase traffic flows along parts of the road network as some routes become more attractive; where this happens there is a potential dis-benefit to air quality.
- 8.1.9. With implementation of mitigation measures, however, it is not anticipated that there would be significant residual effects associated with construction or operation of the Scheme.
- CULTURAL HERITAGE**
- 8.1.10. There is the potential for changes and harm to the setting of Bowes Railway SM, Lamesley Village CA, Ravensworth Park CA, Birtley CA, Chowdene CA, several Grade II Listed Buildings, the locally listed Team Valley Trading Estate and the Angel of the North during construction and operation. There is also the potential for partial loss and disturbance of known non-designated below ground archaeological assets during construction.



- 8.1.11. With mitigation including careful design of Longbank Bridleway and the introduction of signage, it is anticipated residual beneficial significant effects on the setting of Bowes Railway SM; although there may still be residual significant adverse effects on other assets such as CAs and listed buildings.

### **LANDSCAPE AND VISUAL**

- 8.1.12. Some potential impacts have been identified during construction and operation of the Scheme. However, mitigation through the landscape design will be developed to integrate the Scheme into existing surroundings and seek to enhance the local environment where possible.
- 8.1.13. Following implementation of the mitigation measure, there may be significant residual effects from the introduction of new features including the new Allerdene Bridge, removal of maturing highway woodland and removal of vegetative connectivity to Longacre Wood LWS. Additionally, the introduction of gantries, new signage, technology assets and lighting would likely result in effects on residential properties as well as views to the Angel of the North.

### **BIODIVERSITY**

- 8.1.14. Potential impacts during construction could include, but would not be limited to, impacts on species through severance, fragmentation, loss of habitat and noise, light and vibration. Direct impacts are anticipated on Longacre Wood LWS, Dunkirk Farm West LWS and Bowes Railway LWS due to vegetation clearance.
- 8.1.15. Impacts on biodiversity during operation are likely to include, but not be limited to, disturbance to species (e.g. bats) from increased levels of light, noise and pollution, direct mortality through traffic collisions; and damage or disturbance on vegetation from polluted traffic spray from road traffic and surface water drainage.
- 8.1.16. Mitigation during construction would be likely to include working method statements to address potential impacts on species and, where appropriate, Natural England licences would be sought; vegetation removal would be programmed outside the bird breeding season (approximately March to September) and the use of directional lighting to reduce adverse effects on fauna, for example bats.
- 8.1.17. The Scheme may include mitigation for lost habitats and enhancement of existing habitats. Landscape planting would focus on the provision of locally sourced native tree species which support large numbers of invertebrates, to maximise foraging and commuting resources for bats and birds. The Scheme will aim to achieve no net loss in biodiversity.
- 8.1.18. Likely significant effects on biodiversity are anticipated during both construction and operation as a result of habitat loss, discharge of pollutants into watercourses, mobilisation of contaminated materials, permanent or temporary severance of a route travelled by protected species and disturbance from light, dust or noise.

### **GEOLOGY AND SOILS**

- 8.1.19. Potential construction impacts include, but are not limited to, loss of permanent and temporary agricultural land via land take, reduced soil quality, and disturbance of contaminated ground resulting in the release of contaminants to the environment and exposure to humans.



- 8.1.20. Potential impacts on geology and soil resources during operation are from fuel spills or hazardous spills, exposure of future road users to contamination, and disturbance of geological strata which could lead to changes in the groundwater regime.
- 8.1.21. The results of historical ground investigations along with any available current GI data will be used to inform the EIA and the identification of appropriate mitigation. A CEMP would be produced to detail mitigation measures to be implemented including a MMP. Mitigation measures during operation are likely to be standard engineering measures including, for example, incorporating interceptors to prevent hazardous substances from entering the surface water drainage system.
- 8.1.22. It is anticipated that, following the implementation of appropriate mitigation measures, that there would be no likely significant effects with respect to geology and soils, subject to the findings of the GI information available.

### **MATERIAL RESOURCES**

- 8.1.23. Potential impacts from the Scheme during construction include the consumption of primary and other materials and the production of hazardous and non-hazardous wastes requiring disposal. Impacts are also associated with the production and processing of material resources which include depletion of natural resources, degradation of the environment and reduction in landfill void capacity. Beneficial effects would be realised however where site arisings can be successfully diverted from landfill, and re-used or recycled.
- 8.1.24. During operation, adverse impacts are anticipated to be minor, and would result from, for example, the consumption of materials for highway patch repairs and replacement of damaged fencing or kerbing, and associate waste produced.
- 8.1.25. Mitigation during construction would include, but not be limited to, use of pre-constructed elements as far as possible, implementation of a CEMP, Site Waste Management Plan, and MMP, and the identification of material resources that minimise the amount of embedded carbon.
- 8.1.26. It is anticipated that, with the implementation of effective mitigation measures, including designing out waste, that there would be no significant residual effects associated with material resources.

### **NOISE AND VIBRATION**

- 8.1.27. Construction activities, such as piling and demolition, can cause high levels of noise and vibration. Such works are anticipated to be required at specific locations, including, for example, widening of Kingsway Viaduct and the demolition of Allerdene Bridge. Should any night-working be required, further impacts as a result of noise would be likely.
- 8.1.28. During operation impacts from road traffic noise may include noise level increases in the short term along parts of the Scheme including Longacre Wood, short term noise level reductions on Saltwell Road South and Hertford, and longer term noise level increase along some parts of the Scheme.
- 8.1.29. Mitigation during construction is likely to include, but not be limited to, the use of silenced or sound reduced plant, plant sited so that the noise impact at nearby noise sensitive properties is minimised, the use of local hoarding, screens or barriers to shield particularly noisy activities and the adoption of a considerate and neighbourly approach to relations with the local residents.

- 8.1.30. It is anticipated that a low noise TSCS will be incorporated into the scheme design, for all sections of the A1 and slip roads, and a noise barrier would be provided adjacent to the A1 northbound carriageway between junctions 65 to 66. The details of these measures will be confirmed in the EIA.
- 8.1.31. Due to the proximity of the Scheme to residential properties, for example in Birtley, it is anticipated that there may be significant residual effects during construction. The potential operational significant residual noise effects, if any, they are expected to be limited to Longacre Wood and possibly the NIA near Lady Park. No significant residual vibration effects are expected.

### **PEOPLE AND COMMUNITIES**

- 8.1.32. Potential impacts during construction include disruption to users of the East Coast Main Line railway, disruption to drivers on the A1 and the surrounding local road network causing an increase in driver stress, and increases in journey times due to temporary diversions or closures of roads and footpaths. There would also be temporary and permanent land take including agricultural land, public open space which includes Longacre Wood and accessible green space to the south of Smithy Lane. There may be a temporary reduction in amenity for NMUs when using PRoWs and non-designated footpaths in the vicinity of construction works. There is also potential for a beneficial effect during construction on the local economy as expenditure within the local supply chain is likely to increase during the construction works.
- 8.1.33. During operation views from the road are anticipated to be mostly unchanged in the long term. In the short term however vegetation screening may be reduced until mitigation planting reaches maturity. This may extend the views in some locations, but may result in a less pleasant road user experience in other locations. It is likely that during operation there would be a beneficial effect on population and health through changes in driver stress.
- 8.1.34. During operation, reduced delays on the road network have the potential to provide beneficial effects to the local economy with improved commuter and delivery journey times.
- 8.1.35. In order to mitigate impacts on people and communities the Scheme would seek to: maintain views from the roads and open views of the countryside; provide clear signage and road layout to avoid creating route uncertainty; and ensure diversions or closures undertaken during construction are clearly advertised and signposted. Details of and traffic management measures would be listed within a TMP.
- 8.1.36. The Scheme would aim to accommodate NMUs, and either retain or improve the existing access arrangements including providing lighting to improve the amenity of users of the footpaths. Landscape planting would be incorporated into the design to reduce visual impacts on residential properties, and as far as possible land required for temporary works would be reinstated to its former use following the completion of construction.
- 8.1.37. Should public open space at Longacre Wood be required permanently, compensatory replacement land is likely to be required. Impacts to agricultural land during construction would be mitigated by, for example, careful siting of construction compounds to reduce severance, careful planning of construction activities through consultation with landowners, consideration of field drainage in the design and implementing best practice measures as detailed in the CEMP.

- 8.1.38. Measures would be put in place, where possible, to maximise the potential for the workforce and project supply chain, to be sourced locally.
- 8.1.39. There may be some significant residual effects on agricultural land but this will depend on the extent and type of temporary and permanent works required. No other likely significant effects are anticipated.

### **ROAD DRAINAGE AND THE WATER ENVIRONMENT**

- 8.1.40. During construction there is the potential for impacts on the water quality of nearby waterbodies from spillage of fuels, lubricants, hydraulics fluids and cements. There is also potential for increased runoff into surface water drainage systems due to de-vegetation and increased temporary hardstanding, with potential for localised flooding of low lying road segments and an increased risk of flooding of the River Team.
- 8.1.41. Impacts during operation could include increased surface water runoff, pollution during flood events as a result of pollution control devices being overwhelmed; and impacts to the safety of motorists in areas at risk of flooding from rainwater and potential for increased flooding of the River Team.
- 8.1.42. A CEMP and temporary surface water drainage strategy will be produced which would incorporate measures to protect both surface and groundwater quality. These measures would include, but not be limited to, ensuring plant and vehicles are refuelled in designated areas, wheel washing and road sweeping to be implemented, and surface water run-off and excavation dewatering would be captured and settled out prior to disposal to sewer as appropriate. Where there is a risk of localised flooding, measures would be put in place to prevent pollution e.g. by ensuring no fuel, oil or chemicals are stored in these locations, and moving plant and machinery from these areas when not attended. Monitoring of local weather would take place in order to be able to predict localised flooding within the Scheme Footprint during construction so that measures could be implemented.
- 8.1.43. Mitigation measures will be incorporated into the design to minimise impacts to road drainage and the water environment during operation. This would include identifying whether additional floodplain capacity is required at the Allerdene culvert and the River Team culverts at junction 67. Flood risk from rainwater will be mitigated within the design to ensure the risks to users can be appropriately managed. A FRA will be undertaken and surface water drainage strategy developed to ensure that water can be stored appropriately and can leave the highway to prevent ponding and the risk to the safety of motorists. The surface water drainage strategy will be developed in consultation with Gateshead Council as LLFA.
- 8.1.44. It is not anticipated that there would be significant effects due to construction. With respect to flooding due to rainwater, there could be a significant impact on human safety associated with surface water flooding during operation.

### **CLIMATE CHANGE**

- 8.1.45. During construction, large sources of emissions of embedded carbon are likely to be found in materials including those associated with Allerdene Bridge (i.e. structural and reinforced steel and concrete) and pavement materials (i.e. asphalt and aggregate). During operation, the main emissions source will be from end-users (i.e. road vehicles).
- 8.1.46. During construction potential impacts from climate change may result from increased temperatures and prolonged periods of hot weather which could lead to greater dust

generation, and increased and more intense period of rainfall leading to flooding and soil erosion.

- 8.1.47. During operation increased temperatures or greater temperature extremes could lead to increased stress on structures, technology and surfaces e.g. road surfaces. Greater rainfall could lead to more flooding, water scour causing structural damage, weakening or wash out of structural soils and changes to ground water level and soil moisture.
- 8.1.48. In order to reduce potential emission impacts, design, mitigation and enhancement measures will be considered including, but not limited to, using less carbon intensive concrete, maximising the recovery and reuse of site won material and specifying energy efficient equipment for operation e.g. lighting and signage.
- 8.1.49. Mitigation to reduce impacts as a result of climate extremes may include ensuring that pavements, drainage systems and embankments are designed to take into account anticipated increases in peak rainfall, and increased variability of ground conditions. Design of pavement, expansion joints and other elements will consider resilience to anticipated increases in peak summer temperatures.
- 8.1.50. As 'climate' is a new topic, an assessment of residual effects was not undertaken during the previous stages. Residual effects will, therefore, be identified in the next stage through the completion of the EIA.

#### **ASSESSMENT OF CUMULATIVE EFFECTS**

- 8.1.51. During construction potential combined impacts include changes to air quality, views and noise levels; as well as changes in traffic flow on surrounding roads resulting in drivers using unintended shortcuts, for example, along residential side streets which may cause driver stress.
- 8.1.52. During operation, potential combined impacts on receptors from air quality, visual and noise impacts have been identified.
- 8.1.53. Depending on the programme of works there may be beneficial cumulative effects with the A1 Scotswood to North Brunton scheme as there is the potential for additional employment opportunities for the local population and an increase in spending in the local economy by contractors.
- 8.1.54. Effects during operation are not anticipated to be significant.
- 8.1.55. Where significant cumulative effects are identified during the EIA, mitigation will be specified to avoid, reduce or offset such effects.

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**A1**

**Birtley to Coal House**  
improvement scheme

**Preliminary Environmental  
Information Report**  
Non-Technical Summary



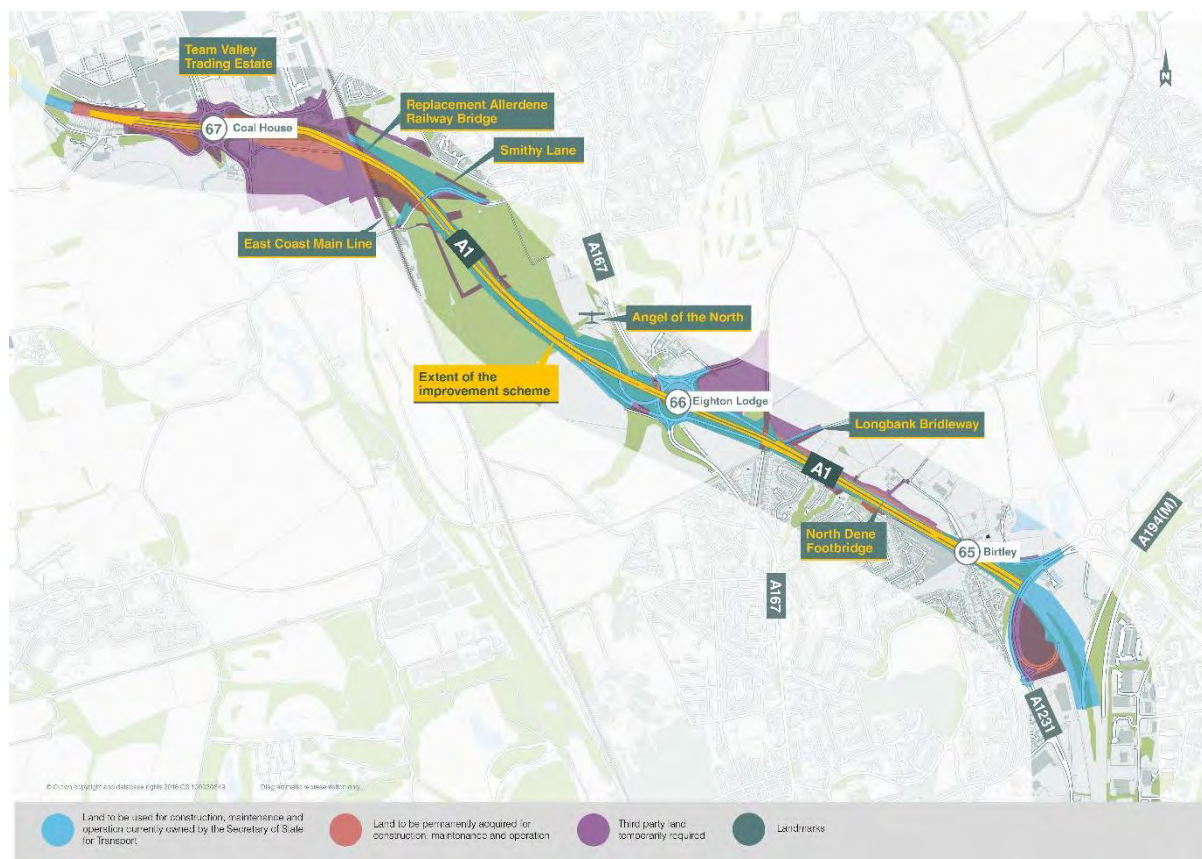
# NON-TECHNICAL SUMMARY

## INTRODUCTION

This provides a Non-Technical Summary (NTS) of the Preliminary Environmental Information Report (PEIR). The PEIR can be found on the Highways England Scheme webpage: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

The A1 Birtley to Coalhouse Scheme, “the Scheme” (see **Figure 1** below), is 4.2 km in length and will include replacement of Allerdene Railway Bridge. Most of the work will take place within the highway boundary, however, some additional land will be required alongside the A1 at certain points to enable the additional lanes to be constructed. The Scheme will provide additional capacity by widening to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with an additional lane to help manage traffic joining and leaving the A1 between junctions on the northbound carriageway. It also includes a replacement structure of Allerdene Railway Bridge to the immediate south of the current structure which will tie in to the existing junction 67 Coal House roundabout. The Scheme will also look to install electronic signage to provide driver information along the road.

**Figure 1 - The Scheme**



## ENVIRONMENTAL ASSESSMENT

### BACKGROUND

It has been identified that the Scheme is likely to result in significant environmental effects and that an Environmental Impact Assessment (EIA) is required. The Scheme has been identified as being in a “sensitive area” due to the location of the Bowes Railway Scheduled Monument (SM) within the Scheme Footprint. The Scheme Footprint is made up of all of the land required to build and operate the

Scheme (both temporary and permanent land). A Scoping Report was produced and submitted to the Planning Inspectorate (PINS) in November 2017 and a statutory Scoping Opinion was received in December 2017.

## THE ROLE OF THE PEIR

The PEIR informs the public about the EIA process and the likely environmental effects of the Scheme as part of the statutory consultation. The report precedes the EIA and as such is “preliminary” and is based on the most up to date information available at the time of writing. The PEIR has been informed by the Scoping Report and Scoping Opinion received from PINS. It is intended for distribution to all consultees, including landowners, local residents and members of the public. Highways England is actively seeking comments from consultees and any comments received during the consultation will be taken into consideration in both the design of the Scheme and the EIA. The assessments carried out for the EIA will be reported within the Environmental Statement (ES), which will be submitted as part of the Development Consent Order (DCO) application.

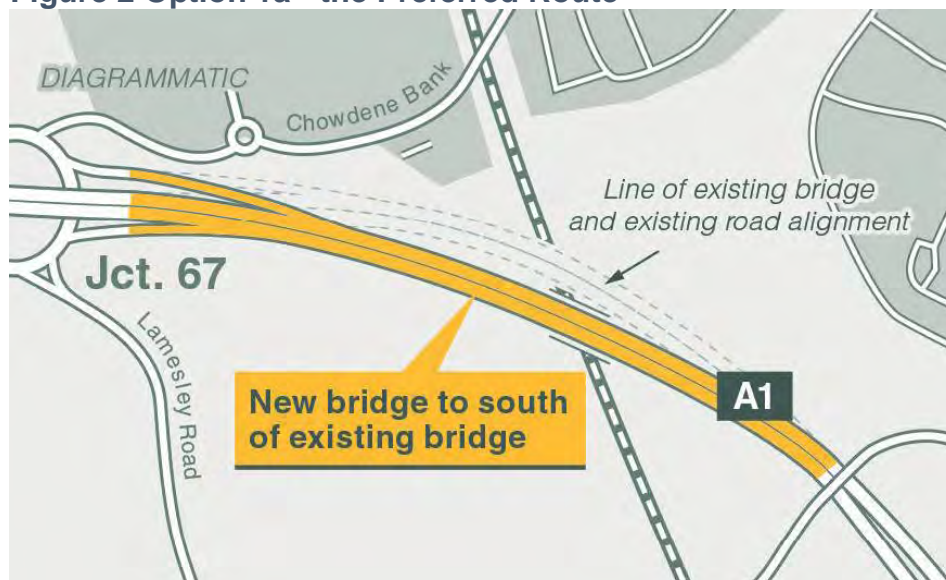
## ASSESSMENT OF ALTERNATIVES

Two options were shortlisted at the “Option Selection” stage (1a and 1b) and presented at a public non-statutory consultation event held in September 2016:

- **Option 1a** “Offline Replacement of Allerdene Railway Bridge” – Allerdene Railway Bridge would be reconstructed south of its current location, improving the existing road alignment and improving safety. (See **Figures 2 and 3 below which show the main difference between options**); and
- **Option 1b** “Online Replacement of Allerdene Railway Bridge” – Allerdene Railway Bridge would be replaced in its current location. This would require a temporary bridge to be constructed to carry traffic over the A1 while the new bridge is constructed. This option would be a more complex scheme to construct requiring more traffic management and a longer construction period.

Option 1a was selected as the preferred route as it is the most cost effective option, was identified during the non-statutory consultation period as the preferred option for 73% of respondents, has a shorter construction period resulting in potentially less disruption, offers an improved alignment and is generally better in respect of driver stress as the speed and lane restrictions would be significantly less than Option 1b during construction.

**Figure 2 Option 1a - the Preferred Route**



**Figure 3 Option 1b**



The preferred option 1a (the Scheme) was announced in July 2017. Further details can be found at: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

## **ASSESSMENT METHODOLOGY**

The EIA will be undertaken in line with the Design Manual for Roads and Bridges known as DMRB and the EIA Regulations. Some areas will follow additional best practice guidance for example survey methodology from the Chartered Institute of Ecology and Environmental Management (CIEEM).

## **POTENTIAL ENVIRONMENTAL EFFECTS**

### **AIR QUALITY**

The Scheme is not located within an Air Quality Management Area (AQMA). Based on the current design, the traffic modelling will be expanded to the south and east of the Scheme, and is anticipated to extend as far as Gateshead AQMA No 2 (Birtley) which lies approximately 1.2 km south of the Scheme Footprint, adjacent to Washington services.

Data from Defra for 2017 indicate annual mean nitrogen dioxide (NO<sub>2</sub>) concentrations for the A1, 200 m either side of the affected road network (ARN), in the range of 50 – 60 µg/m<sup>3</sup>, in exceedance of EU limit values. By 2023 (Scheme opening year), there are no projected exceedances of the EU limit values. Monitored concentrations at the automatic monitoring station located in Dunston alongside the A1 are within the air quality objective for annual mean NO<sub>2</sub>. Scheme specific monitoring carried out by Highways England showed that monitored concentrations of NO<sub>2</sub> are elevated along the A1 but, in general, below the air quality threshold.

Air quality impacts due to construction would be temporary and would typically include an increase in emissions of dust from earthworks and general construction activities and a loss of amenity due to the presence of construction traffic. In addition, traffic management measures may result in changes to emissions from vehicle exhausts and roadside pollution concentrations.

During operation the Scheme is expected to result in changes to emissions of oxides of nitrogen and NO<sub>2</sub> along the A1 and linked routes as a result of changes in traffic flows and speeds. These improvements, whilst likely to result in an increase in flow,



are designed to reduce congestion which may improve vehicle emission rates. The Scheme has the potential to increase traffic flows along parts of the road network. This happens when some roads become “more attractive” as a result of congestion relief and journey times decreases. Where traffic flows increase as a result of the Scheme, there is a potential dis-benefit to air quality. Therefore, the Scheme could result in either beneficial or adverse changes to local air quality depending on the specific changes to emissions from road traffic in the vicinity of individual receptors.

It is not anticipated that there would be significant effects associated with construction or operation of the Scheme. This will be assessed in the EIA and appropriate mitigation identified, if required.

A detailed air quality assessment will be carried out for the EIA.

### **CULTURAL HERITAGE**

Designated heritage assets in the immediate vicinity of the Scheme include Ravensworth Coal Mill, Ravensworth Castle and Bowes Railway SMs, Lamesley Village and Ravensworth Park Conservation Areas (CAs), South Lodge and Arch and walls adjoining South Lodge Grade II Listed Buildings and the Angel of the North locally listed building. There are also a number of undesignated heritage assets in the immediate vicinity of the Scheme.

The Scheme would directly impact Bowes Railway SM during construction. There is the potential for changes and harm to the settings of Bowes Railway SM, Lamesley Village CA, Ravensworth Park CA, Birtley CA, Chowdene CA, several Grade II Listed Buildings, the locally listed Team Valley Trading Estate and the Angel of the North during construction and operation. There is also the potential for partial loss and disturbance of known non-designated below ground archaeological assets during construction.

Following the implementation of mitigation measures such as the careful design of Longbank Bridleway underbridge and the introduction of signage, the setting of Bowes Railway SM may be enhanced, thus leaving a beneficial effect. CAs and listed or locally listed buildings may experience adverse effects as a result of impacts to their setting.

A detailed assessment will be carried out for the EIA, including a setting assessment, to assess the significance of these effects.

### **LANDSCAPE AND VISUAL**

The area surrounding the Scheme is characterised by a combination of residential, rural, industrial, recreational, open space and urban fringe land uses.

Residential land use extends west and north of junction 67 forming the suburbs of Lobley Hill and Dunston Hill respectively. To the south of junction 65 further residential land use forms the suburb of Birtley. North of junction 67 and extending to the north and east of the A1 is the Team Valley Trading Estate, an extensive area of offices, light industrial, warehousing and retail parks. Much of the central area of the Scheme falls within designated Green Belt land. The Angel of the North, which is culturally significant at a national, regional and local level, lies within this central area.

The A1 represents the main divide between the urban land uses, associated in the main with the Team Valley Trading Estate to the north and east and the open farmland to the west and south.

The key visual receptors include the Angel of the North, residential properties in Birtley, Birtley East, Eighton, Allerdene, Lamesley Village and individual rural properties, recreational viewpoints from public footpaths, cycle networks and a golf course, employment and commercial viewpoints within the Team Valley Trading Estate and educational viewpoints from various schools. The landscape design will be developed to integrate the Scheme into existing surroundings and seek to enhance the local environment where possible.

There may be significant effects from the introduction of new features including the new Allerdene Bridge, removal of maturing highway woodland and removal of vegetative connectivity to Longacre Wood Local Wildlife Site (LWS). Additionally, the introduction of gantries, new signage, technology assets and lighting would likely result in effects on residential properties as well as views to the Angel of the North.

A detailed assessment of the potential impacts from the Scheme on landscape and visual effects will be carried out for the EIA.

## **BIODIVERSITY**

No European designated sites<sup>1</sup> were identified within 10 km, or 30 km for European sites where bats are one of the qualifying interests. Norwood Nature Park Local Nature Reserve, a UK designated site<sup>2</sup> is approximately 1 km north of the Scheme and is designated for its areas of mature woodlands, wildflowers, rich grassland and wetlands. There are 14 local wildlife sites forming four wildlife corridors identified within 2 km of the Scheme Footprint. The Scheme Footprint and immediate surrounds is dominated by broadleaved plantation woodland, scrub, and grassland. Less dominant habitats comprise hedgerow, bracken, hardstanding, shrub and both standing and running water.

Species surveys are currently being carried out, or are planned, for bats, breeding birds, wintering birds, badger and red squirrel.

Based on the outcome of previous surveys and ecological assessment, it is unlikely that there would be significant effects on great crested newts, reptiles, small mammals or habitats, and no further surveys are proposed for these as part of the assessment of biodiversity effects.

The findings of the species surveys will be evaluated as part of the EIA.

Potential impacts during construction could include, but would not be limited to, impacts on species through severance, fragmentation, loss of habitat, noise, light and vibration. Direct impacts are anticipated on Longacre Wood LWS, Dunkirk Farm West LWS and Bowes Railway LWS due to vegetation clearance.

Potential impacts on habitats including mixed plantation woodland, amenity grassland and invasive species have been identified during construction.

Potential impacts on biodiversity during operation are likely to include, but not be limited to, disturbance to species (e.g. bats) from increased levels of light, noise and pollution, direct mortality through traffic collisions and damage or disturbance on vegetation from polluted road traffic spray and surface water drainage.

Mitigation during construction would be likely to include working method statements to address potential impacts on species, the programming of vegetation removal

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<sup>1</sup> European designated sites are European Union-wide network of nature conservation sites established under the EC Habitats and Birds Directives. This network will comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), (JNCC).

<sup>2</sup> UK designated sites are nationally designated sites such as Site of Special Scientific Interest (SSSI), National Nature Reserves or sites which are not designated but meet the criteria for national designation.

outside the bird breeding season (approximately March to September) and the use of directional lighting to reduce adverse effects on fauna, for example bats. Where appropriate, Natural England licences would be sought.

The Scheme may include mitigation for lost habitats and enhancement of existing habitats. Landscape planting would focus on the provision of locally sourced native tree species which support large numbers of invertebrates, to maximise foraging and commuting resources for bats and birds. The Scheme would aim to achieve no net loss in biodiversity.

Likely significant effects on biodiversity are anticipated during both construction and operation as a result of habitat loss, discharge of pollutants into watercourses, mobilisation of contaminated materials, permanent or temporary severance of a route travelled by protected species and disturbance from light, dust or noise.

A detailed assessment of potential impacts on biodiversity and identification of mitigation measures will be carried out for the EIA.

## **GEOLOGY AND SOILS**

The solid geology beneath the site is Pennine Middle Coal Measures, primarily made of sandstones, mudstones, siltstones, and coal. The superficial geology is characterised by large areas of made ground and drift deposits are recorded as alluvium<sup>3</sup> in the vicinity of the River Team. The alluvium is classified as a 'Secondary 'A' Aquifer'<sup>4</sup> indicating that the deposits comprise permeable layers capable of supporting water supplies. Significant historical surface and underground coal mining is known to have occurred throughout the area. Historical maps show few potential sources of contamination within the Scheme Footprint. There are a number of surface water features within the Scheme Footprint with the main watercourse being the River Team. There are no geological designations such as Regionally Important Geological and Geomorphological Sites (RIGS) within or in the vicinity of the Scheme Footprint. A desk based assessment (DBA) identified a moderate risk associated with encountering below ground Unexploded Ordnance (UXO).

Potential construction impacts include, but are not limited to, loss of permanent and temporary agricultural land required for the Scheme, reduced soil quality, and disturbance of contaminated ground resulting in the release of contaminants to the environment and exposure to humans.

Potential impacts on geology and soil resources during operation are anticipated from fuel spills or hazardous spills, exposure of future road users to contamination, and disturbance of geological strata which could lead to changes in the groundwater regime.

The results of historical ground investigations (GIs) along with any available current GI data will be used to inform the EIA and the identification of appropriate mitigation. A Construction Environmental Management Plan (CEMP) would be produced to detail mitigation measures to be implemented including a Materials Management Plan (MMP). Mitigation measures during operation are likely to be standard engineering measures including, for example, incorporating interceptors to prevent hazardous substances from entering the surface water drainage system.

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<sup>3</sup> Normally soft to firm consolidated, compressible silty clay, but can contain layers of silt, sand, peat and basal gravel. A stronger, desiccated surface zone may be present.

<sup>4</sup> These include a wide range of rock layers or drift deposits with an equally wide range of water permeability and storage. **Secondary A** - permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers.



It is anticipated that, following the implementation of appropriate mitigation measures, that there would be no likely significant effects with respect to geology and soils, subject to the findings of the GI.

A detailed assessment of potential effects arising from the Scheme on geology and soils will be carried out for the EIA.

## **MATERIAL RESOURCES**

The construction of the Scheme would require the use of materials, and would result in the production of waste materials requiring disposal, both needing transportation. The North East has, in general, a lower availability of construction materials by comparison with other regions in England. There is likely to be regional capacity for the recovery of construction, demolition and excavation arisings from the Scheme. Based on the available infrastructure in the North East and England, there is strong potential to divert site arisings generated by the Scheme from landfill. Simple forecasting suggests that, in the absence of future provision, there may be limited regional landfill capacity.

Potential impacts from the Scheme during construction include the consumption of primary and other materials and the production of hazardous and non-hazardous wastes requiring disposal. Impacts are also associated with the production and processing of material resources which include depletion of natural resources, degradation of the environment and reduction in landfill void capacity. Beneficial effects would be realised however where site arisings can be successfully diverted from landfill and re-used or recycled.

During operation, adverse impacts are anticipated to be minor, and would result from, for example, the consumption of materials for highway patch repairs and replacement of damaged fencing or kerbing and the associated waste produced.

Mitigation during construction would include, but not be limited to, use of pre-constructed elements as far as possible, implementation of a CEMP, Site Waste Management Plan, and MMP, and the identification of material resources that minimise the amount of embedded carbon.

As far as possible, principles of material resource efficiency and waste minimisation would be incorporated into the design in order to minimise impacts on materials during operation.

It is anticipated that, with the implementation of effective mitigation measures, including designing out waste, that there would be no significant residual effects associated with material resources.

A detailed materials assessment will be undertaken for the EIA.

## **NOISE AND VIBRATION**

The existing noise environment within the Scheme Footprint and its vicinity is dominated by road traffic noise, particularly the areas close to the A1 and other major roads such as Durham Road. There are five Noise Important Areas (NIAs)<sup>5</sup> within the Scheme Footprint. However, the Scheme Footprint and surrounds also includes relatively large spaces where there are no major roads and, as such, these areas are exposed to much lower noise levels.

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<sup>5</sup> Noise Important Areas (NIAs) - Highways England has developed a noise insulation scheme to provide practical assistance to local residents who experience the highest levels of noise from the roads we manage. We refer to these as "Noise Important Areas".

Construction activities, such as piling and demolition, can cause high levels of noise and vibration. Such works are anticipated to be required at specific locations, including, for example, widening of Kingsway Viaduct and the demolition of Allerdene Bridge. Should any night-working be required, further impacts as a result of noise would be likely.

During operation impacts from road traffic noise may include noise level increases in the short term along parts of the Scheme including Longacre Wood, short term noise level reductions on Saltwell Road South and Hertford, and longer term noise level increases along some parts of the Scheme.

Mitigation during construction is likely to include, but not be limited to, the use of silenced or sound reduced plant, plant sited so that the noise impact at nearby noise sensitive properties is minimised, the use of local hoarding, screens or barriers to shield particularly noisy activities and the adoption of a considerate and neighbourly approach to relations with the local residents.

It is anticipated that a low noise Thin Surface Course System (TSCS)<sup>6</sup> will be incorporated into the Scheme design, for all sections of the A1 and slip roads, and a noise barrier will be provided adjacent to the A1 northbound carriageway between junction 65 and junction 66. The details of these measures will be confirmed in the EIA.

Due to the proximity of the Scheme to residential properties, for example in Birtley, it is anticipated that there may be residual effects during construction. The potential operational residual noise effects, if any, are expected to be limited to Longacre Wood and possibly the NIA near Lady Park. No residual vibration effects are expected.

A detailed assessment of potential noise and vibration effects will be carried out for the EIA.

## **PEOPLE AND COMMUNITIES**

Main routes connecting to the A1 in the vicinity of the Scheme are A194(M), A1231 which connects to Sunderland, A167 Durham Road, B1296 Old Durham Road, Lamesley Road, Chowdene Bank, Kingsway South and Banesley Lane. Several public right of ways (PRoW) and non-designated footpaths have been identified within the Scheme Footprint or in its immediate vicinity.

The main community areas close to the Scheme are Team Valley Trading Estate and Retail Park, Lamesley, Harlow Green, Chowdene, Birtley, Crowther, Armstrong and Low Eighton. The area in the immediate vicinity of the Scheme includes community land such as Longacre Wood LWS and a sports field. There are areas of agricultural land particularly near Lamesley Pastures east of Lamesley Road.

Baseline data indicates that the local economy in Gateshead is performing poorly compared to the national average. The Team Valley Trading Estate area is identified as a primary employment site.

Potential impacts during construction include disruption to users of the East Coast Main Line railway, disruption to drivers on the A1 and the surrounding local road network causing an increase in driver stress, and increases in journey times due to temporary diversions or closures of roads and footpaths. There would also be temporary and permanent land take including agricultural land, public open space which includes Longacre Wood and accessible green space to the south of Smithy

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<sup>6</sup> TSCS = These materials provide a high performance, rut resistant, low noise and skid resistant layer that supports the high volume of traffic found on the strategic road network.

Lane. There may be a temporary reduction in amenity for Non-Motorised Users (NMUs) when using PRowS and non-designated footpaths in the vicinity of construction works. There is also potential for a beneficial impact during construction on the local economy as expenditure within the local supply chain is likely to increase during the construction works.

During operation views from the road are anticipated to be mostly unchanged in the long term. In the short term however vegetation screening may be reduced until mitigation planting reaches maturity. This may extend the views in some locations, but may result in a less pleasant road user experience in other locations. It is likely that during operation there would be a beneficial impact on population and health through changes in driver stress.

During operation, reduced delays on the road network have the potential to provide beneficial impacts to the local economy with improved commuter and delivery journey times.

In order to mitigate impacts on people and communities the Scheme would seek to maintain views from the roads and open views of the countryside, provide clear signage and road layout to avoid creating route uncertainty and ensure diversions or closures undertaken during construction are clearly advertised and signposted. Details of any traffic management measures would be listed within a Traffic Management Plan (TMP).

The Scheme would aim to accommodate NMUs, and either retain or improve the existing access arrangements including providing lighting to improve the amenity of users of the footpaths. Landscape planting would be incorporated into the design to reduce visual impacts on residential properties, and as far as possible land required for temporary works would be reinstated to its former use following the completion of construction.

Should public open space at Longacre Wood be required permanently, compensatory replacement land is likely to be required. Impacts to agricultural land during construction would be mitigated by, for example, careful siting of construction compounds to reduce severance, careful planning of construction activities through consultation with landowners, consideration of field drainage in the design and implementing best practice measures as detailed in the CEMP.

Measures would be put in place, where possible, to maximise the potential for the workforce and project supply chain, to be sourced locally.

There may be some residual effects on agricultural land but this would depend on the extent and type of temporary and permanent works required. No other likely significant effects are anticipated.

A simple assessment will be carried out for the EIA.

## **ROAD DRAINAGE AND THE WATER ENVIRONMENT**

There are three key surface water bodies within the Scheme Footprint namely the River Team, the watercourse in Longacre Dene and the watercourse in Allerdene Culvert. The Scheme crosses over the fluvial floodplain of the River Team.

During construction there is the potential for impacts on the water quality of nearby waterbodies from spillage of fuels, lubricants, hydraulic fluids and cement. There is also potential for increased runoff into surface water drainage systems due to de-vegetation and increased temporary hardstanding, with potential for localised flooding of low lying road segments and an increased risk of flooding of the River Team.

Impacts during operation could include increased surface water runoff, pollution during flood events as a result of pollution control devices being overwhelmed and impacts to the safety of motorists in areas at risk of flooding from rainwater and potential for increased flooding of the River Team.

A CEMP and temporary surface water drainage strategy would be produced which would incorporate measures to protect both surface and groundwater quality. These measures would include, but not be limited to, ensuring plant and vehicles are refuelled in designated areas, wheel washing and road sweeping to be implemented, and surface water run-off and excavation dewatering would be captured and settled out prior to disposal to sewer as appropriate. Where there is a risk of localised flooding, measures would be put in place to prevent pollution, for example, by ensuring no fuel, oil or chemicals are stored in these locations, and moving plant and machinery from these areas when not attended. Monitoring of local weather would take place in order to be able to predict localised flooding within the Scheme Footprint during construction so that measures could be implemented.

Mitigation measures will be incorporated into the design to minimise impacts to road drainage and the water environment during operation. This would include identifying whether additional floodplain capacity is required at the Allerdene culvert and the River Team culverts at junction 67. Flood risk from rainwater will be mitigated within the design to ensure the risks to users can be appropriately managed. A Flood Risk Assessment (FRA) will be undertaken and surface water drainage strategy developed to ensure that water can be stored appropriately and can leave the highway to prevent ponding and the risk to the safety of motorists. The surface water drainage strategy will be developed in consultation with Gateshead Council as Lead Local Flood Authority (LLFA).

It is not anticipated that there would be significant effects due to construction. With respect to flooding due to rainwater, there could be a significant impact on human safety associated with surface water flooding during operation.

A detailed assessment of potential impacts to water and drainage will be carried out for the EIA.

## **CLIMATE CHANGE**

The operation and management of the current Scheme requires small quantities of specialist components such as light bulbs, signage, steelwork, and possibly brickwork as well as some bulk material (cement, concrete, sand and gravel) for minor works and repairs of the highway and associated infrastructure. These materials have carbon emissions associated with them. Carbon dioxide (CO<sub>2</sub>) emissions are expected to increase between 2023 (opening year) and 2038 (design year) due to traffic growth.

Mean daily minimum winter temperature is projected to range within 1.4 to 3.1 °C between 2010 and 2039. Mean daily maximum summer temperature is projected to be 18.6 to 23.6 °C between 2010 and 2039. Mean daily winter and summer rainfall between 2010 and 2039 are anticipated to be 1.7 – 2 mm/day and 1.6 to 2.1 mm/day respectively.

During construction, large sources of emissions of embedded carbon are likely to be found in materials including those associated with Allerdene Bridge (i.e. structural and reinforced steel and concrete) and pavement materials (i.e. asphalt and aggregate). During operation, the main emissions source would be from road vehicles )

During construction impacts from climate change may result from increased temperatures and prolonged periods of hot weather which could lead to greater dust generation, and increased and more intense period of rainfall leading to flooding and soil erosion.

During operation there would be similar climatic events. Increased temperatures or greater temperature extremes could lead to increased stress on structures, technology and surfaces e.g. road surfaces. Greater rainfall could lead to more flooding, water scour causing structural damage, weakening or wash out of structural soils and changes to ground water level and soil moisture.

In order to reduce emission impacts, design, mitigation and enhancement measures would be considered including, but not limited to, using less carbon intensive concrete, maximising the recovery and reuse of site won material and specifying energy efficient equipment for operation e.g. lighting and signage.

Mitigation to reduce impacts as a result of climate extremes may include ensuring that pavements, drainage systems and embankments are designed to take into account anticipated increases in peak rainfall and increased variability of ground conditions. Design of pavement, expansion joints and other elements would consider resilience to anticipated increases in peak summer temperatures.

A detailed assessment will be carried out for the EIA.

## **CUMULATIVE**

Cumulative effects are defined as cumulative impacts from different projects (in combination with the project being assessed) and combined effects are defined as cumulative impacts from a single project.

A review of planning applications located within 500 m of the Scheme has identified Birtley Northside which involves the erection of 147 dwellings in Birtley. In addition Highways England scheme A1 Scotswood to North Brunton is located 8km to the north of the Scheme. Both schemes have potential to result in cumulative effects in combination with the Scheme.

Sensitive receptors that may experience combined effects from the Scheme include viewpoints on public access footpaths, residences near the proposed noise barrier, local road users, users of PRoW, cycle routes, areas of amenity, Longacre Wood LWS and watercourses.

During construction potential combined effects include changes to air quality, views and noise levels as well as changes in traffic flow on surrounding roads resulting in drivers using unintended shortcuts, for example, along residential side streets, which may cause driver stress.

During operation, potential combined effects on receptors from air quality, visual and noise impacts have been identified.

Depending on the programme of works there may be beneficial cumulative effects with the A1 Scotswood to North Brunton scheme as there is the potential for additional employment opportunities for the local population and an increase in spending in the local economy by contractors.

Construction of Birtley Northside will be complete before construction of the Scheme. As such there would not be any cumulative impacts with this development during construction. Impacts during operation are not anticipated to be significant.

Where significant cumulative effects are identified during the EIA, mitigation will be specified to avoid, reduce or offset such effects.



A detailed assessment of cumulative effects will be carried out for the EIA including any new planning applications identified.

### **STATUTORY CONSULTATION**

Highways England wishes to obtain the views of the public on the proposals for the latest Scheme design, taking into account the potential environmental effects. Those views can then be considered when finalising the design and refining the EIA and ES.

There will be a six week consultation period commencing 8 February 2018 for members of the public and statutory consultees to respond. Responses can be made by completing a questionnaire, by letter, by e-mail or online, using any of the following addresses:

By post:

A1 Birtley to Coal House Project Team

Highways England

Lateral

8 City Walk

Leeds

LS11 9AT

Website: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

Email: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)

### **AFTER STATUTORY CONSULTATION**

All responses will be considered in finalising the Scheme design and the EIA. A Consultation Report, which will be submitted with the DCO Application, will be prepared on the responses received and how they have been taken into account, including whether or not they led to changes to the Scheme.

Highways England is required to seek authorisation to construct the Scheme through a DCO application to the Secretary of State for Transport via PINS. The ES will be submitted with the DCO application in winter 2018/2019. Details of how the process works can be found on the National Infrastructure Planning website for the Scheme.

<https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-birtley-to-coal-house-improvement-scheme/>

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code PR187/17.

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\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

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## **ANNEX L: S47 and S48 newspaper notices (with locations and dates)**

- 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

8 February 2018

## **Second chance to have your say on A1 upgrade near Gateshead**

People in Gateshead are being given the chance to look at detailed plans to upgrade a 2.5 mile stretch of the A1.

The planned Highways England improvements will provide additional capacity, and improve journey times and safety while supporting economic growth in the region.

The existing dual carriageway will have extra lanes added between Birtley (junction 65) and Coal House (junction 67). Allerdene Railway Bridge which carries the A1 over the East Coast railway line will also be replaced as part of the project.

Following a series of consultation events back in 2016, 73% of residents agreed with Option 1A, where Allerdene Railway Bridge will be reconstructed south of its current location and replacing Smithy Lane overbridge.

This option has now been developed further and these plans will be on show at a series of consultation events which will take place later this month.

Highways England project manager Nicola Wilkes said:

“We would really like people to come along to these public consultation events which are being held over 2 weeks.

“These events are a chance for local people to have a look at the more detailed plans we have pulled together for the proposals and to give us their feedback.”

The events will be held on:

Friday 23 February - 1pm - 8pm Chowdene Children Centre, Waverley Road, Harlow Green, NE9 7TU

Saturday 24 February - 10am - 4pm Washington Leisure Centre, Town Centre, Washington, NE38 7SS

Thursday 1 March - 10am - 4pm Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN

Friday 2 March - 10am – 1.30pm Team Valley Trading Estate, Axis Building, Maingate, Kingsway North, Gateshead, NE11 0BE

Friday 2 March - 4pm - 8pm Metro Centre, intu Metro Centre, Gateshead, NE11 9YG

Saturday 3 March - 10am - 4pm Birtley East Primary School, Highfield, Birtley East, DH3 1QQ

Wednesday 7 March – (4pm- 8pm) Birtley Community Hub, The Hub Resource Centre, Birtley Community Partnership, 16 Harraton Terrace, Durham Road, Birtley, DH3 2QG

Two options were presented at the events held back in 2016 with the only difference being where Allerdene Railway Bridge would be built. Option 1B included building a temporary railway bridge and then building the permanent structure in the same place as it is now.

More details on the A1 Birtley to Coal House scheme which is due to start 2020/2021 are available at [www.highways.gov.uk/roads/road-projects/a1-birtley-to-coalhouse/](http://www.highways.gov.uk/roads/road-projects/a1-birtley-to-coalhouse/)

**Ends**

### **NOTES TO EDITORS**

1. Highways England is the wholly government-owned company responsible for modernising,



maintaining and operating England's motorways and major A roads.

2. **Maintenance and improvement projects:** We plan maintenance and improvement projects carefully to allow road works to be completed safely, in a cost effective way while keeping disruption to road users to a minimum. We do as much work as possible overnight and when roads are less busy in order to keep more lanes open for road users at peak travel times. Drivers are advised to check their route for road works and allow extra time for their journeys where needed. We have a variety of journey planning tools that road users can use to check travel conditions on the roads we manage, and we will do all we can to keep road users informed.
3. **Safety at roadworks:** Highways England is working with the industry and road users to reduce the risks of working on the roads. For the safety of road workers and all road users, when you are approaching roadworks:
  - Keep within the speed limit – it is there for your safety.
  - Get into the correct lane in good time – don't keep switching.
  - Concentrate on the road ahead, not the roadworks.
  - Be alert for works' traffic leaving or entering roadworks.
  - Keep a safe distance – there could be queues in front.
  - Observe all signs – they are there to help you.
  - And be alert for road workers, the roads are their workplace.
4. **Real-time traffic information** for England's motorways and major A roads is available:
  - From the **web** at [www.highways.gov.uk/traffic](http://www.highways.gov.uk/traffic) or from a phone or mobile device at [m.highways.gov.uk](http://m.highways.gov.uk)
  - By **phone** from the Highways England Customer Contact Centre on 0300 123 5000 at any time. (Calls to 03 numbers are charged at no more than a national call to an 01 or 02 number and are included in all discount schemes and call allowances. This applies to all landlines, mobiles and payphones. Call costs will vary depending on your landline or mobile supplier.) Make sure it's safe and legal before you call. Before using any mobile, find a safe place to park. Never stop on the hard shoulder of a motorway except in an emergency.
  - On **Apple and Android mobile devices** via the [Apple App Store](#) or [Google Play Store](#).
  - From **Twitter** – there are eight feeds with live traffic information provided by region. For information on roads in the Yorkshire and Humber follow us at: [@HighwaysNEAST](#) [@HighwaysYORKS](#) or for the full index visit [www.highways.gov.uk/twitter](http://www.highways.gov.uk/twitter).

**Issued by Highways England.**

**For further information please contact Michaela Maunders [REDACTED]. Media enquiries out of hours should be made to Highways England's National Press Office (24hrs) on 0844 693 1448.**

# HIGHWAYS AD BOOKING

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68 *The Chronicle* THURSDAY, FEBRUARY 1, 2018

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## Business

### Public Notices



#### SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURES) REGULATIONS 2009 A1 BIRTLEY TO COAL HOUSE IMPROVEMENT SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the "Scheme") in Gateshead.

The scheme's main proposals in summary are:

- Widening of the route to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with lane gain/drop between junctions on northbound carriageway to provide additional capacity
- Off-line replacement of Airedale Railway Bridge.
- Widening/Extension of other existing structures.
- Providing an improved road alignment

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and an Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 8 February 2018 to 22 March 2018. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 8 February 2018 to 22 March 2018 at the following locations and times:

Location	Viewing Times
Gateshead Civic Centre Regent Street, Gateshead NE8 1HH Tel: 0191 433 3000	Monday – Friday 09.00 – 17.00
Birtley Library Durham Road, Birtley Chester-le-Street DH3 1LE Tel: 0191 433 6101	Monday, Tuesday & Thursday 09.00 – 17.00 Wednesday & Friday 09.00 – 15.45 Saturday CLOSED
The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2QG Tel: 0191 492 0434	Monday, Tuesday, Thursday and Friday 09.30 – 15.30 Wednesday 09.30 – 12.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00 – 3.00 Tuesday, Wednesday 10.00 – 15.00 Thursday 09.00 – 17.00 Saturday CLOSED

Highways England Lateral, 8 City Walk Leeds LS11 9AT Tel: 0300 470 4548	By prior arrangement: Monday to Friday 09.00 – 17.00
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Copies of the consultation materials also will be available online free of charge from 8 February 2018 at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below: Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00.

- E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
- Call us: 0300 470 4548

• Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds LS11 9AT

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 8 February 2018 and 22 March 2018. A consultation feedback form is available as part of the consultation materials.

The website will allow the submission of electronic consultation forms. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme.

Written responses can be sent to the following address: A1 Birtley to Coal House Scheme

Highways England, Lateral, 8 City Walk, Leeds LS11 9AT or via email at: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk) or via the scheme website: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

**Responses must be received no later than 23:59 22 March 2018**

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**Nicola Wilkes**, Project Manager, Highways England, 1 February 2018



#### A1 Birtley to Coal House improvement scheme Publication of Statement of Community Consultation

Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House in Gateshead. Highways England is proposing to relieve congestion and increase capacity to the A1 between Junction 65 (Birtley) and Junction 67 (Coal House). The route currently experiences severe congestion and weaving between junctions.

The scheme is an Environmental Impact Assessment (EIA) development, which means a Preliminary Environmental Information Report (PEIR) will be produced (to describe the environmental effects of the scheme) and consulted on.

The SoCC sets out how we will be consulting with the local community about our scheme and how they can get involved. The SoCC can be inspected online at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse) or at a range of deposit locations. For further details, see our Planning Act 2008 (PA 2008) Section 48 notice.

The consultation will be held between Thursday 8 February 2018 and Thursday 22 March 2018. You can view our consultation materials (including: brochure, SoCC and PEIR) at our consultation events where you can speak with the Project Team and share your views. Consultation events will be held at the following locations:

<b>Friday 23 February</b> – 1pm-8pm Chowdene Children Centre, Waverley Road, NE9 7TU	<b>Saturday 24 February</b> – 10am-4pm Washington Leisure Centre, Washington, NE38 7SS	<b>Thursday 1 March</b> – 10am-4pm Kibblesworth Millennium Centre, Gateshead, NE11 0XN
<b>Friday 2 March</b> – 10am-1.30pm Team Valley Trading Estate, Axis Building, NE11 0BE	<b>Friday 2 March</b> – 4pm-8pm Metrocentre, intu Metrocentre, Gateshead, NE11 9YG	<b>Saturday 3 March</b> – 10am-4pm Birtley East Primary School, Highfield, Birtley East, DH3 1QQ
<b>Contact us</b> Write to: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT Email: <a href="mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk">A1BirtleytoCoalhouse@highwaysengland.co.uk</a> Telephone: 0300 470 4548		<b>Wednesday 7 March</b> – 4pm-8pm Birtley Community Hub, 16 Harraton Terrace, DH3 2QG

If you can't make it to one of our events the consultation materials can also be viewed via the deposit locations as detailed in our PA 2008 Section 48 notice, or via the scheme website at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse). Consultation materials will be available from the start of the consultation date detailed above.

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# HIGHWAYS AD BOOKING

Date: 08/02/2018

Penna Ref : 610787000003 GPC Code : GPC/00169666

Publication : Newcastle Evening Chronicle

68 *The Chronicle* THURSDAY, FEBRUARY 8, 2018

chroniclelive.co.uk

## Business

### Public Notices



#### SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 A1 BIRTLEY TO COAL HOUSE IMPROVEMENT SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the "Scheme") in Gateshead.

The scheme's main proposals in summary are:

- Widening of the route to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with lane gain/drop between junctions on northbound carriageway to provide additional capacity
- Off-line replacement of Allerdale Railway Bridge.
- Widening/Extension of other existing structures.
- Providing an improved road alignment

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and an Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 8 February 2018 to 22 March 2018. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 8 February 2018 to 22 March 2018 at the following locations and times:

Location	Viewing Times
Gateshead Civic Centre Regent Street, Gateshead NE8 1HH Tel: 0191 433 3000	Monday - Friday 09.00 - 17.00
Birtley Library Durham Road, Birtley Chester-le-Street DH3 1LE Tel: 0191 433 6101	Monday, Tuesday & Thursday 09.00 - 17.00 Wednesday & Friday 09.00 - 15.45 Saturday CLOSED
The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2QG Tel: 0191 492 0434	Monday, Tuesday, Thursday and Friday 09.30 - 15.30 Wednesday 09.30 - 12.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00 - 3.00 Tuesday, Wednesday 10.00 - 15.00 Thursday 09.00 - 17.00 Saturday CLOSED

Highways England  
Lateral, 8 City Walk  
Leeds LS11 9AT  
Tel: 0300 470 4548

By prior arrangement:  
Monday to Friday  
09.00 - 17.00

Copies of the consultation materials also will be available online free of charge from 8 February 2018 at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below: Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00.

• E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)

• Call us: 0300 470 4548

• Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds LS11 9AT

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 8 February 2018 and 22 March 2018. A consultation feedback form is available as part of the consultation materials.

The website will allow the submission of electronic consultation forms. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme.

Written responses can be sent to the following address: A1 Birtley to Coal House Scheme

Highways England, Lateral, 8 City Walk, Leeds LS11 9AT or via email at:

[A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)

or via the scheme website:

[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

**Responses must be received no later than 23:59 22 March 2018**

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**Contact us**  
Write to: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT  
Email: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)  
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**A1**

**Birtley to Coal House  
improvement scheme**

**Public Exhibition - Kibblesworth Village Millennium Centre**

As you may be aware, we had a consultation event scheduled on the proposed A1 Birtley to Coal House scheme for Thursday 1st March 2018 at Kibblesworth Village Millennium Centre. Unfortunately, the severe weather conditions forced us into postponing the event. We understand that this enforced postponement may have caused residents and interested parties some inconvenience and for this we apologise.

I am pleased to inform you that we have now rescheduled the event for the following date and time:

**Date: Thursday 22nd March 2018**

**Time: 10am - 4pm**

**Location: Kibblesworth Village Millennium Centre, Grange Terrace,  
Kibblesworth, Gateshead, Tyne and Wear, NE11 0XN**

If you would like to speak to the project team, please do not hesitate to email us at [A1BirtleytoCoalHouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalHouse@highwaysengland.co.uk) or call us on **0300 470 4548**.

If you can't make it to the event the consultation materials can also be viewed via the deposit locations as detailed in our PA 2008 Section 48 notice, or via the scheme website at <http://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/>



# HIGHWAYS AD BOOKING

Date: 01/02/2018

Penna Ref : 610720000003 GPC Code : GPC/00169663

Publication : Newcastle Journal

THE JOURNAL THURSDAY, FEBRUARY 1, 2018

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## Business

### Public Notices

#### CITY OF NEWCASTLE UPON TYNE THE LOCAL AUTHORITIES (MEMBERS ALLOWANCES) (ENGLAND) REGULATIONS 2003 (AS AMENDED)

Under the Local Authorities (Members Allowances) (England) Regulations 2003 (as amended) the City Council has to make a new Members Allowances Scheme before 1 April each year. The City Council will be discussing the Council's members' allowances for 2018/19 on 7 February 2018. In arriving at its decision, the Council has to take into account the recommendations of its Independent Remuneration Panel which has recommended that the members' allowances for 2018/19 remain unchanged. The only exceptions to this are a recommendation to increase the level of the Dependents' Carers' Allowance to £8.45 per hour and to implement the change to the Lord Mayor's allowance as previously agreed by City Council on 1 February 2017. The proposed allowances are set out below:

	£	
Basic Allowance	£8,775	
Special Responsibility Allowances		
Leader of Council	£17,500	200%
Deputy Leader of Council	£8,775	100%
Leader of Opposition	£6,581	75%
Deputy Leader of Opposition	£3,291	37.5%
Opposition Spokespersons	£2,194	25%
Cabinet Member	£6,581	75%
Chairs		
• Planning Committee	£4,388	50%
• Licensing Committee and Regulatory and Appeals Committee	£4,388	50%
• Constitutional Committee; Audit Committee; Standards Committee and Scrutiny Committees	£4,388	50%
Vice-Chairs		
• Planning Committee	£2,194	25%
• Licensing Committee and Regulatory and Appeals Committee	£2,194	25%
• Constitutional Committee; Audit Committee; Standards Committee and Scrutiny Committees	£2,194	25%
Members of Planning Committee	£878	10%
Members of Regulatory and Appeals Committee	£439	5%
Members of Licensing Committee	£439	5%
Members of the Transport North East Committee	£439	5%
Members of the Northumbria Police and Crime Panel	£439	5%
Co-optees' Allowances		
Independent Chair, Standards Committee and Audit Committee	£4,388	50%
Independent Joint Vice-Chair, Standards Committee	£2,194	25%
Independent Members, Audit Committee	£878	10%
Statutory Co-opted Members, Scrutiny Committees	£439	5%
Dependents' Carers' Allowance	£8.45 per hour	
Other Allowances (not part of the scheme)		
Lord Mayor	£8,775	100%
Sheriff	£3,291	37.5%

The Independent Remuneration Panel does not recommend any alteration to travel and subsistence allowances at this stage. The City Council has been recommended to revoke the existing Members' Allowances Scheme to enable a new Members' Allowances Scheme incorporating the Independent Remuneration Panel's recommendations to be adopted for the financial year commencing 1 April 2018. Copies of the Independent Remuneration Panel report can be inspected at the Customer Service Centre, Civic Centre during normal office hours (8.30 am - 4.30 pm) Monday-Friday. Copies are also available free of charge. The report can also be viewed on the Council's website - [www.newcastle.gov.uk](http://www.newcastle.gov.uk). Linda Scott Service Manager, Democratic Services 31 January 2018

#### highways england A1 Birtley to Coal House improvement scheme

##### Publication of Statement of Community Consultation

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**Contact us**  
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**SECTION 155 & 156 MARINE AND COASTAL ACCESS ACT 2009**  
Notice is hereby given that pursuant to the above legislation, Northumbria Inshore Fisheries & Conservation Authority (NIFCA) intends to apply to the Minister for the Department of Environment, Food & Rural Affairs to revoke the "Prohibition of the Use of Mobile Fishing Gear within the English section of the Berwickshire and North Northumberland Coast Special Area of Conservation" Byelaw and remake as the "Prohibition of the Use of Mobile Fishing Gear within the English section of the Berwickshire and North Northumberland Coast Special Area of Conservation 2018" Byelaw, incorporating exemptions for the use of specified gear in specified areas of the English section of the Berwickshire and North Northumberland Coast Special Area of Conservation and which was made by the Authority on 23 October 2017. A full text of the byelaw and associated Impact Assessment can be inspected at or obtained from Northumbria Inshore Fisheries & Conservation Authority (NIFCA) offices: 8 Emersdale Road, Blyth, Northumberland, NE24 4RT or telephone No. 01670 797 676 and viewed on the Authority website at [www.nifca.gov.uk](http://www.nifca.gov.uk). Any person wishing to object to the confirmation of the above byelaw must make representations in writing before 12th March 2018 to the Marine Conservation & Enforcement Team, Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7TH or [FCObyelaws@marinemangement.org.uk](mailto:FCObyelaws@marinemangement.org.uk) and must send a copy of such written representation to the Chief Executive at Northumbria Inshore Fisheries & Conservation Authority at 8 Emersdale Road, Blyth, Northumberland, NE24 4RT or [nifca@nifca.gov.uk](mailto:nifca@nifca.gov.uk). Telephone: 01670/797676 Email: [nifca@nifca.gov.uk](mailto:nifca@nifca.gov.uk)

#### NORTH TYNESIDE COUNCIL (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2016 Variation Order No.1 2018

North Tyneside Council gives notice that it has made a Variation Order under Sections 1, 2 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the Order, which will come into force on 5 February 2018, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2016 so that:-

- No waiting at anytime restrictions (double yellow lines) will be introduced on parts of:-  
Alder Grove, Whiteley Bay Hayhole Road, North Shields  
Hayhole Road (Access Highbury Place, North  
Road to Inter Terminals Shields  
Depot), North Shields
- Rennington Close, Rennington Avenue,  
Cullercoats Cullercoats
- The Wynd, Forest Hall Thornhill Road, Forest Hall  
Tynemouth Road, Tynemouth Terrace,  
Tynemouth

b) The no waiting at anytime restriction on Great Lime Road, West Moor from a point 27m east of its junction with Southgate to a point 111m east of the junction be revoked and be replaced with a no waiting restriction (single yellow line) between 8.15am and 9.15am and 3.00pm and 4.00pm on Mondays to Fridays.

c) A no loading and unloading at any time restriction be introduced on part of Canberra Avenue, West Monkseaton.

Details of the proposals, may be examined at the address below between 8.30am and 4.00pm on Mondays to Fridays or on the Council's website [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk) (Statutory Notices). If you wish to question the validity of the Order or any of the provisions contained within them on the grounds that they are not made under the correct sections of the Road Traffic Regulation Act 1984 or on the grounds that any requirement of the Act or of any instrument made under it has not been complied with in relation to the Order, you may within six weeks from 24 January 2018, apply to the High Court for this purpose.

**Dated: 1 February 2018**  
V Geary, Head of Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

**Licensing Act 2003  
Notice of application for a New Premises Licence**  
Name of applicant: Newcastle University  
Address of Premises: The Boiler House, Newcastle University, Newcastle upon Tyne NE1 7RU  
The licensable activities will be the indoor provision of (a) plays (b) films (c) live music (d) recorded music (e) indoor sports (f) performance of dance (g) entertainment of a similar description, the sale of alcohol for consumption on the premises and the provision of late night refreshment Monday-Sunday 09:00-22:00 and occasionally until midnight. Conditions will apply. Anyone wishing to make a representation to this application may do so by 22 February 2018. A record of the application made to the Licensing Authority will be kept on a register at the address given below and the register may be inspected during normal office hours. All representations regarding this application MUST BE IN WRITING and sent to Licensing, Resources & Performance Division, Environment & Regeneration Directorate, Newcastle City Council, Room 707, Civic Centre, Newcastle upon Tyne NE1 8PD or [www.newcastle.gov.uk](http://www.newcastle.gov.uk) It is an offence knowingly or recklessly to make a false statement in connection with an application and is subject to punishment by a fine of any amount on summary conviction for the offence.  
**WARD HADAWAY**

**THE BOROUGH COUNCIL OF GATESHEAD  
(STATION ROAD, LOW FELL, GATESHEAD)  
TEMPORARY TRAFFIC REGULATION ORDER 2018**  
Notice is hereby given that the Borough Council of Gateshead proposes to make an Order under section 14(1) of the Road Traffic Regulation Act 1984 the effect of which will be to temporarily prohibit all traffic along Station Road, Low Fell, from the southern junction with Salthwell Road South in a north westerly direction for 105 metres. The Order is required to enable works in the highway. It is proposed that the Order will come into force on 24th February 2018. The maximum duration of the Order will be 18 months however the works are estimated to be completed by the 4th March 2018. All vehicles (except vehicles associated with the works, emergency service vehicles on duty and vehicles of the residents of properties 11, 30, 32, 34 and 36 Station Road, Hillcroft North and Hillcroft South) will be prohibited from the above road, until the works are completed or at such times and to such extent as may from time to time be indicated by the display of traffic signs. A signed alternative route will be provided via Salthwell Road South.  
**Dated 2nd February 2018**  
Mike Barker Strategic Director, Corporate Services and Governance, Civic Centre, Regent Street, Gateshead NE8 1HH

[thejournal.co.uk/booknad](http://thejournal.co.uk/booknad)

### Entertainment & Leisure

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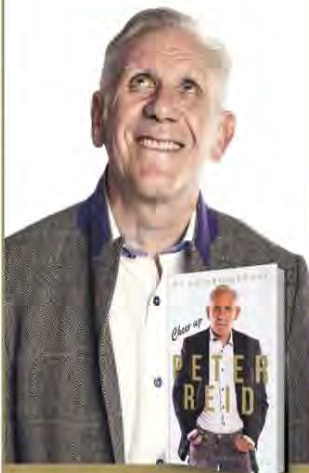


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# HIGHWAYS AD BOOKING

Date: 08/02/2018

Penna Ref : 61071600004

GPC Code : GPC/00169663

Publication : Newcastle Journal

THE JOURNAL THURSDAY, FEBRUARY 8, 2018

ELIST

41

## Business

### Public Notices

#### CITY OF NEWCASTLE UPON TYNE TRAFFIC REGULATION (CONSOLIDATION) ORDER 2009 (ROBEY STREET AREA)

##### LEMINGTON VARIATION ORDER 2018

1. NOTICE IS HEREBY GIVEN that on 8 February 2018 the Council of the City of Newcastle upon Tyne made an Order under Sections 1, 2, 4, 20 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 which amends the City of Newcastle upon Tyne Traffic Regulation (Consolidation) Order 2009 (the 2009 Order).

2. The effect of the Order, which will come into operation on 26 March 2018, is to introduce a prohibition of waiting at any time restriction (double yellow lines) on the following lengths of road -

- (a) Back Rokely Street East -
  - (i) both sides, from Fernwood Road southwards for 7 metres;
  - (ii) both sides, from 7 metres north of Charlton Street southwards for 14 metres;
- (b) Back Wellington Street East -
  - (i) both sides, from Fernwood Road southwards for 7 metres;
  - (ii) both sides, from 83.5 metres south of Fernwood Road southwards for its remaining length;
- (c) Charlton Street -
  - (i) both sides, from 10 metres west of Rokely Street eastwards for 20 metres;
  - (ii) both sides, from 7 metres west of Back Rokely Street East eastwards for 14 metres;
  - (iii) north side, from Back Wellington Street East westwards for 8 metres;
  - (iv) east side, from Back Wellington Street East southwards for 3 metres;
- (d) Fernwood Road -
  - (i) both sides, from 10 metres west of Rokely Street eastwards for 20 metres;
  - (ii) both sides, from 7 metres west of Back Rokely Street East eastwards for 14 metres;
  - (iii) both sides, from 7 metres west of Back Wellington Street East eastwards for 14 metres;
- (e) Rokely Avenue - both sides, from Fernwood Road northwards for 10 metres;
- (f) Rokely Street -
  - (i) both sides, from Fernwood Road southwards for 10 metres;
  - (ii) both sides, from 9 metres north of Charlton Street southwards for 18 metres;

3. Documents giving more detailed particulars of the Order (including draft Order, map and a statement of the Council's reasons for making the Order), and the 2009 Order, may be inspected free of charge at -

- (a) The Outer West Customer Service Centre, Denon Park Shopping Centre, West Denon Way, Newcastle upon Tyne, NE5 2QZ between 10am and 2pm on Tuesday, 10am and 6pm on Thursday and 10am and 5pm on Friday (closed on Monday and Wednesday).
  - (b) Customer Services, Newcastle Central Library, Charles Avison Building, 33 New Bridge Street West, Newcastle upon Tyne, NE1 8AH between 10.00am and 4.30pm Monday to Friday, and
  - (c) Newcastle Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8QH between 9.00am and 4.30pm Monday to Friday.
- Any enquiries relating to the Order may be made to the Council's Highways section on (0191) 2787878 ext. 250966.
4. If you wish to question the validity of the Order or of any of its provisions on the grounds that it or they are not within the powers conferred by the Act or of any instrument made under it has not been complied with in relation to the Order you may, within six weeks from 8 February 2018, apply to the High Court for this purpose.

Dated: 9 February 2018  
L. Scott, Service Manager Democratic Services, Civic Centre, Newcastle upon Tyne, NE1 8QH

#### CITY OF NEWCASTLE UPON TYNE (QUEENSWAY, GOSFORTH) TEMPORARY TRAFFIC REGULATION ORDER 2018

NOTICE IS HEREBY GIVEN that the Council of the City of Newcastle upon Tyne intend, not less than seven days from the date of this Notice, to make an Order under Section 14 of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit all vehicles from proceeding on -

- a) College Street, between its junctions with Durant Road and North Street East;
- b) Ellison Place, from its junction with College Street in an easterly direction for a distance of 85 metres.

The alternative route for vehicles will be via existing road network.

The Order is required to allow works to be carried out on or near the highway. Exemptions will be provided for vehicles engaged in the works.

The Order will come into operation on 26 February 2018 and will continue, as and when the relevant traffic signs are displayed, for 3 months or until the proposed works are completed, whichever is the earlier. Further information may be obtained by telephoning the Council's Highways and Local Services section on (0191) 2787878 ext. 26865. Dated: 8 February 2018

L. Scott, Service Manager Democratic Services, Civic Centre, Newcastle upon Tyne, NE1 8QH

#### highways england A1 Birtley to Coal House improvement scheme

##### Publication of Statement of Community Consultation

Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House in Gateshead. Highways England is proposing to relieve congestion and increase capacity to the A1 between Junction 65 (Birtley) and Junction 67 (Coal House). The route currently experiences severe congestion and weaving between junctions.

The scheme is an Environmental Impact Assessment (EIA) development, which means a Preliminary Environmental Information Report (PEIR) will be produced (to describe the environmental effects of the scheme) and consulted on.

The SoCC sets out how we will be consulting with the local community about our scheme and how they can get involved. The SoCC can be inspected online at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse) or at a range of deposit locations. For further details, see our Planning Act 2008 (PA 2008) Section 48 notice.

The consultation will be held between Thursday 8 February 2018 and Thursday 22 March 2018. You can view our consultation materials (including: brochure, SoCC and PEIR) at our consultation events where you can speak with the Project Team and share your views. Consultation events will be held at the following locations:

Friday 23 February - 1pm-8pm	Saturday 24 February - 10am-4pm	Thursday 1 March - 10am-4pm
Chowdene Children Centre, Waverley Road, NE3 7TU	Washington Leisure Centre, Washington, NE38 7SS	Kibblesworth Millennium Centre, Gateshead, NE11 0XN
Friday 2 March - 10am-1.30pm	Friday 2 March - 4pm-8pm	Saturday 3 March - 10am-4pm
Team Valley Trading Estate, Axis Building, NE11 0BE	Metrocentre, into Metrocentre, NE11 9YG	Birtley Community School, Highfield, Birtley East, DH3 1QQ

Contact us  
Write to: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT  
Email: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)  
Telephone: 0300 470 4548

If you can't make it to one of our events the consultation materials can also be viewed via the deposit locations as detailed in our PA 2008 Section 48 notice, or via the scheme website at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse). Consultation materials will be available from the start of the consultation date detailed above.

#### CITY OF NEWCASTLE UPON TYNE (COLLEGE STREET AND ELLISON PLACE) TEMPORARY TRAFFIC REGULATION ORDER 2018

NOTICE IS HEREBY GIVEN that the Council of the City of Newcastle upon Tyne intend, not less than seven days from the date of this Notice, to make an Order under Section 14 of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit all vehicles from proceeding on -

- a) College Street, between its junctions with Durant Road and North Street East;
- b) Ellison Place, from its junction with College Street in an easterly direction for a distance of 85 metres.

The alternative route for vehicles will be via existing road network.

The Order is required to allow works to be carried out on or near the highway. Exemptions will be provided for vehicles engaged in the works.

The Order will come into operation on 26 February 2018 and will continue, as and when the relevant traffic signs are displayed, for 3 months or until the proposed works are completed, whichever is the earlier. Further information may be obtained by telephoning the Council's Highways and Local Services section on (0191) 2787878 ext. 26865. Dated: 8 February 2018

L. Scott, Service Manager Democratic Services, Civic Centre, Newcastle upon Tyne, NE1 8QH

#### highways england ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14 THE A69 TRUNK ROAD (SCOTBY) (TEMPORARY PROHIBITION OF TRAFFIC)

NOTICE IS HEREBY GIVEN that Highways England Company Limited intends to make an Order on the A69 Trunk Road, in the County of Cumbria, to enable carriageway resurfacing works to be carried out in safety.

The works are expected to start on Monday 5 March 2018 for 4 nights, or until completed, and will take place between 11pm and 6am.

The effect of the Order will be to close, the A69: (i) eastbound and westbound carriageways from Rosehill Roundabout Interchange to a point 1000 metres east of Rosehill Roundabout Interchange, a distance of 1000 metres;

(ii) bus stop layby situated adjacent to the westbound carriageway approximately 150 metres east of Rosehill Roundabout Interchange;

(iii) bus stop layby situated adjacent to the eastbound carriageway approximately 200 metres east of Rosehill Roundabout Interchange;

(iv) bus stop layby situated adjacent to the westbound carriageway approximately 50 metres west of Scotby Road Junction;

(v) bus stop layby situated adjacent to the eastbound carriageway approximately 50 metres east of Scotby Road Junction;

During closures, suitably signed alternative routes will be available at all times.

Traffic signs will indicate the extent of the prohibitions (which will not apply to emergency service vehicles or vehicles being used in connection with the said works or for winter maintenance or to anyone engaged in the said works or for traffic officer purposes). The Order comes into force on 4 March 2018 and has a maximum duration of eighteen months.

The contact for any further information about this notice is Craig Nicholson, tel: 0 300 470 2654, e-mail: [craig.nicholson@highwaysengland.co.uk](mailto:craig.nicholson@highwaysengland.co.uk)

MICHAEL MORGAN, Highways England, 3 South, Lateral, 8 City Walk, LEEDS, LS11 9AT

#### CITY OF NEWCASTLE UPON TYNE (QUEENSWAY, GOSFORTH) TEMPORARY TRAFFIC REGULATION ORDER 2018

NOTICE IS HEREBY GIVEN that the Council of the City of Newcastle upon Tyne intend, not less than seven days from the date of this Notice, to make an Order under Section 14 of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit all vehicles from proceeding on that length of Queensway, Gosforth between Grenville Drive and Clinton Place.

The alternative route for vehicles will be via existing road network.

The Order is required to allow works to be carried out on or near the highway. Exemptions will be provided for vehicles engaged in the works.

The Order will come into operation on 26 February 2018 and will continue, as and when the relevant traffic signs are displayed, for 3 weeks or until the proposed works are completed, whichever is the earlier. However it is anticipated that the closure will only be required for 3 days within the period the Order is made for.

Further information may be obtained by telephoning the Council's Highway section on (0191) 2787878 ext. 28964. Dated: 8 February 2018

L. Scott, Service Manager Democratic Services, Civic Centre, Newcastle upon Tyne, NE1 8QH

#### THE BOROUGH COUNCIL OF GATESHEAD (SCHOOL LANE WHICKHAM AND WELLINGTON ROAD DUNSTON) TEMPORARY TRAFFIC REGULATION ORDER 2018

Notice is hereby given that the Borough Council of Gateshead proposes to make an Order under section 14(1) of the Road Traffic Regulation Act 1984 the effect of which will be to temporarily prohibit vehicles:

- (i) along School Lane from the junction with Whickham Front Street to the junction with the Harry Clappes Public House car park;
- (ii) from waiting, stopping or loading along the east side of Wellington Road from the junction with Church Street to the junction of Dunston Road.

The Order is required to enable maintenance works to a gas main in the road. It is proposed that the Order will come into force on 26th February 2018. The maximum duration of the Order will be 10 months, however the works on the road at (i) above will commence at 08.00 on 26th February 2018 and are estimated to be completed by 16.00 on 20th March 2018. All vehicles (except for vehicles involved in the works) will be prohibited from the roads described above, until the works are completed or at such times and to such extent as may from time to time be indicated by the display of traffic signs. During the prohibition at (i) above there will be no alternative route in place.

Dated: 8th February 2018  
Mike Barker Strategic Director, Corporate Services and Governance, Civic Centre, Regent Street, Gateshead NE8 1TH

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#### CITY OF NEWCASTLE UPON TYNE (STOWELL STREET) TEMPORARY TRAFFIC REGULATION ORDER 2018

NOTICE IS HEREBY GIVEN that the Council of the City of Newcastle upon Tyne intend, not less than seven days from the date of this Notice, to make an Order under Section 14 of the Road Traffic Regulation Act 1984, the effect of which will be to -

- a) Prohibit all vehicles from proceeding on Stowell Street, from a point 35 metres south of its junction with St Andrews Street in a southerly direction for a distance of 25 metres;
- b) Suspend the existing one-way restriction on Stowell Street, between its junctions with St Andrews Street and Friars Street.

The alternative route for vehicles will be via existing road network.

The Order is required to allow works to be carried out on or near the highway. Exemptions will be provided for vehicles engaged in the works.

The Order will come into operation on 25th February 2018 and will continue, as and when the relevant traffic signs are displayed, for 1 week or until the proposed works are completed, whichever is the earlier.

Further information may be obtained by telephoning the Council's Highways and Local Services section on (0191) 2787878 ext. 25295. Dated: 8th February 2018

L. Scott, Service Manager Democratic Services, Civic Centre, Newcastle upon Tyne, NE1 8QH

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The contact for any further information about this notice is Craig Nicholson, tel: 0 300 470 2654, e-mail: [craig.nicholson@highwaysengland.co.uk](mailto:craig.nicholson@highwaysengland.co.uk)

MICHAEL MORGAN, Highways England, 3 South, Lateral, 8 City Walk, LEEDS, LS11 9AT

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# A1 Birtley to Coal House improvement scheme

## Publication of Statement of Community Consultation

Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House in Gateshead. Highways England is proposing to relieve congestion and increase capacity to the A1 between Junction 65 (Birtley) and Junction 67 (Coal House). The route currently experiences severe congestion and weaving between junctions.

The scheme is an Environmental Impact Assessment (EIA) development, which means a Preliminary Environmental Information Report (PEIR) will be produced (to describe the environmental effects of the scheme) and consulted on.

The SoCC sets out how we will be consulting with the local community about our scheme and how they can get involved. The SoCC can be inspected online at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse) or at a range of deposit locations. For further details, see our Planning Act 2008 (PA 2008) Section 48 notice.

The consultation will be held between Thursday 8 February 2018 and Thursday 22 March 2018. You can view our consultation materials (including: brochure, SoCC and PEIR) at our consultation events where you can speak with the Project Team and share your views. Consultation events will be held at the following locations:

<b>Friday 23 February</b> – 1pm-8pm Chowdene Children Centre, Waverley Road, NE9 7TU	<b>Saturday 24 February</b> – 10am-4pm Washington Leisure Centre, Washington, NE38 7SS	<b>Thursday 1 March</b> – 10am-4pm Kibblesworth Millennium Centre, Gateshead, NE11 0XN
<b>Friday 2 March</b> – 10am-1.30pm Team Valley Trading Estate, Axis Building, NE11 0BE	<b>Friday 2 March</b> – 4pm-8pm Metrocentre, intu Metrocentre, Gateshead, NE11 9YG	<b>Saturday 3 March</b> – 10am-4pm Birtley East Primary School, Highfield, Birtley East, DH3 1QQ
<b>Contact us</b> Write to: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT Email: <a href="mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk">A1BirtleytoCoalhouse@highwaysengland.co.uk</a> Telephone: 0300 470 4548		<b>Wednesday 7 March</b> – 4pm-8pm Birtley Community Hub, 16 Harraton Terrace, DH3 2QG

If you can't make it to one of our events the consultation materials can also be viewed via the deposit locations as detailed in our PA 2008 Section 48 notice, or via the scheme website at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse). Consultation materials will be available from the start of the consultation date detailed above.



# HIGHWAYS AD BOOKING

Date: 01/02/2018

Penna Ref : 610791000004

GPC Code : GPC/00169666

Publication : Newcastle Journal

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## Business

Public Notices



**SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009**  
**A1 BIRTLEY TO COAL HOUSE IMPROVEMENT SCHEME**  
**NOTICE PUBLISHERING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER**

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the "Scheme") in Gateshead.

The scheme's main proposals in summary are:

- Widening of the route to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with lane gain/drop between junctions on northbound carriageway to provide additional capacity
- Off-line replacement of Allerdene Railway Bridge.
- Widening/Extension of other existing structures.
- Providing an improved road alignment

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and an Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 8 February 2018 to 22 March 2018. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 8 February 2018 to 22 March 2018 at the following locations and times:

Location	Viewing Times
Gateshead Civic Centre Regent Street Gateshead NE8 1HH Tel: 0191 433 3000	Monday - Friday 09.00 - 17.00
Birtley Library Durham Road, Birtley Chester-le-Street DH3 1LE Tel: 0191 433 6101	Monday, Tuesday & Thursday 09.00 - 17.00 Wednesday & Friday 09.00 - 15.45 Saturday CLOSED
The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2OG Tel: 0191 492 0434	Monday, Tuesday, Thursday and Friday 09.30 - 15.30 Wednesday 09.30 - 12.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00 - 3.00 Tuesday, Wednesday 10.00 - 16.00 Thursday 09.00 - 17.00 Saturday CLOSED

**CITY OF NEWCASTLE UPON TYNE (JENISON AVENUE) TEMPORARY TRAFFIC REGULATION ORDER 2018**

**NOTICE IS HEREBY GIVEN** that the Council of the City of Newcastle upon Tyne intend, not less than seven days from the date of this Notice, to make an Order under Section 14 of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit all vehicles from proceeding on Jenison Avenue, from its junction with Sunnybank Avenue in a westerly direction for a distance of 90 metres.

The alternative route for vehicles will be via existing road network.  
The Order is required to allow works to be carried out on or near the highway.  
Exemptions will be provided for vehicles engaged in the works.

The Order will come into operation on 26th February 2018 and will continue, as and when the relevant traffic signs are displayed, for 4 weeks or until the proposed works are completed, whichever is the earlier.  
Further information may be obtained by telephoning the Council's Highways and Local Services section on (0191) 2787878 ext. 25295  
Dated: 1st February 2018  
L. Scott, Service Manager Democratic Services, Civic Centre, Newcastle upon Tyne, NE1 8QH

Highways England Lateral, 8 City Walk Leeds LS11 9AT Tel: 0300 470 4548	By prior arrangement: Monday to Friday 09.00 - 17.00
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Copies of the consultation materials also will be available online free of charge from 8 February 2018 at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below. Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00.

- E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
- Call us: 0300 470 4548
- Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds LS11 9AT

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 8 February 2018 and 22 March 2018. A consultation feedback form is available as part of the consultation materials. The website will allow the submission of electronic consultation forms. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme.

Written responses can be sent to the following address: A1 Birtley to Coal House Scheme Highways England, Lateral, 8 City Walk, Leeds LS11 9AT or via email at: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk) or via the scheme website: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

**Responses must be received no later than 23:59 22 March 2018**

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Nicola Wilkes**, Project Manager, Highways England, 1 February 2018

**THE BOROUGH COUNCIL OF GATESHEAD (FOOTPATH LAMESLEY 57) TEMPORARY TRAFFIC REGULATION ORDER 2017**

Notice is hereby given that on 8th February 2017 the Borough Council of Gateshead made an Order under section 14(1) of the Road Traffic Regulation Act 1984 the effect of which was to temporarily prohibit all pedestrians along a section of Footpath Lamesley 57 from its junction with Rockcliffe Way, Eighton Banks, to where it joins Bridleway Lamesley 54, for a total distance of approximately 58 metres in a north easterly direction.

The temporary prohibition was required to enable works to the condition of the surface of that section of footpath, because there is a likelihood of danger to the public. The Order came into force on 20th February 2017 for a maximum duration of 6 months. However due to the extent of the works still to be undertaken to make the path safe, the danger to the public still remains until the works are completed. Therefore with the consent of the Secretary of State for Transport, the duration of the Order has been extended until 7th February 2019 or until completion of the works, whichever is the earliest.

All pedestrians (except for personnel involved in the works) will be prohibited from the footpath above, until 7th February 2019 or until completion of the works, whichever is the earliest, as indicated at such times and to such extent by the display of traffic signs. During the prohibition, there will be an alternative signed route via Bridleway Lamesley 54.  
Dated: 1st February 2018  
Mike A Barker Strategic Director Corporate Services and Governance, Civic Centre, Regent Street Gateshead NE8 1HH

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# HIGHWAYS AD BOOKING

Date: 08/02/2018

Penna Ref : 61078800005

GPC Code : GPC/00169666

Publication : Newcastle Journal

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## Business

Public Notices



**SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009**

**A1 BIRTLEY TO COAL HOUSE IMPROVEMENT SCHEME**

**NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER**

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the "Scheme") in Gateshead.

The scheme's main proposals in summary are:

- Widening of the route to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with lane gain/drop between junctions on northbound carriageway to provide additional capacity
- Offline replacement of Airedene Railway Bridge.
- Widening/Extension of other existing structures.
- Providing an improved road alignment.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and an Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 8 February 2018 to 22 March 2018. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 8 February 2018 to 22 March 2018 at the following locations and times:

Location	Viewing Times
Gateshead Civic Centre Regent Street Gateshead NE8 1HH Tel: 0191 433 3000	Monday - Friday 09.00 - 17.00
Birtley Library Durham Road, Birtley Chester-le-Street DH3 1LE Tel: 0191 433 6101	Monday, Tuesday & Thursday 09.00 - 17.00 Wednesday & Friday 09.00 - 15.45 Saturday CLOSED
The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2OG Tel: 0191 492 0434	Monday, Tuesday, Thursday and Friday 09.30 - 15.30 Wednesday 09.30 - 12.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00 - 3.00 Tuesday, Wednesday 10.00 - 16.00 Thursday 09.00 - 17.00 Saturday CLOSED

Highways England  
Lateral, 8 City Walk  
Leeds LS11 9AT  
Tel: 0300 470 4548

By prior arrangement:  
Monday to Friday  
09.00 - 17.00

Copies of the consultation materials also will be available online free of charge from 8 February 2018 at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below. Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00.

- E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
- Call us: 0300 470 4548
- Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds LS11 9AT

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If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Nicola Wilkes**, Project Manager, Highways England, 1 February 2018

### NORTH TYNESIDE COUNCIL

(SECTION OF PUBLIC FOOTPATH KILLINGWORTH 9) (TEMPORARY RESTRICTION OF TRAFFIC) ORDER 2018

North Tyneside Council gives notice that it intends not less than seven days from the date of this Notice to make an Order under Section 14(1) of the Road Traffic Regulation Act 1984. The effect of the Order will be to prohibit all through traffic, as and when relevant signs are displayed, on Public Footpath Killingworth 9 from its junction with Killingworth Lane and running in a south easterly and then north easterly direction for approximately 227m. An alternative route will be available along Killingworth Lane and to north of the construction site. The Order is required because works are to be executed near the footpath. The Order will come into force on 19 February 2018 for a period not exceeding 6 months.

Further information may be obtained by telephoning Mr G. Clark (0191) 8436066

Dated: 8 February 2018

**V. Geary**, Head of Law & Governance, Quadrant East, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY

### SECTION 155 & 156 MARINE AND COASTAL ACCESS ACT 2009

Notice is hereby given that pursuant to the above legislation, Northumberland Inshore Fisheries & Conservation Authority (NIFCA) intends to apply to the Minister for the Department of Environment, Food & Rural Affairs to revoke the "Prohibition of the Use of Mobile Fishing Gear within the English section of the Berwickshire and North Northumberland Coast Special Area of Conservation" Byelaw, incorporating exemptions for the use of specified gear in specified areas of the English section of the Berwickshire and North Northumberland Coast Special Area of Conservation and which was made by the Authority on 23rd October 2017. A full text of the byelaw and associated Impact Assessment can be inspected at or obtained from Northumberland FCA offices: 8 Emmerdale Road, Blyth, Northumberland, NE24 4RT or telephone No. 01670 797 676 and viewed on the Authority website at [www.nifca.gov.uk](http://www.nifca.gov.uk). Any person wishing to object to the confirmation of the above byelaw must make representations in writing before 12th March 2018 to the Marine Conservation & Enforcement Team, Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7TH or [IFC@byelaws@marinemanagement.org.uk](mailto:IFC@byelaws@marinemanagement.org.uk) and must send a copy of such written representation to the Chief Executive at Northumberland Inshore Fisheries & Conservation Authority at 8 Emmerdale Road, Blyth, Northumberland, NE24 4RT or [nifca@nifca.gov.uk](mailto:nifca@nifca.gov.uk). Telephone: 01670797676 Email: [nifca@nifca.gov.uk](mailto:nifca@nifca.gov.uk)

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**HIGHWAYS ENGLAND  
SECTION 48 PLANNING ACT 2008  
REGULATION 4 OF THE INFRASTRUCTURE PLANNING  
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE)  
REGULATIONS 2009**

**A1 BIRTLEY TO COAL HOUSE IMPROVEMENT SCHEME  
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A  
DEVELOPMENT CONSENT ORDER**

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The Application is for the proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the "Scheme") in Gateshead.

The scheme's main proposals in summary are:

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- Offline replacement of Allerdene Railway Bridge.
- Widening/ Extension of other existing structures.
- Providing an improved road alignment

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and an Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

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Birtley Library, Durham Road, Birtley, Chester-le-Street, DH3 1LE, Tel: 0191 433 6101.	Monday, Tuesday & Thursday 09.00 – 17.00 Wednesday & Friday 09:00 – 15:45 Saturday CLOSED
The Hub Resource Centre, Birtley Community Partnership, 16 Harraton Terrace, Durham Road, Birtley, DH3 2QG, Tel: 0191 492 0434.	Monday, Tuesday, Thursday and Friday 09.30 – 15.30 Wednesday 09.30 – 12.00 Saturday CLOSED
Kibblesworth Millennium Centre, Grange Terrace, Kibblesworth, Gateshead, NE11 0XN, Tel: 0191 411 1193.	Monday and Friday 10.00- 3.00 Tuesday, Wednesday 10.00- 16.00 Thursday 09.00- 17:00 Saturday CLOSED
Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT, Tel: 0300 470 4548.	By prior arrangement: Monday to Friday 09.00 – 17.00

Copies of the consultation materials also will be available online free of charge from 8 February 2018 at [www.highways.gov.uk/a1birtleytocoalhousehttp://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/](http://www.highways.gov.uk/a1birtleytocoalhousehttp://roads.highways.gov.uk/projects/a1-birtley-to-coal-house/)

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below: Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00

- E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
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- Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

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or via the scheme website: [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse).

**RESPONSES MUST BE RECEIVED NO LATER THAN 23:59 22 MARCH 2018**

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If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Nicola Wilkes, Project Manager, Highways England,

1 February 2018

(2959093)

**DEPARTMENT FOR TRANSPORT  
TOWN AND COUNTRY PLANNING ACT 1990**

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a part-width of Maidstone Road, adjacent to the existing Toys R Us, at Chatham in the Borough of Medway.

If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Medway Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the 1990 Act.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Medway Council, Gun Wharf, Dock Road, Chatham ME4 4TR in the 28 days commencing on 01 February 2018, and may be obtained, free of charge, from the address stated below quoting NATTRAN/SE/S247/3170.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at [nationalcasework@dft.gsi.gov.uk](mailto:nationalcasework@dft.gsi.gov.uk) or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **01 March 2018**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.

*D Hoggins*, Casework Manager

(2959095)

**DEPARTMENT FOR TRANSPORT  
TOWN AND COUNTRY PLANNING ACT 1990**

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of southern part width of Clarence Road comprising highway verge at Stockport, in the Metropolitan Borough of Stockport.

If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Stockport Metropolitan Borough Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the 1990 Act.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Stockport Metropolitan Borough Council, Fred Perry House, Edward Street, Stockport SK1 3UR in the 28 days commencing on 01 February 2018, and may be obtained, free of charge, from the address stated below quoting NATTRAN/NW/S247/3172.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at [nationalcasework@dft.gsi.gov.uk](mailto:nationalcasework@dft.gsi.gov.uk) or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **01 March 2018**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.



# HIGHWAYS AD BOOKING

Date: 01/02/2018

Penna Ref : 610789000007

GPC Code : GPC/00169666

Publication : Guardian Non Recruitment

Thursday 1 February 2018 The Guardian

## National

25

### Gold cross found in grave from 1,300 years ago goes on display

Maev Kennedy

A beautiful gold and garnet cross, found on the breast of a teenage girl buried lying on her own bed about 1,300 years ago has been presented to the Museum of Archaeology and Anthropology in Cambridge.

The girl's grave was found in 2011 by Cambridge University archaeologists only a few miles from the museum on



land at Trumpington being developed for housing. The bed on which she lay - probably her own - had rotted into the soil centuries ago, leaving only the iron supports, but the cross stitched on to the dress that became her shroud was still gleaming.

Bed burials and Anglo-Saxon jewellery of such regal quality are exceptionally rare finds. A handful of such burials from the late seventh century have been discovered, but only one other had a cross.



The cross suggests that she was an early Christian convert. However, she was buried between AD650 and AD680 in the pagan style, with grave goods that were probably also treasured possessions, including gold and garnet pins, an iron knife, glass beads and a chain that probably hung from her belt.

She was found among a group of burials, possibly of relatives, on a site with no previously known Anglo-Saxon connections. Her bones suggest

◀ The Trumpington cross, pictured, was buried with the body of an aristocratic teenager PHOTOGRAPHS: PA; STUART J ROBERTS/CAMBRIDGE UNIVERSITY

that she was about 16, and there was no obvious cause of death. She would certainly have been from the Anglo-Saxon elite.

Gold and garnet jewellery of such quality was once associated with the women of a royal family in Kent, but pieces are now turning up along the east coast of England. A brooch was recently reported, found by a student metal detectorist in Norfolk.

The cross is thought to be worth more than £80,000, but has been presented to the museum by the landowners, Grosvenor.

Jody Joy, senior curator at the museum, described it as "a beautiful, mysterious artefact", which would allow the museum to tell the story of the coming of Christianity to the region. "The Trumpington cross and other materials recovered from the dig are of international quality and significance, but with the strongest connections to Cambridge and the surrounding settlements."

The cross and the girl's other possessions are being put on temporary display at the museum while a permanent case is being commissioned.

**AD650**

The approximate date when the 16-year-old Anglo-Saxon girl is thought to have been buried

**£80,000**

The amount the gold and garnet cross presented to the museum by the landowners is thought to be worth

### In brief

#### Climate

### No 'silver bullet' to cut carbon dioxide - report

Methods of sucking carbon dioxide from the air would not work on the vast scale needed to beat climate change, scientists warned yesterday.

From planting trees to filtering CO<sub>2</sub> out of the air, the technologies that some hope could halt global warming either risk huge damage to the environment themselves or are likely to be very costly. Virtually all the pathways laid out by the UN's Intergovernmental Panel on Climate

Change (IPCC) to reach the targets in the Paris climate agreement require huge deployment of "negative emissions technologies" (NETs).

This is because cuts in CO<sub>2</sub> are expected to be too slow to hit zero emissions quickly enough, so the overshoot has to be recaptured later by NETs. The IPCC calculates that about 12bn tonnes a year will need to be captured and stored after 2050 - the equivalent of about a third of all global emissions today.

John Shepherd, a professor at Southampton University and an author of the report, said: "You can rule out a silver bullet. Negative emissions technologies are very interesting but they are not an alternative to deep and rapid emissions reductions. These remain the safest and most reliable option." **Damian Carrington**

#### Crime

### Antisemitic incidents hit record level in 2017

Antisemitic hate incidents have reached a record level in the UK, with the Jewish community targeted at a rate of nearly four times a day last year, figures indicate.

There were 1,382 antisemitic incidents recorded nationwide in 2017 by the Community Security Trust (CST), a charity which monitors antisemitism.

This was the highest tally the organisation has registered for a calendar year since it began gathering the data in 1984. The figure was up by 3% compared with 1,346 in 2016. There was no obvious single cause behind the trend, according to the CST. Its assessment said: "It appears that the factors that led to a high level of antisemitic incidents in 2016 have continued throughout much of 2017." **Nadia Khomami**

#### Advertising

### Most complaints were over 'dancing chicken'

A TV advert for Kentucky Fried Chicken provoked 755 complaints, more than any other advert shown in the UK last year. Viewers said the campaign - featuring a chicken "dancing" to DMX's X Gonna Give It To Ya - was "disrespectful to chickens and distressing for vegetarians, vegans and children".

But the Advertising Standards Authority dismissed the complaints, saying the advert was not likely to cause widespread offence and did not break the UK advertising code. **Mark Sweney**



The KFC ad that drew 755 complaints

**highways england**

**SECTION 48 PLANNING ACT 2008  
REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE)  
REGULATIONS 2009  
AT BIRTLEY TO COAL HOUSE IMPROVEMENT SCHEME  
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The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2CG Tel: 0191 492 0434	Monday, Tuesday, Thursday and Friday 09.30 - 15.30 Wednesday 09.30 - 12.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00 - 3.00 Tuesday, Wednesday 10.00 - 16.00 Thursday 09.00 - 17.00 Saturday CLOSED

Highways England  
Lateral, 8 City Walk, Leeds  
LS11 9AT  
Tel: 0300 470 4548

By prior arrangement:  
Monday to Friday  
09.00 - 17.00

Copies of the consultation materials also will be available online free of charge from 8 February 2018 at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below. Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00.

- E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
- Call us: 0300 470 4548
- Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds LS11 9AT

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 8 February 2018 and 22 March 2018. A consultation feedback form is available as part of the consultation materials. The website will allow the submission of electronic consultation forms. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme.

Written responses can be sent to the following address:  
A1 Birtley to Coal House Scheme Highways England, Lateral, 8 City Walk, Leeds LS11 9AT  
or via email at: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)  
or via the scheme website:  
[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

**Responses must be received no later than 23:59 22 March 2018**

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Nicola Wilkes**, Project Manager, Highways England  
1 February 2018



## Highways England

### Section 48 Planning Act 2008

#### Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

#### A1 Birtley to Coal House Improvement scheme

#### Notice Publicising a Proposed Application for a Development Consent Order

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ (“the Applicant”) proposes to make an application (“the Application”) under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed improvement to the A1 between Junction 65 at Birtley and Junction 67 at Coal House (the “Scheme”) in Gateshead.

The scheme’s main proposals in summary are:

- Widening of the route to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with lane gain/drop between junctions on northbound carriageway to provide additional capacity
- Offline replacement of Allerdene Railway Bridge.
- Widening/ Extension of other existing structures.
- Providing an improved road alignment

The scheme is an Environmental Impact Assessment development (“EIA development”), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and an Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information (“PEI”) forms part of the consultation material.

Consultation on the proposals will take place from 8 February 2018 to 22 March 2018. Copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 8 February 2018 to 22 March 2018 at the following locations and times:

<b>Location</b>	<b>Viewing Times</b>
Gateshead Civic Centre Regent Street Gateshead NE8 1HH Tel: 0191 433 3000	Monday – Friday 09.00– 17.00
Birtley Library Durham Road, Birtley Chester-le-Street	Monday, Tuesday & Thursday 09.00 – 17.00 Wednesday & Friday 09:00 – 15:45



DH3 1LE Tel: 0191 433 6101	Saturday CLOSED
The Hub Resource Centre Birtley Community Partnership 16 Harraton Terrace Durham Road Birtley DH3 2QG Tel: 0191 492 0434	Monday, Tuesday, Thursday and Friday 09.30 – 15.30 Wednesday 09.30 – 12.00 Saturday CLOSED
Kibblesworth Millennium Centre Grange Terrace Kibblesworth Gateshead NE11 0XN Tel: 0191 411 1193	Monday and Friday 10.00- 3.00 Tuesday, Wednesday 10.00- 16.00 Thursday 09.00- 17:00 Saturday CLOSED
Highways England Lateral 8 City Walk Leeds LS11 9AT Tel: 0300 470 4548	By prior arrangement: Monday to Friday 09.00 – 17.00

Copies of the consultation materials also will be available online free of charge from 8 February 2018 at [www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below: Please note a CD/DVD copy can be provided free of charge. Where paper copies are required there will be a fee payable up to a maximum of £64.00

- E-mail us: [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk)
- Call us: 0300 470 4548
- Write to us: A1 Birtley to Coal House Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 8 February 2018 and 22 March 2018. A consultation feedback form is available as part of the consultation materials. The website will allow the submission of electronic consultation forms. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme.

Written responses can be sent to the following address:

A1 Birtley to Coal House Scheme  
Highways England  
Lateral  
8 City Walk

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Leeds  
LS11 9AT

or via email at:  
A1BirtleytoCoalhouse@highwaysengland.co.uk

or via the scheme website:  
[www.highways.gov.uk/a1birtleytocoalhouse](http://www.highways.gov.uk/a1birtleytocoalhouse)

**Responses must be received no later than 23:59 22 March 2018**

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Nicola Wilkes, Project Manager, Highways England, 1 February 2018

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**ANNEX M: List of any additional consultation recipients  
(noting their interest)**



**Table 25 - List of Additional Consultees**

**Date consulted: 8 February – 22 March 2018 (Full Statutory Consultation)**

Name:	Interest:	Reasons for inclusion:
Birtley Leisure Centre Durham Road Birtley Co Durham DH3 2TB <a href="mailto:birtleyleisurecentre@gateshead.gov.uk">birtleyleisurecentre@gateshead.gov.uk</a> 0191 433 5797	Non-prescribed s47 consultee	Local business
Libraries and Community Centres <a href="mailto:libraries@gateshead.gov.uk">libraries@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Local community facilities
Ian Mearns MP 12 Regent Terrace Gateshead NE8 1LU 0191 477 0651 <a href="mailto:ian.mearns.mp@parliament.uk">ian.mearns.mp@parliament.uk</a>	Non-prescribed s47 consultee	Gateshead MP
Liz Twist MP House of Commons London SW1A 0AA 0207 219 2221 <a href="mailto:liz.twist.mp@parliament.uk">liz.twist.mp@parliament.uk</a>	Non-prescribed s47 consultee	Blaydon MP
Mary Glindon MP Suites 1 & 2 Salisbury House 2 Buddle Street Wallsend NE28 6EH <a href="mailto:Mary.glindon@maryglindonmp.co.uk">Mary.glindon@maryglindonmp.co.uk</a>	Non-prescribed s47 consultee	North Tyneside MP
Chinyelu (Chi) Onwurah MP Unit 25 7-15 Pink Lane Newcastle-upon-Tyne NE1 5DW 0191 232 5838 <a href="mailto:Chi.onwurah.mp@parliament.uk">Chi.onwurah.mp@parliament.uk</a>	Non-prescribed s47 consultee	Newcastle upon Tyne Central MP
Nick Brown MP House of Commons London SW1A 0AA	Non-prescribed s47 consultee	Newcastle upon Tyne East MP

<a href="mailto:nickbrownmp@parliament.uk">nickbrownmp@parliament.uk</a>		
<p>Dr Roberta Blackman-Woods MP          The Miners' Hall          Redhills          Flass Street          Durham          DH1 4BD          0191 232 5838  <a href="mailto:mail@roberta.org.uk">mail@roberta.org.uk</a></p>	Non-prescribed s47 consultee	City of Durham MP
<p>Julie Elliott MP          10 Norfolk Street          Sunderland          SR1 1EA          0191 232 5838  <a href="mailto:Julie.elliott.mp@parliament.uk">Julie.elliott.mp@parliament.uk</a></p>	Non-prescribed s47 consultee	Sunderland Central MP
<p>Sharon Hodgson MP          Unit 1          Vermont House          Concord          Washington          NE37 2SQ  <a href="mailto:hodgsons@parliament.uk">hodgsons@parliament.uk</a></p>	Non-prescribed s47 consultee	Washington and Sunderland West MP
<p>Jude Kirton-Darling MEP          Labour MEPS Office          Labour Central          Kings Manor          Newcastle upon Tyne          NE1 6PA  <a href="mailto:office@northeastlabour.eu">office@northeastlabour.eu</a></p>	Non-prescribed s47 consultee	MEP for North East
<p>Paul Brannen MEP          Labour MEPS Office          Labour Central          Kings Manor          Newcastle upon Tyne          NE1 6PA  <a href="mailto:office@northeastlabour.eu">office@northeastlabour.eu</a></p>	Non-prescribed s47 consultee	MEP for North East
<p>Jonathan William Arnott MEP          8 Hexham Court          Lobley Hill          Gateshead          NE11 9PZ          0191 460 2724  <a href="mailto:dotlynch@hotmail.co.uk">dotlynch@hotmail.co.uk</a></p>	Non-prescribed s47 consultee	MEP for North East

<p>Councillor Daniel Duggan          37 Larne Crescent          Low Fell          Gateshead          NE9 5RP  <a href="mailto:cllr.dduggan@gateshead.gov.uk">cllr.dduggan@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor (Low          Fell)</p>
<p>Councillor Ron Beadle          21 Beaconsfield Avenue          Low Fell          NE9 5XT  <a href="mailto:cllr.rbeadle@gateshead.gov.uk">cllr.rbeadle@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor (Low          Fell)</p>
<p>Councillor Susan Craig          73 Whaggs Lane          Whickham          NE16 4PQ          0191 488 0787  <a href="mailto:cllr.scraig@gateshead.gov.uk">cllr.scraig@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor (Low          Fell)</p>
<p>Councillor Doreen Davidson          111 Hamsterley Crescent          Wrekenton          Gateshead          NE9 7LA          0191 482 4227  <a href="mailto:cllr.ddavidson@gateshead.gov.uk">cllr.ddavidson@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor</p>
<p>Councillor Malcolm Graham          45 Coleridge Avenue          Low Fell          NE9 6EN          0191 487 6890  <a href="mailto:cllr.mgraham@gateshead.gov.uk">cllr.mgraham@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor (High          Fell)</p>
<p>Councillor Jean Lee          53 Rugby Gardens          Gateshead          NE9 7JX          0191 482 2066  <a href="mailto:cllr.jlee@gateshead.gov.uk">cllr.jlee@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor (High          Fell)</p>
<p>Councillor Christine Bradley          2 Jones Street          Birtley          DH3 1DZ          0191 492 0309  <a href="mailto:cllr.cbradley@gateshead.gov.uk">cllr.cbradley@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Lamesley)</p>
<p>Councillor Mary Foy          146 Mount Road          Birtley</p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Lamesley)</p>

<p>DH3 1BL          0191 410 9057  <a href="mailto:cllr.mfoy@gateshead.gov.uk">cllr.mfoy@gateshead.gov.uk</a></p>		
<p>Councillor Michael Hood          17 Robinswood          Engine Lane          Low Fell          NE9 5JJ          0191 701 0086  <a href="mailto:cllr.mhood@gateshead.gov.uk">cllr.mhood@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Lamesley)</p>
<p>Councillor Maureen Goldsworthy          74 Glynfellis          Leam Lane          Gateshead          NE10 8RJ          0191 469 5082  <a href="mailto:cllr.mgoldsworthy@gateshead.gov.uk">cllr.mgoldsworthy@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Chowdene)</p>
<p>Councillor John McElroy          40 Cromer Avenue          Low Fell          NE9 6UJ          0191 487 2844  <a href="mailto:johnmcelroy@mac.com">johnmcelroy@mac.com</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Chowdene)</p>
<p>Councillor Keith Wood          24 Long Bank          Gateshead          NE9 7HH          0191 487 5867  <a href="mailto:cllr.kwood@gateshead.gov.uk">cllr.kwood@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Chowdene)</p>
<p>Councillor Paul Foy          146 Mount Road          Birtley          DH3 1BL          0191 410 9057  <a href="mailto:cllr.pfoy@gateshead.gov.uk">cllr.pfoy@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Lamesley)</p>
<p>Councillor Catherine Simcox          13 Constables Garth          Birtley          DH3 1LH          07525802693  <a href="mailto:cllr.csimcox@gateshead.gov.uk">cllr.csimcox@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor</p>
<p>Councillor Neil Weatherley          5 Poplar Crescent          Birtley          DH3 1EH</p>	<p>Non-prescribed          s47 consultee</p>	<p>Gateshead          Councillor          (Birtley)</p>

0191 410 9585 <a href="mailto:cllr.nweatherley@gateshead.gov.uk">cllr.nweatherley@gateshead.gov.uk</a>		
Councillor Bernard Scaplehorn 35 Craggyknowe Blackfell Washington <a href="mailto:cllr.bernard.scaplehorn@sunderland.gov.uk">cllr.bernard.scaplehorn@sunderland.gov.uk</a>	Non-prescribed s47 consultee	Sunderland Councillor (Washington West)
Councillor Dorothy Trueman 17 Monument View New Penshaw Houghton-le-Spring DH4 7JN <a href="mailto:cllr.dorothy.trueman@sunderland.gov.uk">cllr.dorothy.trueman@sunderland.gov.uk</a>	Non-prescribed s47 consultee	Sunderland Councillor (Washington West)
Councillor Henry Trueman 17 Monument View New Penshaw Houghton-le-Spring DH4 7JN <a href="mailto:cllr.henry.trueman@sunderland.gov.uk">cllr.henry.trueman@sunderland.gov.uk</a>	Non-prescribed s47 consultee	Sunderland Councillor (Washington West)
Councillor Louise Farthing 27 Danby Close Rickleton Washington NE38 9JB <a href="mailto:cllr.louise.farthing@sunderland.gov.uk">cllr.louise.farthing@sunderland.gov.uk</a>	Non-prescribed s47 consultee	Sunderland Councillor (Washington South)
Councillor Paul Middleton 11 Wansbeck Rickleton NE35 9EF <a href="mailto:cllr.paul.middleton@sunderland.gov.uk">cllr.paul.middleton@sunderland.gov.uk</a>	Non-prescribed s47 consultee	Sunderland Councillor (Washington South)
Councillor Graeme Miller 19 Toynbee, Teal Farm, Washington. NE38 8TU <a href="mailto:cllr.graeme.miller@sunderland.gov.uk">cllr.graeme.miller@sunderland.gov.uk</a>	Non-prescribed s47 consultee	Sunderland Councillor (Washington South)
Councillor Malcolm Brain 6 Deer Park Way Blaydon NE21 5PD 0191 433 2554 <a href="mailto:cllr.mbrain@gateshead.gov.uk">cllr.mbrain@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Gateshead Councillor (Blaydon)
Councillor Kathryn Ferdinand Civic Centre Regent Street	Non-prescribed s47 consultee	Gateshead Councillor (Blaydon)



Gateshead NE8 1HH 0191 6598833 <a href="mailto:cllr.kferdinand@gateshead.gov.uk">cllr.kferdinand@gateshead.gov.uk</a>		
Councillor Steve Ronchetti 53 Theresa Street Blaydon NE21 4QD 0191 433 2074 <a href="mailto:cllr.sronchetti@gateshead.gov.uk">cllr.sronchetti@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Gateshead Councillor (Blaydon)
North East Chamber of Commerce Aykley Heads Business Centre Aykley Heads Durham DH1 5TS 0191 386 1133 <a href="mailto:info@neechamber.co.uk">info@neechamber.co.uk</a>	Non-prescribed s47 consultee	Regional business organisation
Sainsbury's Gateshead Eleventh Avenue Team Valley Trading Estate Gateshead NE11 0JY	Non-prescribed s47 consultee	Local business
Ravensworth Golf Club <a href="mailto:secretary@ravensworthgolfclub.co.uk">secretary@ravensworthgolfclub.co.uk</a>	Non-prescribed s47 consultee	Local business
Confederation of British Industry (CBI) <a href="mailto:ne.mail@cbi.org.uk">ne.mail@cbi.org.uk</a>	Non-prescribed s47 consultee	UK business organisation
Barbour ABI <a href="mailto:Steve.Holland@Barbour-ABI.com">Steve.Holland@Barbour-ABI.com</a>	Non-prescribed s47 consultee	Construction organisation
Linden Homes The Sycamores Mount Pleasant Road Birtley Chester-le-Street DH3 1RY 0844 6442870	Non-prescribed s47 consultee	Local business
Intu Metrocentre Metro Centre 33 Camron Walk Gateshead NE8 3NP 0191 4930200	Non-prescribed s47 consultee	Local business/ Strategic traffic generator

Newcastle Airport Woolsington Newcastle upon Tyne NE13 8BZ	Non-prescribed s47 consultee	Strategic traffic generator
Holley Park Academy Ayton Road Washington NE38 0LR <a href="mailto:info@holleyparkacademy.co.uk">info@holleyparkacademy.co.uk</a>	Non-prescribed s47 consultee	Local education centre
Harlow Green Community Primary Harlow Green Lane Gateshead NE9 7TB <a href="mailto:jacquiwaddle@gateshead.gov.uk">jacquiwaddle@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Local education centre
Fell Dyke Community Primary Springwell Road Gateshead NE9 7AA <a href="mailto:fellykecommunityprimaryschool@gateshead.gov.uk">fellykecommunityprimaryschool@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Local education centre
Birtley East Primary School Highfield Chester Le Street DH3 1QQ <a href="mailto:SuzannaCrossman@Gateshead.Gov.UK">SuzannaCrossman@Gateshead.Gov.UK</a>	Non-prescribed s47 consultee	Local education centre
Gateshead Children's Centre <a href="mailto:gatesheadchildrenscentre@gateshead.gov.uk">gatesheadchildrenscentre@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Local community centre
Cedars Academy Ivy Lane Gateshead NE9 6QD <a href="mailto:enquiries@cedarsacademy.org.uk">enquiries@cedarsacademy.org.uk</a>	Non-prescribed s47 consultee	Local education centre
Cardinal Hume Catholic School Old Durham Road Gateshead NE9 6RZ <a href="mailto:info@cardinalhume.com">info@cardinalhume.com</a>	Non-prescribed s47 consultee	Local education centre
Springwell Village Primary School Westfield Crescent Gateshead NE9 7RX <a href="mailto:sswschool@springwellvillage.org.uk">sswschool@springwellvillage.org.uk</a>	Non-prescribed s47 consultee	Local education centre
St Joseph's Catholic Junior School	Non-prescribed s47 consultee	Local education centre

<p>Chester Le Street          DH3 2PN  <a href="mailto:education@diocesehn.org.uk">education@diocesehn.org.uk</a></p>		
<p>St John Boste Roman Catholic Primary          Castle Road          Washington          NE38 0HL  <a href="mailto:stjohn.boste.primary@schools.sunderland.gov.uk">stjohn.boste.primary@schools.sunderland.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>
<p>St Anne's Catholic Primary          Off Pickering Green          Gateshead          NE9 7HX  <a href="mailto:info@stannesprimary.org.uk">info@stannesprimary.org.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>
<p>Ravensworth Terrace Primary          Birtley Lane          Chester Le Street          DH3 2PP  <a href="mailto:ravensworthterraceprimaryschool@gateshead.gov.uk">ravensworthterraceprimaryschool@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>
<p>Portobello Primary          Tamerton Drive          Chester Le Street          DH3 2LY  <a href="mailto:portobelloprimaryschool@gateshead.gov.uk">portobelloprimaryschool@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>
<p>Ox Close Community Academy          Dilston Close          Washington          NE38 0LN  <a href="mailto:contact@oxclose.net">contact@oxclose.net</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>
<p>Ouston Primary School          Arisaig          Chester Le Street          DH2 1RQ  <a href="mailto:oustonprimary@durhamlearning.net">oustonprimary@durhamlearning.net</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>
<p>Lord Lawson of Beamish Academy          Birtley Lane          Chester Le Street          DH3 2PP  <a href="mailto:lordlawson@lordlawson.org.uk">lordlawson@lordlawson.org.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>
<p>Larkspur Community          Beacon Lough East          Gateshead          NE9 6SS  <a href="mailto:larkspurcommunityprimaryschool@gateshead.gov.uk">larkspurcommunityprimaryschool@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local education          centre</p>

Kibblesworth Academy West View Gateshead NE11 0XP <a href="mailto:admin@kibblesworthacademy.org.uk">admin@kibblesworthacademy.org.uk</a>	Non-prescribed s47 consultee	Local education centre
Ox Close Academy Dilston Close Washington NE38 0LN <a href="mailto:oxcloseprimary@durhamlearning.net">oxcloseprimary@durhamlearning.net</a>	Non-prescribed s47 consultee	Local education centre
Barley Mow Primary School Pembroke Avenue Chester Le Street DH3 2DJ <a href="mailto:barleymowprimaryschool@gateshead.gov.uk">barleymowprimaryschool@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Local education centre
Joseph Swan Academy Saltwell Road South Gateshead NE9 6LE <a href="mailto:enquiries@josephswan.org.uk">enquiries@josephswan.org.uk</a>	Non-prescribed s47 consultee	Local education centre
Hill Top School Wealcroft Gateshead NE10 8LT <a href="mailto:hilltopschool@gateshead.gov.uk">hilltopschool@gateshead.gov.uk</a>	Non-prescribed s47 consultee	Local education centre
Port of Tyne Maritime House Tyne Dock South Shields Tyne and Wear NE34 9PY 0191 440 7435 <a href="mailto:susan.wear@portoptyne.co.uk">susan.wear@portoptyne.co.uk</a> <a href="mailto:andrew.moffatt@portoptyne.co.uk">andrew.moffatt@portoptyne.co.uk</a>	Non-prescribed s47 consultee	Navigation Authority
Port of Sunderland Quayside House Wylam Wharfe Low Street Sunderland SR1 2BU 0191 553 2100 <a href="mailto:matthew.hunt@sunderland.gov.uk">matthew.hunt@sunderland.gov.uk</a>	Non-prescribed s47 consultee	Navigation Authority
Regional Tourist Information Board Northumbrian Tourist Board Aykley Heads	Non-prescribed s47 consultee	Regional tourism organisation

Durham DH1 5UX <a href="mailto:info@northumberlandtourism.co.uk">info@northumberlandtourism.co.uk</a>		
Cycling UK <a href="mailto:Heatherevens732@gmail.com">Heatherevens732@gmail.com</a>	Non-prescribed s47 consultee	National cycling organisation
British Horse Society 8 North Walbottle Road North Walbottle Newcastle NE15 9TL <a href="mailto:b-r-a-g@hotmail.co.uk">b-r-a-g@hotmail.co.uk</a>	Non-prescribed s47 consultee	National equestrian organisation
A-one+ Valley House Valley Street North Darlington, DL1 1TE	Non-prescribed s47 consultee	Highway engineering provider
Northumbria Police Headquarters North Road Ponteland Newcastle upon Tyne NE20 0BL <a href="mailto:bob.rushbrooke.7396@northumbria.pnn.police.uk">bob.rushbrooke.7396@northumbria.pnn.police.uk</a>	Non-prescribed s47 consultee	Emergency services
North East Ambulance Service NHS Bernicia House Goldcrest Way Newburn Riverside Newcastle upon Tyne NE15 8NY <a href="mailto:Raymond.Burns@neas.nhs.uk">Raymond.Burns@neas.nhs.uk</a>	Non-prescribed s47 consultee	Emergency services
Arriva Buses Unit 3 Haymarket Newcastle upon Tyne NE1 7PF <a href="mailto:csnortheast@arriva-shires.com">csnortheast@arriva-shires.com</a>	Non-prescribed s47 consultee	Passenger transport operator
Automobile Association (AA) Carr-Ellison House William Armstrong Drive Newcastle-Upon-Tyne NE4 7YA	Non-prescribed s47 consultee	National motoring organisation
RAC <a href="mailto:racplanning.london@mindshareworld.com">racplanning.london@mindshareworld.com</a>	Non-prescribed s47 consultee	National motoring organisation
Freight Transport Association	Non-prescribed s47 consultee	Freight transport operator



<p>2 Manor Road          Horsforth          Leeds          LS18 4DX          0113 2589861  <a href="mailto:Enquiry@fta.co.uk">Enquiry@fta.co.uk</a></p>		
<p>Road Haulage Association          Little Wood Drive          West 26 Industrial Estate          Cleckheaton          BD19 4TQ          01274 863100  <a href="mailto:northern@rha.uk.net">northern@rha.uk.net</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Freight and          passenger          transport          operator</p>
<p>National Express          Mill Lane          Birmingham          B5 6DD          0371 7818181</p>	<p>Non-prescribed          s47 consultee</p>	<p>Passenger          transport          operator</p>
<p>Tyne Tunnel          TT2 Limited          Administrative Building          Wallsend          Tyne and Wear          NE28 0PD          0191 262 4451  <a href="mailto:R.henderson@tt2.co.uk">R.henderson@tt2.co.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Tyne Tunnel          operator</p>
<p>Go Smarter  <a href="mailto:info@gosmarter.co.uk">info@gosmarter.co.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Regional          sustainable          transport          organisation</p>
<p>Go North East          0191 422 9217          0779 4252089  <a href="mailto:Tom.Dodds@gonortheast.co.uk">Tom.Dodds@gonortheast.co.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Passenger          transport          operator</p>
<p>Washington Services          Moto          Washington Motorway Services Area          A1 M          Birtley          Chester Le Street          Tyne and Wear          DH3 2SJ          0191 410 3436  <a href="mailto:Lynn.Poulter@moto-way.co.uk">Lynn.Poulter@moto-way.co.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Motorway          services          operator</p>

<p>Lamesley Parish Residents Group          Lady Park          Gateshead          NE11 0HD  <a href="mailto:neil.leonard@btinternet.com">neil.leonard@btinternet.com</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local residents          organisation</p>
<p>Tyne and Wear Local Access Forum          Gateshead Council          Civic Centre          Regent Street          Gateshead          NE8 1HH          0191 211 6024  <a href="mailto:tyneandwearlaf@newcastle.gov.uk">tyneandwearlaf@newcastle.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local rights of          way and access          organisation</p>
<p>Gateshead Diversity Forum          Civic Centre Regent Street          Newcastle Upon Tyne          NE1 8QH          0191 433 2058  <a href="mailto:janebench@gateshead.gov.uk">janebench@gateshead.gov.uk</a></p>	<p>Non-prescribed          s47 consultee</p>	<p>Local diversity          forum</p>
<p>North East Local Enterprise Partnership          1 St James Gates          Newcastle upon Tyne          NE1 4AD          0191 338 7420</p>	<p>Non-prescribed          s47 consultee</p>	<p>Regional          public/private          business          partnership</p>

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**ANNEX N: Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)**

**Annex N: Tables evidencing regard had to consultation responses (in accordance with section 49 of the Planning Act 2008)**

The tables provided below evidence the regard had to responses received to the Applicant’s statutory consultation in accordance with section 49 of the 2008 Act.

**Table 26 - Comments from section 42(1)(a) prescribed consultees (2018 statutory consultation)**

**Annex G** of this Report explains how these prescribed consultees were identified for this Scheme.

<b>Statutory Consultation under s42(1)(a) of the Planning Act 2008 with Prescribed Consultees</b>				
<b>Topic Area and Consultation Responses:</b>		<b>Prescribed Consultee(s):</b>	<b>Change (Y/N):</b>	<b>Highways England’s Response (inc. the regard had to the consultation response):</b>
<i>1. Environment – Ecology</i>				
Designated sites - Ecology	Scheme is unlikely to have a significant impact on internationally and nationally designated sites in the region.	Natural England	N	Confirmed that comments had been noted – no further action required.
Species surveys	There is potential for the Scheme to affect species protected under EU or UK legislation. The findings of the species-specific surveys being undertaken to be evaluated and presented in the ES. Use Natural England’s	Natural England	N	Natural England’s advice has been followed and the findings of the species-specific surveys are presented in the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ). No further action required.

	Standing Advice on protected species to ensure compliance with good practice guidelines and contribute to sustainable development.			
Ecology -PEIR comments	<p>Comments concerning the PEIR:</p> <ul style="list-style-type: none"> <li>• Shibdon Pond SSSI is located approximately 5km from the Scheme and should be screened out for air quality effects.</li> <li>• The Applicant should refer to Natural England’s Standing Advice on ancient woodlands, as the proposals have potential to impact on Longacre Dene and Hill Head Ancient Woodlands.</li> <li>• The Scheme has the potential to impact on Priority Habitats (as listed in Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006). Impacts to be considered further in the Preliminary Ecological Appraisal and the ES.</li> </ul>	Natural England	N	Confirmed that recommendations had been followed – no further action required.



<b>2. Environment – Cultural heritage</b>				
Understanding of the Scheme	Historic England attended the stakeholder reference group meeting in March 2018 and was advised that widening works would mostly occur on the north side of the A1 to reduce adverse impacts to residential properties to the south of the A1.	Historic England	N	Confirmed that understanding was correct and that the Scheme has been designed to reduce the impact on residential properties at North Dene/Crathie. No further action required.
Angel of The North	The Scheme will have an impact on views of The Angel of the North sculpture (a non-designated heritage asset of local and regional importance and arguably of national significance).	Historic England	N	The proposed reinstated planting for the Scheme adjacent to the Angel of the North would use appropriate species, be of a lower density than elsewhere on the Scheme so that some vistas remain, in line with the original design intent and to facilitate views of the structure.

<p>Bowes Railway Scheduled Monument</p>	<p>The Scheme will have a direct impact on the Bowes Railway Scheduled Monument (SM) and may have an indirect impact on the setting of Lamesley Conservation Area and a number of named Grade II listed buildings within it.</p> <p>The Longbank Underpass extension will cause harm to the Bowes Railway monument. The Applicant should discuss the design and a suitable mitigation strategy with Historic England prior to the final DCO proposals. Requested mitigation considers improvements being put in place for non-motorised users.</p> <p>Comments advising that SM Consent is required for any works that harm or damage the monument, and welcomes further discussion with the Applicant on this.</p>	<p>Historic England</p>	<p>N</p>	<p>The Applicant has been in discussions with Historic England and the Gateshead Council Conservation Officer as to the work affecting Bowes Railway SM and has agreed an appropriate proportionate form of investigation and recording.</p> <p>The Applicant has included SM Consent within the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>) as the Scheme works will entail the replacement of the corrugated metal structure that comprises the underpass and require the demolition of stone retaining walls that border the former railway bed of Bowes Railway.</p> <p>The Applicant is also seeking a Letter of No Impediment from Historic England in relation to the SM works. This was discussed with Historic England at a meeting on 16 July 2019. The Applicant followed up with an email on 17 July 2019 to share the documents discussed, namely:</p>
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				<ul style="list-style-type: none"> <li>• A copy of the Letter of No Impediment (updated following the meeting);</li> <li>• Relevant extracts of the Outline CEMP (<b>Application Document Reference: TR010031/APP/7.4</b>); and</li> <li>• Relevant extracts of the Draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>).</li> </ul> <p>Historic England responded on 23 July 2019 with suggested amendments and comments on the three documents.</p> <p>A SOCG is being prepared between the Applicant and Historic England to confirm where agreement has been reached between the two parties.</p>
Lamesley Conservation Area	The consultation brochure indicates that land directly to the north of the Lamesley Conservation Area may be temporarily required during construction. Historic England advised this could have a negative impact on the setting of the Conservation Area and that	Historic England	N	The setting of Lamesley Conservation Area is considered to make a moderate contribution to the significance of the asset. The construction of the proposed Scheme is considered to be minor harm to the setting and the interpretability of the assets and the characteristics of

	this will need to be assessed and mitigated for in the DCO.			<p>historic value can still be appreciated.</p> <p>The setting assessment and proposed mitigation were part of the EIA and the findings are presented in <b>Chapter 6: 'Cultural Heritage'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Policy	Reminded the Applicant of the approach to dealing with designated heritage assets in the National Planning Policy Framework policy and the same principles apply to Scheduled Monument Consent.	Historic England	N	Lengthy consultation has been undertaken with the regional adviser of Historic England. As a result of this, a series of surveys have been undertaken to investigate and document the current state of survival of the SM.
<b>3. Environment – Air Quality</b>				
PEIR – Air Quality	<p>Advised that the proposed PEIR methodology for the ES is in line with current guidance and good practice.</p> <p>Expects detailed quantitative and cumulative assessments proposed for air quality impacts to be undertaken, particularly where it is predicted that decreases in congestion will lead</p>	Public Health England	N	<p>The Scheme operational impacts to air quality have been assessed against health-based standards and no significant impact has been identified.</p> <p>Assessment of the construction impacts to air quality has been undertaken as a part of the environmental assessment. Options to mitigate this are set out in the</p>

	<p>to increases in traffic through-flow.</p> <p>Expect to see that a Construction Environmental Management Plan (CEMP) will include suitable measures for assessment, management and control of potential emissions.</p>			<p>Outline CEMP submitted with the DCO application (<b>Application Document Reference: TR010031/APP/7.4</b>).</p> <p>The findings of the air quality assessment are presented in <b>Chapter 5: 'Air Quality'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
NO2 emissions	<p>North East Combined Authority (NECA) are working on an air quality strategy for the region alongside Newcastle, Gateshead and North Tyneside Councils who are looking to reduce Nitrogen Dioxide (NO<sub>2</sub>) emissions by 2021 on specific corridors.</p> <p>The A1 (Gateshead) is identified as one of these corridors as having NO<sub>2</sub> limits above the legal maximum. NECA are keen that a new air quality problem is not introduced and therefore Highways England should continue to work with them and the three authorities.</p>	North East Combined Authority	N	<p>Confirmed that the Applicant will continue to work collaboratively with NECA and local authorities. The air quality assessment has considered the action plans from Gateshead Council and Newcastle City Council, as well as the Tyne and Wear Air Quality Delivery Plan.</p>



Air Quality - ES	The air quality modelling references the DEFRA NO <sub>2</sub> outputs. The full ES should recognise the additional assessment work that is underway for the wider Western Bypass.	North East Combined Authority	N	The Air Quality modelling has used the same dataset as the traffic modelling which covers the entire Gateshead and Newcastle area.
<b>4. Environment – Water and Flood Risk</b>				
Flood Risk Assessment	A Flood Risk Assessment (FRA) should be undertaken to address the flood risks during construction and operation. This should have a climate change allowance and floodplain compensation.	Environment Agency	N	An FRA was undertaken to assess the flood risks to the Scheme under baseline and operation conditions. The FRA concluded that there would be no significant changes to flood risk within or outside the development footprint as a result of the proposed Scheme.
Flood Risk Modelling	The Environment Agency's (EA) 2016 Team Valley flood risk model should be used to inform the Scheme.	Environment Agency	N	Hydraulic modelling was undertaken using the EA Team Valley flood risk model (InfoWorks ICM model) which was updated to include the latest climate change allowances for the Northumbrian River Basin District of 25% and 50%. The proposed Scheme design includes floodplain compensation at the River Team/ Kingsway Viaduct pier extension.

				Further details are provided in the FRA in <b>Appendix 13.1</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.3</b> ).
Flood Risk Permit	An environmental permit for flood risk activities may be required as a designated 'main river' is within the scheme site boundary. Guidance is given on the circumstances where a permit may be required.	Environment Agency	N	Under the Environmental Permitting (England and Wales) Regulations 2016, it is an offence to cause or knowingly permit a water discharge activity, unless complying with an environmental permit or exemption. Provision for an environmental permit for flood risk activities relating to any works required within the channel or 8m from the top of the River Team bank is provided for in the Consents and Agreements Position Statement ( <b>Application Document Reference: TR010031/APP/3.3</b> ).
Water Framework Directive (WFD)	The Applicant must have regard to the Northumbria River Basin Management Plan (RBMP) and its environmental objectives when making decisions that could affect the water environment.  The EA provides suggestions to implement Water Framework	Environment Agency	N	The Applicant has had regard to the Northumbria RBMP in undertaking the hydraulic modelling and the water assessment for the Scheme. The WFD assessment ( <b>Appendix 13.2</b> of the ES, <b>Application Document Reference: TR010031/APP/6.3</b> ) concluded that the proposed Scheme would not prevent the achievement of the wider WFD

	<p>Directive (WFD) mitigation measures and river restoration. These include deculverting, daylighting of culverts, enhancements to the river environment and the use of sustainable drainage systems with oil interceptors.</p>			<p>objectives in the Northumbria River Basin District.</p> <p>The proposed design, mitigation and enhancement measures for the Scheme include:</p> <ul style="list-style-type: none"> <li>● Use of Sustainable Urban Drainage Systems (SuDS);</li> <li>● Use of oversized pipes and geocellular storage to reduce the rate of runoff and improve the water quality of road discharge;</li> <li>● Installation of storage measures and associated flow control structures on existing outfalls;</li> <li>● Attenuation storage designed to accommodate the 1 in 100 year plus 20% climate change event with the discharge restricted to greenfield runoff rates;</li> <li>● Oil interceptors would be installed at all the outfalls to improve water quality of road discharge;</li> <li>● Silt control vortex separators would be incorporated into the outfalls at Longacre Dene to minimise sediment issues;</li> </ul>
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				<ul style="list-style-type: none"> <li>Extension of the existing culvert and replacement of the existing drainage channel (<b>Embankment option</b>); or daylighting of the existing culvert and replacement and realignment of the existing drainage channel (<b>Viaduct option</b>).</li> </ul> <p>Further details are provided in <b>Chapter 13: 'Road Drainage and the Water Environment'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Biodiversity (River Team)	Any works over the River Team must maintain or enhance the riparian corridor.	Environment Agency	N	Confirmed that comments had been noted and enhancement measures have been included in <b>Chapter 8: 'Biodiversity'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
Preliminary Environmental Information Report (PEIR)	Section 6.3.23 of the PEIR – waterbodies are not mentioned as a sensitive receptor. Those within the footprint of the Scheme and that may be impacted are: River Team and unnamed tributaries, Black Burn, Ladypark Burn, Longacre Dene	Environment Agency	N	Confirmed that comments had been noted. Only significant impacts have been taken forward in the ES, although best practice measures have been recommended.  Further details are provided in <b>Chapter 8: 'Biodiversity'</b> of the ES

	and Leyburnhold Gill (not exhaustive).			<b>(Application Document Reference: TR010031/APP/6.1).</b>
	Section 6.4.10 of the PEIR – we would welcome design and enhancement measures to consider the connectivity of the watercourses that the scheme impacts upon. Consideration must be given to protected and non-protected species that use the aquatic environment and riparian corridor.	Environment Agency	N	Significant direct impacts to aquatic habitats or species have been considered and mitigation and enhancement has been recommended.  Further details are provided in <b>Chapter 8: 'Biodiversity'</b> of the ES <b>(Application Document Reference: TR010031/APP/6.1).</b>
	Section 6.4.11 of the PEIR– with respect to bullet point 'buffer zone around invasive species areas to avoid spreading', the EA would welcome mitigation that involves managing/removing invasive species where this is practical.	Environment Agency	N	Mitigation relating to invasive, non-native species (INNS) has been included within the ES:  <ul style="list-style-type: none"> <li>• The CEMP would describe the strategy to be implemented for the appropriate treatment of INNS;</li> <li>• The strategy would set out appropriate construction, handling, treatment and disposal procedures to prevent the spread of INNS in line with recognised best practice.</li> </ul> Further details are provided in <b>Chapter 8: 'Biodiversity'</b> of the ES



				<b>(Application Document Reference: TR010031/APP/6.1).</b>
	Section 6.4.16 of the PEIR -the EA supports the proposed approach to updating the Preliminary Ecological Appraisal. With respect to bullet point 'Consideration of the potential impacts to freshwater ecology, to be included within the ES, if appropriate', the EA advises that an assessment of the impacts upon freshwater ecology should be undertaken. Monitoring of the freshwater environment should also be undertaken to assess the impacts of the Scheme and mitigation/compensation.	Environment Agency	N	<p>Significant direct impacts to aquatic habitats or species have been considered and mitigation and enhancement recommended. This did not include surveys or monitoring of freshwater environment, beyond protected species surveys.</p> <p>Monitoring of the freshwater environment would be undertaken immediately prior to and during construction activities. Monitoring requirements would be further detailed within the full CEMP that would be prepared by the contactor prior to the start of construction and consulted on with Gateshead Council.</p>
	Section 6.9.4 of the PEIR - the EA welcomed the production of a detailed survey to identify outfalls within the Scheme footprint. With respect to water quality, given the moderate WFD status of the River Team, the Applicant should seek to control drainage from these outfalls and implement	Environment Agency	N	<p>The WFD assessment (<b>Appendix 13.2</b> of the ES, <b>Application Document Reference: TR010031/APP/6.3</b>) identifies outfalls along the Scheme and appropriate mitigation has been included within the ES.</p> <p>Further details are provided in the ES, specifically <b>Chapter 13: 'Road</b></p>

	mitigation measures to reduce/eliminate polluted run-off.			Drainage and the Water Environment’ and <b>Chapter 8: ‘Biodiversity’ (Application Document Reference: TR010031/APP/6.1).</b>
	Section 6.9.6 of the PEIR – the EA would welcome the consideration of alternatives to extending the culverted section of the watercourse which passes under Allerdene Bridge. It is EA’s policy that no watercourse should be culverted unless there is an overriding need to do so – due to the negative impact on ecology, blockages, flood risk and maintenance issues.	Environment Agency	N	Both the <b>Viaduct option</b> and <b>Embankment option</b> detail structural changes to the culverted section of the watercourse which passes underneath Allerdene Bridge. The options vary depending on design, however both include naturalisation and planting along the existing culverted section.  Further details are provided in <b>Chapter 13: ‘Road Drainage and the Water Environment’</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
	Section 6.4.7 of the PEIR – the list of protected species should also include Brown Trout, Eel and Atlantic salmon.	Environment Agency	N	No surveys have been completed related to these species. A review of the EA National Fisheries Populations Database provided records (recorded via electric fishing during 2007, 2015 and 2017), of fish species present within the River Team. This information was used to

				<p>shape the impact assessment and mitigation detailed within <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p> <p>Targeted surveys could be completed during 2019 in an attempt to adapt mitigation further and reduce any constraints on working methods/times.</p>
	<p>Section 6.4.8 &amp; 6.4.9 of the PEIR– consideration should be given to the mortality of fish species and adverse effects on their routes of migration, as well as patterns of behaviour.</p>	<p>Environment Agency</p>	<p>N</p>	<p>See comments above. As the target fish species have been recorded by the EA within the River Team, suitable mitigation is detailed within <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p> <p>However, it should be noted that the River Team has an underground culverted section for approximately 1.3km immediately downstream (north) of the A1, beneath the Team Valley Trading Estate. This culverted section will restrict fish movement, thus reducing the rivers suitability and importance, which has been taken into consideration within the EIA.</p>

	<p>Section 6.4.10 of the PEIR– the EA welcomes any opportunities the Scheme provides to enhance the existing habitat of the River Team for fish, in the vicinity of junction 67, particularly where the channel is relatively uniform and lacks diversity.</p>	<p>Environment Agency</p>	<p>N</p>	<p>Confirmed that comments had been noted. Only significant impacts have been taken forward in the ES, although best practice measures (including enhancement measures) have been recommended.</p> <p>Further details are provided in <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
	<p>Section 6.4.11 of the PEIR– any in-river works should be programmed out of the main migration and spawning season for salmonid fish species and eel (spring and autumn months). Monitoring of water quality should be undertaken to assess impacts from construction activities.</p>	<p>Environment Agency</p>	<p>N</p>	<p>The temporary box culvert works of the short section of the River Team would be undertaken outside the period of September to April to avoid the salmon and brown trout (migratory and non-migratory) spawning periods.</p> <p>Soft-start and intermittent working techniques would be applied to the piling works to reduce the associated disturbance impacts on fish. Additionally, the extension of any culverts on outfalls 2, 5 and 9, would also be timed to be undertaken outside the period of September to April to avoid the salmon and brown trout (migratory and non-migratory) spawning periods.</p>

				<p>Monitoring of the freshwater environment would be undertaken immediately prior to and during construction activities. Monitoring requirements would be further detailed within the full CEMP that would be prepared by the contractor prior to the start of construction and consulted on with Gateshead Council.</p> <p>Further details are provided in <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
	<p>Section 6.4.12 of the PEIR – welcomes the opportunity the Scheme provides to reduce the impact of surface water drainage from the A1 on water quality in the River Team. This will have a positive effect on fish and biodiversity.</p>	<p>Environment Agency</p>	<p>N</p>	<p>The ES assessment recommends that works adjacent to the River Team would be in accordance with the following:</p> <ul style="list-style-type: none"> <li>● PPG1: General guide to the prevention of pollution;</li> <li>● PPG2: Above ground oil storage tanks;</li> <li>● PPG6: Working at construction and demolition sites; and</li> <li>● PPG21: Pollution incident response planning.</li> </ul>



				<p>Further details and water quality mitigation requirements would be fully expanded within the full CEMP that would be prepared by the contactor prior to the start of construction and consulted on with Gateshead Council.</p> <p>Further details are provided in <b>Chapter 13: 'Road Drainage and the Water Environment'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
	<p>Section 6.4.16 of the PEIR – welcomes consideration of the impacts of fish populations of the River Team, especially in view of their recovering status and recent discovery of salmon.</p>	<p>Environment Agency</p>	<p>N</p>	<p>A review of the EA National Fisheries Populations Database, provided records (recorded via electric fishing during 2007, 2015 and 2017), of fish species present within the River Team. This information was used to shape the impact assessment and mitigation detailed within <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<p>Geomorphology and WFD</p>	<p>A WFD assessment should be included to assess the impact upon all WFD qualifying elements of all affected</p>	<p>Environment Agency</p>	<p>N</p>	<p>A WFD assessment (<b>Appendix 13.2</b> of the ES, <b>Application Document Reference: TR010031/APP/6.3</b>) has been completed as part of the ES. The river section which falls within</p>

	<p>watercourses, regardless of main river or ordinary watercourse.</p> <p>River Habitat Survey, watercourse crossing surveys, geomorphological surveys will be required.</p>			<p>the Scheme footprint is heavily culverted and all areas downstream of the Scheme footprint are underground culverted. A small section of naturalised river bank approximately 70m falls within the Scheme footprint. However, there will be no direct impacts to this section of the river and appropriate mitigation has been included to minimise indirect impacts.</p> <p>Further details are provided in <b>Chapter 13: 'Road Drainage and the Water Environment'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<p>Groundwater/Mine water</p>	<p>There is a risk that shallow groundwater may be present along parts of the proposed route now or in future. The EA recommends the Applicant considers whether this may pose a risk to the Scheme, for example infiltration is unlikely to be a suitable drainage option.</p> <p>Storage and use of any chemicals used on site should not pose a risk to controlled</p>	<p>Environment Agency</p>	<p>N</p>	<p>The risk of shallow groundwater has been assessed in the ES and considered throughout the Scheme design. All existing outfalls are to be maintained and these are not reliant upon infiltration methods or affected by shallow groundwater.</p> <p>Further details are provided in <b>Chapter 13: 'Road Drainage and the Water Environment'</b> of the ES</p>

	waters and suitable pollution prevention measures should be in place.			(Application Document Reference: TR010031/APP/6.1).
Land Contamination (water)	The EA advises the Applicant to undertake an assessment of the risk to controlled water receptors if there is a possibility that the Scheme will impact on contaminated land and undertake remediation and/or mitigation measures as required.	Environment Agency	N	A preliminary controlled water risk assessment has been included within the Ground Investigation Report. No significant sources of water contamination have been identified in the context of the Scheme and therefore no further detailed assessment is required. Further details can be found in <b>Chapter 9: 'Geology and Soils'</b> of the ES (Application Document Reference: TR010031/APP/6.1).
<b>5. Environment – Landscaping</b>				
Policy	The Forestry Commission refers the Applicant to their joint Standing Advice with Natural England on ancient woodland and veteran trees. The response refers to the National Policy Statement National Network (NNNPS) and its policy on <i>Irreplaceable habitats including ancient woodland and veteran trees</i> .	Forestry Commission	N	This has been addressed in the landscape assessment presented in <b>Chapter 7: 'Landscape and Visual'</b> of the ES (Application Document Reference: TR010031/APP/6.1) and is also set out in the National Networks National Policy Statement (NNNPS) Accordance Table (Application Document Reference: TR010031/APP/7.2).

<p>PEIR comments – Ancient Woodland</p>	<p>The Forestry Commission notes that the PEIR identifies Longacre Dene Ancient Woodland, Hill Head Ancient Woodland and other areas of non-ancient woodland. The consultee is keen to understand how the biodiversity and heritage impacts on this woodland will be addressed in the Scheme design, in addition to the Landscape and Visual Assessment and the consideration of the Standing Advice.</p>	<p>Forestry Commission</p>	<p>N</p>	<p>No ancient woodland is expected to be removed as part of the Scheme and the impact of clearing other areas of woodland and therefore opening up views, has been considered alongside other factors to establish the significance of effect on landscape character and visual amenity. The landscape mitigation design seeks to re-establish and enhance existing woodland and has been developed in conjunction with biodiversity specialists. Further details can be found in <b>Chapter 7: ‘Landscape and Visual’</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p> <p>For the cultural heritage assessment, impacts on ancient woodland and non-ancient woodland are not generally considered other than where it may affect buried archaeology or it alters the historic landscape character. As no ancient woodland is expected to be removed as a result of the Scheme it is not included within the cultural heritage assessment.</p>
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**6. Geotechnical**

<p>Development High Risk Area</p>	<p>The entire route falls within the defined Development High Risk Area and within the application site and surrounding area there are coal mining features and hazards that need to be taken into consideration in relation to the determination of the DCO.</p> <p>The Coal Authority records indicate that the site has been subject to both historic recorded and historic unrecorded underground coal mining at shallow depth. The records also indicate the presence of numerous mine entries (shafts and adits).</p>	<p>The Coal Authority</p>	<p>N</p>	<p>A preliminary coal mining risk assessment was completed as part of the Preliminary Sources Study Report (“PSSR”) which was used to scope the ground investigation (“GI”) works. Data on shallow historical mining and mine shafts within and beneath the site have been obtained from the Coal Authority. These, along with records from historical GI and the scheme specific GI have been used to inform the Coal Mining Risk Assessment (“CMRA”) Report for the Scheme.</p> <p>Further details can be found in <b>Appendix 9.3</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p>
<p>Coal Mining Risk Assessment Report (CMRA)</p>	<p>A CMRA will be required (including to inform the ES). This should appropriately address the coal mining legacy risks to this project.</p>	<p>The Coal Authority</p>	<p>N</p>	<p>A CMRA Report is included as part of <b>Appendix 9.3</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p>
<p>PEIR comments - GI</p>	<p>The Coal Authority welcomes Section 6.5.20 of the PEIR which confirms that both historical investigations and results of ongoing ground investigations</p>	<p>The Coal Authority</p>	<p>N</p>	<p>Confirmed that comments had been noted – no further action required.</p>



	<p>will be used to inform the EIA and to identify any appropriate mitigation.</p> <p>The Coal Authority supports the PEIR conclusion that a mitigation strategy will be required to ensure that any residual risks are appropriately addressed.</p> <p>The Coal Authority has no objection to both the PEIR and a subsequent CMRA informing the ES and supporting the DCO application.</p>			
<b>7. Statutory Undertakers</b>				
<p>Northern Gas Networks (NGN) Diversion Works</p>	<p>The Health and Safety Executive (“HSE”) advised the development is in the vicinity of a major hazard installation NGN, (Lamesley Storage Installation) and a major hazard pipeline (Low Thornley to Lamesley). HSE recommends the Applicant contacts NGN Ltd to discuss the status of the site and ensure works don’t compromise the integrity of the pipeline.</p>	<p>Health and Safety Executive</p>	<p>N</p>	<p>Confirmed that comments had been noted and the Applicant is working collaboratively with NGN to progress the Scheme design. Further details of engagement undertaken with NGN Ltd are provided in <b>Chapter 2, Table 3</b> of this Report.</p>

Consultation information	HSE requested that the Applicant could itemise or show clearly where land has changed between the different consultations.	Health and Safety Executive	N	Confirmed that comments had been noted. The leaflets for the 2018 targeted statutory consultation contained a plan of the Scheme which clearly identified the new consultation areas (zone 1 and zone 2) with indicative markings to show the changes from the previous design. A copy of the leaflets is provided in <b>Annex H12.1 and H12.2</b> of this Report.
Hazardous Substances Consent	Provided advice on the criteria for whether a Hazardous Substances Consent would be needed.	Health and Safety Executive	N	Confirmed that comments had been noted and that a Hazardous Substances Consent is not required for the Scheme.
Explosives	HSE has no comments to make regarding explosives sites as there are none in the vicinity, nor any comments on electricity safety from a planning perspective.	Health and Safety Executive	N	Confirmed that comments had been noted – no further action required.
National Grid assets	National Grid confirmed that the Scheme is not located within or in close proximity to the assets of either National Grid Electricity Transmission or the gas transmission apparatus of National Grid Gas.	National Grid	N	Confirmed that comments had been noted – no further action required.

<p>Derwent Pipeline</p>	<p>Northumbrian Water's main concern is the strategic Derwent Pipeline, which carries water from the Derwent reservoir to Tyneside and will need to be accommodated by the new Scheme.</p>	<p>Northumbrian Water</p>	<p>N</p>	<p>Discussions have taken place with Northumbrian Water ("NW") in relation to the strategic main pipeline located under the A1 carriageway adjacent to Smithy Lane (Derwent Pipeline).</p> <p>The Applicant has provided details (including cross-sections) of the proposed works at this location to NW. As there is currently limited information available on the depth/location of the pipeline, Ground Penetrating Radar ("GPR") surveys have been undertaken and initial results indicate that a diversion is not required. However, trial hole works are planned to fully establish the need for the diversion. Further details of engagement undertaken with NW are provided in <b>Chapter 2, Table 3</b> of this Report.</p>
<p>Allerdene Burn</p>	<p>Concerns over the proposals to culvert the Allerdene Burn under the new road crossing the East Coast Main Line ("ECML"). Requested the culvert is adequately sized and that access is available (i.e. manholes) for maintenance,</p>	<p>Northumbrian Water</p>	<p>N</p>	<p>The Applicant has undertaken hydraulic modelling using an Integrated Catchment Model ("ICM") to confirm the culvert is sufficiently sized. Manholes are not proposed in this location, due to the health and safety risks. Access to the culvert</p>

	particularly as the Burn carries significant storm water flows from a large area and must be well maintained.			has been designed to best practice maintenance standards.  If the <b>Viaduct option</b> is progressed to construction, the culvert would be removed. This would be replaced by an open channel in the form of a lined ditch. The open channel would be suitably sized to allow for significant storm water flows. The maintenance requirements for the open channel would be different to that for the culvert option, and would be similar to other open channel watercourses.
<b>8. Safeguarding</b>				
Safeguarding - NATS	NATS confirmed that it did not have any safeguarding objections to the Scheme based on the current information.	NATS Safeguarding	N	Confirmed that comments had been noted – no further action required.
<b>9. Public Transport</b>				
Communications	Nexus advised they will need timely communications if any changes are required to public transport services, especially if they need to take account of increased congestion on the A1 during works. They advised the	NEXUS	N	Confirmed that comments had been noted– the Applicant will advise Nexus at least 8 weeks prior to the start of works if any changes to public transport services are required.

	normal registration period for registering or varying a bus service with the Traffic Commissioner is 8 weeks.			<p>to keep Two lanes of traffic will be kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p> <p>A Construction Phase Plan will be prepared. This will include further details of construction traffic management including strategic diversion routes, if for example, night time works are required. These will be reviewed at detailed design stage.</p> <p>Further details on traffic management principles during construction of the Scheme is provided in the Construction Traffic Management Plan which forms part of the Outline CEMP (<b>Application Document Reference: TR010031/APP/7.4</b>)</p>
Works Plans	NEXUS advised they couldn't locate the works plan for the Scheme on the Highways England website.	NEXUS	N	The Works Plans were not available at the time of consultation but are being submitted with the DCO application ( <b>Application Document Reference: TR010031/APP/2.3</b> ).
Collaborative working	The Scheme provides an ideal opportunity for a collaborative approach between Nexus and	NEXUS	N	Confirmed that comments had been noted and welcomed the opportunity to work collaboratively with NEXUS.



	the Applicant to alleviate congestion in the area.			
Park and Ride	Nexus advised they are currently investigating the potential for a park and ride site to the south of the A1, on the area of land to the north of Smithy Lane and west of the ECML.	NEXUS	N	Confirmed that comments had been noted and the Applicant will consult further with NEXUS as required to understand the impact on the Scheme.
<b>10. Road Network</b>				
Impact on mail distribution	<p>Royal Mail were concerned that construction of the Scheme would impact its ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations. They requested consultation on any proposed road closures /diversions /alternative access arrangements, hours of working and the content of the final Construction Traffic Management Plan (CTMP).</p> <p>They advised the final CTMP should include information on works affecting the local network, with particular regard to Royal</p>	Royal Mail	N	<p>The Applicant has developed a Construction Traffic Management Plan (CTMP) as part of the Outline CEMP (<b>Application Document Reference: TR010031/APP/7.4</b>) that sets out the principles that will be followed to manage construction traffic on the highway network throughout the construction of the Scheme including site access, routing, signage, HGVs and abnormal loads.</p> <p>The Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p> <p>A Construction Phase Plan will be prepared. This will include further</p>

	Mail's distribution facilities in the local area.			details of construction traffic management including strategic diversion routes, if for example, night time works are required. These will be reviewed at detailed design stage. Any closures would be communicated to local residents, businesses and drivers in the area that use the A1.
Signage for Queen Elizabeth Hospital, Gateshead	<p>Request for extra signage on the A1 at junction 66 (Eighton Lodge) to direct drivers to the Queen Elizabeth Hospital in Gateshead.</p> <p>Preference for additional signage further north on the A1 however it appears this is not possible due to the presence of the Newcastle Hospital signage.</p>	Gateshead Health NHS Foundation Trust (Queen Elizabeth Hospital)	N	<p>The junctions on the Scheme are closely spaced together and this minimises the space available for signage on the verge. Highways England's signing strategy also has a maximum number of destinations recommended and inclusion of more destinations than this would reduce the legibility of the sign as a whole, reducing the safe operation of the network.</p> <p>As a result of the above, the Applicant is not able to agree to any additional destinations/signs along this stretch of the A1. However, the Applicant will commence detailed design in summer 2019 and will review opportunities to develop further at this point. The Structures</p>

				<p>Engineering Drawings and Sections provided within this DCO application (<b>Application Document Reference: TR010031/APP/2.7</b>) shows examples of signage and gantries for a typical scheme but this is an indication only and doesn't prevent refinement as the Scheme develops.</p> <p>The Applicant has met with the consultee and has stated they will keep them updated on their request.</p>
<b>11. Impact on Local Residents</b>				
Lady Park	The Parish Council has considered the consultation plans and in the main supported them, however there were still concerns about the effects of the works on Lady Park residents.	Lamesley Parish Council	<b>Y – see Chapter 4, Table 20</b>	Confirmed that comments had been noted - the Applicant engaged with Lady Park residents following the statutory consultation to address their concerns in relation to the impacts of the Scheme works on the local community. The design was amended to move the drainage facility to the Coal House (junction 67) roundabout and relocate the highway boundary fence to the foot of the new embankment. This reduced the amount of permanent land take for the Scheme in this location.

<i>12. Support for the Scheme</i>				
Support	Peak hour congestion is quite often a problem on the A1 and recent investment by the Applicant to enable improved journey times on this strategic corridor is supported.  NECA strongly supports the principles of the Scheme which are consistent with the North East's Strategic Economic Plan.	North East Combined Authority	N	Confirmed that comments had been noted – no further action required.

**Table 27 – Comments from section 42(1)(b) local authorities (2018 statutory consultation)**

**Chapter 3** of this Report sets out how the Local Authorities were identified for this Scheme.

<b>Statutory Consultation under s42(1)(b) of the Planning Act 2008 with Local Authorities</b>				
<b>Topic Area and Consultation Responses</b>		<b>Prescribed Consultee(s)</b>	<b>Change (Y/N):</b>	<b>Highways England’s Response (inc. the regard had to the consultation response)</b>
<b>1. General</b>				
Collaborative working	Gateshead Council advised they have nothing further to add at this time in respect of the consultation process. They advised they will continue to work closely with the Applicant over the coming months/years, as the detailed design progresses to make sure the Scheme is positive for Gateshead.	Gateshead Council	N	Confirmed that comments had been noted and welcomed the opportunity to work collaboratively with Gateshead Council.
Support	South Tyneside Council confirmed that they were in full support of the Proposed Scheme.	South Tyneside Council	N	Confirmed that comments had been noted – no further action required.



**Table 28 – Comments from section 42(1)(d) land interests (2018 statutory consultation)**

**Chapter 3** of this Report sets out how consultees under section 42(1)(d) have been identified for this Scheme.

Statutory Consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Consultee	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Design change	<p>Permanent land-take requirements at North Side Farm, Birtley. Landowner asked for minimal land take from their property and the following changes:</p> <ul style="list-style-type: none"> <li>• A drop embankment with strayed concrete;</li> <li>• Fencing for privacy along the proposed access road and bottom of their paddocks;</li> <li>• Asked for a road in front of their property to cope with volume of traffic.</li> </ul>	<p>Christopher Wilson</p> <p>Northside Farm                      Northside Birtley                      Chester Le Street                      DH3 1RF</p>	N	<p>The Applicant has carefully considered the request made by Mr Wilson and discussions have been held with the landowner and his land agent. A meeting was held in June 2019 with them to discuss the request for a retaining wall and fencing. Mr Wilson was advised by the Applicant that a retaining wall at the property had been considered but it was not possible to provide as it would have significant cost and affordability implications for the Scheme, compared to provision of an embankment.</p> <p>Mr Wilson was also advised that the ES showed no requirement for a noise fence so this would not be provided, and an access road is not considered necessary for the Scheme. The Applicant confirmed</p>

				<p>to Mr Wilson that the embankment will be in the DCO application and he can make a representation if required at Examination.</p> <p>Therefore, provision of a retaining wall, fencing and a new access road have not been incorporated into the Scheme design.</p>
Environmental impacts	Acknowledged the traffic issues on the A1 but was not in full agreement with the Scheme until they know the full extent of impacts on their property.		N	<p>The Applicant has had ongoing engagement with Mr Wilson to discuss and understand his concerns. The discussions with this landowner are summarised in <b>Chapter 2, Table 3</b> of this Report.</p> <p>The Transport Assessment Report provides details of the Scheme's impact on traffic flows (<b>Application Document Reference: TR010031/APP/7.3</b>).</p>
Noise impact	Queried what the noise and pollution impacts will be on this property during construction and operation.		N	<p>Potential noise impacts that could arise during the construction phase of the Scheme have been assessed as part of the EIA. This has included the completion of a series of example construction noise level calculations for a sample of different works phases and assessment locations along the Scheme. It has been identified that for the majority</p>

			<p>of works, appropriate construction noise assessment criteria will be achieved, but that increased noise levels may arise in the short term for limited periods, e.g. where it is necessary to undertake works in close proximity to receptors.</p> <p>A series of noise mitigation measures will therefore be employed during Scheme construction. These are set out in the Outline CEMP being submitted with the DCO application (<b>Application Document Reference: TR010031/APP/7.4</b>). This includes the adoption of Best Practicable Means (BPM) for noise reduction, which is stipulated as a requirement within the Outline CEMP.</p> <p>At this stage, the final construction working methods are not known as these would be selected by the appointed contractor. Therefore, a requirement of the Outline CEMP is that revised noise level predictions and assessments are undertaken once these details are finalised. If this re-assessment work identifies the potential for significant noise effects to arise, the need for noise monitoring and the setting of construction noise action levels will be identified to</p>
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				<p>further assist in minimising any potential impacts.</p> <p>A full CEMP would be prepared prior to the start of construction works on site and consulted on with Gateshead Council.</p> <p>The findings of the noise assessment are presented in <b>Chapter 11: 'Noise and Vibration'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Privacy/ family life	Wants to know impacts of Scheme on privacy/family life during construction and operation.		N	<p>Article 8 of The Human Rights Act 1998 protects the right of the individual to respect for his private and family life.</p> <p>The explanation setting out how the Applicant has complied with the Human Rights Act 1998 is detailed in <b>Chapter 6</b> of the Statement of Reasons (<b>Application Document Reference: TR010031/APP/4.1</b>).</p>
Communications	This landowner said they would prefer to be visited or called.		N	<p>The Applicant has held face-to-face meetings with this landowner to discuss their concerns. Further details can be found in <b>Chapter 2</b> of this Report.</p>

**Table 29 – Comments from section 47 and section 48 consultees (2018 statutory consultation)**

The following tables set out the responses received from the section 47 and section 48 statutory consultation undertaken. These responses have been grouped into topic areas of the main themes arising from the statutory consultation.

<b>Statutory consultation under section 47 and 48 of the Planning Act 2008 with the local community &amp; statutory publicity</b>			
<b>Topic Area and Consultation Responses</b>		<b>Change (Y/N):</b>	<b>Highways England's Response (inc. the regard had to the consultation response)</b>
<b>1. General Support for Scheme</b>			
Overall scheme support	Supportive of the Scheme - improvement required to address the existing traffic congestion/bottleneck on the A1, particularly during rush hour. The Scheme is much needed and long overdue.	N	Confirmed that comments had been noted – no further action required.
<b>2. Opposition to the Scheme</b>			
General opposition	Opposed to the Scheme – comments stating the proposal is unnecessary, that the traffic issues are not that bad at this section but are worse elsewhere on the A1.	N	The proposed Scheme is supported by the Government's <i>Road Investment Strategy 2015-2020</i> . The Scheme forms part of the A1 Newcastle Gateshead Western Bypass ("NGWB") which is a critical part of both the national and local road network.
Abandon scheme	Scheme should be abandoned and money should be spent elsewhere – including on	N	Traffic modelling shows in the 'do nothing' scenario, congestion is forecast to worsen causing increased journey times, impacting on local



	local area, potholes and environmental improvements.		economic growth, potentially causing more accidents and worsening of air quality due to vehicles not operating at optimum speed. If the Scheme did not go ahead, Allerdene Bridge would continue to be a maintenance issue, bringing about further cost and disruption to both the road and rail network. Therefore, the proposal to abandon the Scheme would not address the existing issues on the A1 and would lead to worsening traffic conditions.
Alternatives	Should invest in alternative options to the car – invest in cheaper public transport, car sharing or car pool lanes instead.	N	Alternative public transport options were considered at the early strategic option stage. However, following further assessment, it was considered that this would not address congestion issues on the A1.  The preferred solution was therefore to increase capacity on the A1 to provide for future traffic growth including that resulting from planned new residential and employment development in the area.
<b>3. Funding and Cost</b>			
Waste of Money	Scheme is a waste of money and the cost is not justified. Too much money has been spent on A1 improvements and there has been very little change.	N	The Benefit Cost Ratio (BCR) developed for this Scheme justifies the cost of the Scheme against the benefits it will bring. The BCR for the Scheme is 2.45 (adjusted) for the <b>Embankment option</b>

Journey saving time/disruption	Comments that journey time savings are limited considering the cost of the Scheme to deliver. Significant disruption to drivers as a result of construction works will outweigh any benefits.	N	<p>and 2.27 (adjusted) for the <b>Viaduct option</b>. The Department for Transport carried out a Feasibility Study (March 2015) for the A1 Newcastle-Gateshead Western Bypass and the affordability, value for money and deliverability of the proposals were assessed.</p> <p>Further details about the economic case for the Scheme can be found in <b>Chapter 4</b> of the Planning Statement (<b>Application Document Reference: TR010031/APP/7.1</b>).</p>
Spending on rest of A1	Money should be spent further north on the A1 north of Newcastle / in Northumberland instead.	N	The Applicant has a number of upgrade works planned for the A1 north of Newcastle and in Northumberland as proposed by the Government's <i>Road Investment Strategy 2015-2020</i> . Schemes proposed include the A1 in Northumberland: Morpeth to Felton scheme and A1 in Northumberland: Alnwick to Ellingham scheme.
	Comments that the main traffic problems are from the Metrocentre to Gosforth heading North on the A1 (bottle necks over the Blaydon Bridge).	N	The Applicant is currently developing plans to upgrade a 5 mile stretch of the A1 between Scotswood (junction 74) and North Brunton (junction 79), increasing the number of lanes in each direction from two to three which will increase capacity, tackle congestion and improve safety and should help address the issues raised. The Applicant has carried out public engagement events in October 2018 and is currently undertaking site investigation work to support the detailed design of the scheme.

4. Programme and timeline			
Timescale of works	Comments that the Scheme is long overdue and asks that works should be carried out as soon as possible.	N	To minimise disruption to the public, the improvements to the A1 Newcastle-Gateshead Western Bypass have been split into manageable lengths so that motorists are not faced with over ten miles of roadworks at once. Gradual improvements keep the programme affordable and improvements can only be delivered when money is available to do so.
	Comments saying the works should have been carried out at the same time as other A1 widening works on the Newcastle-Gateshead Western Bypass such as the Coal House to Metrocentre. Queries on the reasons that the Scheme wasn't carried out earlier.		
Phasing with other works / inaccurate timescales	Concern over the phasing of the Scheme alongside other highways works including that at the A19 (Testo's/Downhill) and that this could exacerbate disruption.	N	<p>The A1 Birtley to Coal House Scheme is planned to start construction in winter 2020/2021 with the road expected to be open to traffic by winter 2023/2024. Where possible, the Applicant has tried to phase the Scheme around other major works, but there is a likelihood that the construction phase will overlap with the following works:</p> <ul style="list-style-type: none"> <li>• A19/A184 Testo's Junction Improvement (Construction works started in March 2019, completion expected in late 2021);</li> <li>• A19 Downhill Lane Junction Improvement (DCO application submitted on 25 January 2019. Construction works planned to start in autumn 2020, completion expected in 2022);</li> </ul>
	Comments that our timescales were not accurate and that it was important to stay on schedule, as other projects had experienced delays.		

			<ul style="list-style-type: none"> <li>A1 Scotswood to North Brunton (Construction works planned to start in March 2020, completion expected in late 2022).</li> </ul> <p>To address the potential overlaps between the Scheme and other construction works on the A1, the Applicant will ensure the Scheme works are coordinated with other road closures on the network.</p>
Wait for improvements from other schemes	Questions why the Scheme is to be carried out now whilst works on the A19 (Silverlink) are underway. Suggested it would be better to wait until the works are completed to see the impact on A1 traffic congestion. Request for traffic survey to be completed once A19 Silverlink is constructed.	N	The A19/A1058 Coast Road (Silverlink) scheme was completed in March 2019 and has therefore been constructed well in advance of this Scheme starting on site. Surveys of traffic have been carried out for the Scheme and show that there is little competition for drivers between using the A19 and A1 as they serve different destinations. The traffic modelling has included the future improvements to these junctions so no further surveys are considered necessary once the A19 scheme is open to traffic.
Phasing during busy periods	Comments asking the Applicant to rethink the timing of the Scheme during the busy Christmas period, particularly with Metrocentre traffic.	N	The construction phasing will give consideration to the Christmas period and the requirements for the Metrocentre. The arrangements for construction traffic are provided in the Construction Traffic Management Plan, which forms part of the Outline

			CEMP ( <b>Application Document Reference: TR010031/APP/7.4</b> ).
Phasing of Scheme works	Concerns over bridge widening works at junction 66 and junction 67 taking place at the same time. Requested this takes place separately otherwise it will exacerbate the traffic problem.	N	Construction works on the Scheme will be phased to minimise disruption.
Timescales	Comments asking for the project timescales.	N	<p>The timescales for the Scheme are as follows:</p> <ul style="list-style-type: none"> <li>• DCO application submission: August 2019</li> <li>• DCO published: winter 2020</li> <li>• Construction start: winter 2020/2021</li> <li>• Scheme complete: winter 2023/2024</li> </ul> <p>It is anticipated that construction works will last between two and a half to three years.</p>
<b>5. Impact on community and landowners</b>			
Land take	Comments from Crathie and North Dene residents – concerned that the Scheme will move the A1 closer to their properties.	<b>Y – see Chapter 4, Table 20</b>	<p>The Scheme design has been changed as a result of statutory consultation feedback.</p> <p>The original design showed symmetrical land take on either side of the A1, as the alignment design was not finalised. However, following the non-statutory consultation in 2016, the design was amended adjacent to the Crathie and North Dene residential areas so that the widening of the road was moved further away from these properties, but consideration was also given to properties on the</p>



			north side of the A1 to minimise the potential environmental impacts of the Scheme.
	Comment questioning why there is so much land take at the Eighton Lodge area towards the Longbank Bridleway.	N	This is land required to deliver and build the Scheme. It includes temporary land for compound sites required to facilitate construction of the new highway, bridges and facilities for non-motorised users.
	Lady Park/Lamesley residents - concern over the Scheme impacts near their properties.  Resident adjacent to northbound slip road at junction 67 has concerns over land take required for construction/operation of the Scheme. Concerned that the land requirements are creeping closer to their property.	N	There will be no land take from residential properties along Lady Park. There will be changes to the northbound merge/on-slip road which is away from the properties. The design aims to minimise the impact in this area, as the existing highways fence line behind these properties has been retained in the same position.
Compensation	Saltford resident in Low Fell asked for triple glazing at their property to compensate for current noise during the day and night times which creates sleeping problems.	N	Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures. These measures include a low noise road surface for the full length of the Scheme including on and off slip roads. Saltford is well removed from the Scheme but does fall within the adopted operational phase noise study area, and has therefore been accounted for in the completed assessment work.

			<p>None / Neutral noise level changes are identified to arise in both the short term (immediately following opening) and the long term (to the future design year for the Scheme). The provision of noise barriers has been an integral consideration of the completed assessment work and none have been identified to be warranted for this area. No properties have been identified as qualifying under the Noise Insulation Regulations for the provision of enhanced glazing and ventilation.</p>
Local residents impact	<p>Crathie resident adjacent to North Dene Footbridge is concerned they will be living next to a building site during construction and believes the area is going to be used to store machinery/plant. Disagrees with this proposal and thinks this should be nearer to junction 65.</p>	N	<p>An Outline CEMP is being submitted with the DCO application (<b>Application Document Reference: TR010031/APP/7.4</b>). This sets out the measures to manage and mitigate environmental impacts including minimising disturbance to residential properties that could be affected by the construction works.</p> <p>The area south of North Dene Footbridge will be used to store plant and machinery but only whilst the existing bridge is removed and replacement bridge installed and only as required for the installation of this bridge.</p> <p>The proposed main site compound for the Scheme is located on land south-east of junction 67 (Coal House). An additional compound is proposed in fields north-east of junction 66 (Eighton Lodge). These working areas are located away from the</p>

			North Dene Footbridge area mentioned by this consultee.
	<p>Long Bank resident (behind Eighton Lodge care home) concerned over use of third party land adjacent to their house.</p> <p>They were also concerned about construction disruption to junction 66 as they use the roundabout multiple times daily.</p>	N	<p>The land adjacent to the property is not being used for construction of the Scheme.</p> <p>Any works to the junction 66 roundabout will be managed to minimise disruption. The Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p> <p>A Construction Phase Plan will be prepared. This will include further details of construction traffic management including strategic diversion routes, if for example, night time works are required. These will be reviewed at detailed design stage.</p> <p>Further details on traffic management principles during construction of the Scheme is provided in the Construction Traffic Management Plan which forms part of the Outline CEMP (<b>Application Document Reference: TR010031/APP/7.4</b>).</p>
House prices impact	Residents concern over impact of Scheme on house prices.	N	<p>Confirmed that advice on Part 1 compensation was available on the following link: <a href="https://www.gov.uk/compensation-road-property-value">https://www.gov.uk/compensation-road-property-value</a></p>
Compulsory Purchase	North Dene resident asked if property will need to be compulsory purchased for the Scheme.	N	<p>There are no proposals to compulsorily acquire any residential properties to undertake the Scheme. The A1 widening is being moved away from North Dene residents.</p>

<b>6. Construction impacts</b>			
<i>Construction traffic</i>			
Impacts on traffic due to construction traffic and processes	Concerns about traffic disruption and delays, bad experience from previous A1 widening works.	N	<p>The Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p>
Timing of works	Requests for night time construction work only to avoid congestion during daytime.	N	<p>A Construction Phase Plan will be prepared. This will include further details of construction traffic management including strategic diversion routes, if for example, night time works are required. These will be reviewed at detailed design stage.</p> <p>Should 24-hour, night-time and/or Sunday working be required, permission would be sought from Gateshead Council and any other appropriate authority prior to works starting. A construction exhibition would be held with stakeholders/residents prior to start of works to share details of the proposed methods of working including working hours and any planned road closures.</p>
	Wants 24 hour / 7 days per week working to get the Scheme completed.		
Traffic management	<p>Concerns over construction traffic being diverted along local roads and creating congestion. Requests for a number of traffic management measures including:</p> <ul style="list-style-type: none"> <li>• Temporary traffic lights;</li> <li>• More information requested on local road closures and diversions;</li> </ul>	N	<p>As per the above response, the Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works. A Construction Phase Plan will be prepared.</p> <p>In terms of construction traffic, the compounds will be located adjacent to the A1 so that HGVs will avoid the use of the local road network. Only</p>

	<ul style="list-style-type: none"> <li>Request to prevent HGVs using local roads during construction;</li> <li>Measures to reduce rat-running through residential areas.</li> </ul>		routes agreed with Gateshead Council will be used.
Traffic flows	Concerns over traffic flows, wants a guarantee that traffic will not worsen as a result of the Scheme.	N	Traffic modelling predicts that the impact of the Scheme will be to increase traffic flows on the A1 while generally reducing traffic flow on the local road network through Gateshead, particularly on routes that run parallel to the A1. The traffic impacts of the Scheme are detailed in the Transport Assessment Report ( <b>Application Document Reference: TR010031/APP/7.3</b> ).
<i>Construction queries</i>			
Construction related queries	Queries who will be carrying out the construction work and traffic management.	N	The principal contractor for the Scheme has not yet been appointed.
	Query asking if overnight works will be required.	N	Some night-time construction works are anticipated to be required in the delivery of the Scheme, although these have been identified to constitute only a small proportion of the construction period, and they would be spread along the length of the Scheme, minimising the impact in individual areas.  Night closures will be limited and agreed with Gateshead Council.



	Query on the traffic access/signposting arrangements in place for Ravensworth Golf Club during construction.	N	A Construction Phase Plan will be prepared. This will include details regarding local access to properties and businesses.
	Asked will junction 67 on and off slip roads be closed during works?	N	It is proposed that these slip roads will not be closed during any holiday period and there will be no more than one full road closure (including slip road closure) every 3 months during construction works. Effective traffic management measures will be in place through the Construction Traffic Management Plan that forms part of the Outline CEMP ( <b>Application Document Reference: TR010031/APP/7.4</b> ). This will be further updated by the contractor and consulted on with the local authority following submission of the DCO application.
<b>Construction impact on Air Quality</b>			
Construction – Air Quality	General concerns over air quality and dust during construction works.	N	<p>The Scheme construction impacts on air quality have been assessed and quantified as a part of the environmental assessment. The findings of the air quality assessment are presented in <b>Chapter 5: ‘Air Quality’</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p> <p>Options to mitigate air quality impacts during construction (including measures to deal with any dust generated by the works) are set out in the Outline CEMP being submitted with the DCO</p>
	Query on the dust impacts on Ravensworth Golf Club during construction.		

			application ( <b>Application Document Reference: TR010031/APP/7.4</b> ).
<i>Construction impact on noise and vibration</i>			
Construction noise	Concerns about noise and disruption during construction to residents near junction 65 (Birtley) if night works required. Requested that overnight works be kept to a minimum.	N	<p>Potential noise impacts that could arise during the construction phase of the Scheme have been assessed as part of the EIA. This includes assessment of potential direct impacts due to the construction works as well as possible indirect effects arising as a result of any necessary traffic diversions during those works and construction traffic movements.</p> <p>The Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p> <p>Whilst some temporary closures will be required on the A1 (e.g. to facilitate a change in traffic management scheme or necessary night works), these have been identified to constitute only a small proportion of the construction period, and they would be spread along the length of the Scheme, minimising the impact in individual areas.</p> <p>A series of example construction noise level calculations have been completed for a sample of different works phases and assessment locations along the Scheme. It has been identified that for the majority of the works, appropriate construction noise assessment criteria will be achieved, but that</p>
	General concerns on increased noise pollution during construction works.		

		<p>increased noise levels may arise in the short term for limited periods, e.g. where it is necessary to undertake works in close proximity to receptors, or where night works are unavoidable.</p> <p>A series of noise mitigation measures will therefore be employed during Scheme construction. These are set out in the Outline CEMP being submitted with the DCO application <b>(Application Document Reference: TR010031/APP/7.4)</b>. This includes the adoption of Best Practicable Means (BPM) for noise reduction, which is stipulated as a requirement within the Outline CEMP.</p> <p>At this stage, the final construction working methods are not known as these would be selected by the appointed contractor. Therefore, a requirement of the Outline CEMP is that revised noise level predictions and assessments are undertaken once these details are finalised. If this re-assessment work identifies the potential for significant noise effects to arise, the need for noise monitoring and the setting of construction noise action levels will be identified to further assist in minimising any potential impacts.</p> <p>A full CEMP would be prepared prior to the start of construction works on site and consulted on with Gateshead Council.</p>
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			<p>The findings of the noise assessment are presented in <b>Chapter 11: 'Noise and Vibration'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
	<p>Long Bank resident (behind Eighton Lodge Residential Care Home) concern over noise impacts of construction.</p>	<p>N</p>	<p>Potential noise impacts that could arise during the construction phase of the Scheme have been assessed as part of the EIA.</p> <p>A series of example construction noise level calculations have been completed for a sample of different works phases and assessment locations along the Scheme, including at Eighton Lodge next to Long Bank. For this location, appropriate construction noise level limits are predicted to be achieved for each considered construction working scenario.</p> <p>For other locations, whilst such criteria are anticipated to be met for the majority of works, increased noise levels may arise in the short term for limited periods. A series of noise mitigation measures will therefore be employed during Scheme construction. These are set out in the Outline CEMP being submitted with the DCO application (<b>Application Document Reference: TR010031/APP/7.4</b>). This includes the adoption of Best Practicable Means (BPM) for noise reduction, which is stipulated as a requirement within the Outline CEMP.</p>

			<p>At this stage, the final construction working methods are not known as these would be selected by the appointed contractor. Therefore, a requirement of the Outline CEMP is that revised noise level predictions and assessments are undertaken once these details are finalised. If this re-assessment work identifies the potential for significant noise effects to arise, the need for noise monitoring and the setting of construction noise action levels will be identified to further assist in minimising any potential impacts.</p> <p>A full CEMP would be prepared prior to the start of construction works on site and consulted on with Gateshead Council.</p> <p>The findings of the noise assessment are presented in <b>Chapter 11: 'Noise and Vibration'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<i>Communication about construction works</i>			
Night time closures	Request from resident to be informed of night time closures.	N	The contractor will prepare a Construction Phase Plan and any closures will be communicated to local residents, businesses and drivers in the area that use the A1.
Newcastle International Airport	Newcastle International Airport (NIA) advised their summer season is from May to September with peak times earlier than commuter hours (e.g. 4am for 6am flight). NIA requested that they are kept informed	N	Confirmed that comments had been noted - any changes to the network (such as diversions or closures) will be communicated to local residents, businesses, such as NIA and drivers in the area that use the A1. As per previous responses, the



	of any particularly disruptive elements, such as multiple lane or junction closures, and ask they are scheduled to avoid these periods and that the Airport is consulted when timings are known.		Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.
<i>Other</i>			
Vermin	Concern over construction works increasing vermin (Lady Park).	N	<p>There is likely to be vermin habitats around the River Team which may be disturbed during the works around Kingsway viaduct, however this is not considered to be a significant issue.</p> <p>With regard to the junction 67 compound, it is a possibility that vermin may be attracted to the compound area where domestic rubbish will be. The Applicant will ensure that a system of storing, segregating and removing of domestic and construction wastes is provided such that it minimises the attraction of vermin. If vermin do become a problem then pest control services can be engaged and vermin poison boxes can be placed in areas of concern.</p>
<b>7. Environmental Impacts</b>			
<i>Air Quality</i>			

<p>Air quality impacts</p>	<p>Concerns about air quality impacts including:</p> <ul style="list-style-type: none"> <li>• Request for planting to help air quality and dust impacts;</li> <li>• Concerns over air quality impacts from residents at Lady Park/Lamesley and Crathie.</li> </ul>	<p>N</p>	<p>The Scheme’s operational impacts on air quality have been assessed against health-based standards and no significant impact has been identified. The findings of the air quality assessment are presented in <b>Chapter 5: ‘Air Quality’</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p> <p>Assessment of the construction impacts to air quality has been undertaken as a part of the environmental assessment. Options to mitigate this are set out in the Outline CEMP being submitted with the DCO application (<b>Application Document Reference: TR010031/APP/7.4</b>).</p>
<p>Air Quality monitoring</p>	<p>Requested air quality tests to monitor pollution caused by HGVs.</p>	<p>N</p>	<p>The Applicant has undertaken air quality monitoring as part of the assessment process. Regular monitoring is also undertaken by Newcastle City and Gateshead Councils, within the vicinity of the Scheme. The closest continuous analyser monitoring air quality is on the A1 at Dunston.</p> <p>During construction, monitoring will be implemented to determine the effectiveness of the proposed mitigation or requirement for further mitigation. No significant air quality effects have been identified for the operational phase of the Scheme and no additional monitoring is necessary. Ambient air quality monitoring by the local authorities will be ongoing.</p>

<i>Noise and Vibration</i>			
General noise	General concerns about noise impacts of the Scheme and request for noise barriers.	N	The Scheme would use a low noise road surface for the full length of the Scheme including on and off-slip roads. A noise barrier is proposed at Birtley where the EIA has shown this is a required mitigation measure. The findings of the noise assessment are presented in <b>Chapter 11: 'Noise and Vibration'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
Noise impact at Low Fell	Sheltered housing resident at Carters Lodge, Low Fell concerned about noise impacts at A167. Concern that traffic will get noisier during Scheme construction.	N	<p>Potential noise impacts that could arise during the construction phase of the Scheme have been assessed as part of the EIA. This includes assessment of potential direct impacts due to construction works as well as possible indirect effects arising as a result of any necessary traffic diversions during those works and construction traffic movements.</p> <p>The construction works are sufficiently removed that significant effects are not anticipated to arise at Carters Lodge.</p> <p>The Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p> <p>Whilst some temporary closures will be required on the A1 (e.g. to facilitate a change in traffic management scheme or the delivery of necessary night works), these have been identified to</p>

			<p>constitute only a small proportion of the construction period, and they would be spread along the length of the Scheme, minimising the impact in individual areas.</p> <p>None of these diversion routes utilise the A167 through Low Fell. Closures between Junction 68 and 67 (in either direction), would utilise Kingsway North and South through the Team Valley Trading Estate, not the A167 Durham Road.</p> <p>The A167 Durham Road (northbound and south bound) has been included in the assessment of changes in noise levels arising as a result of construction traffic movements. Noise level increases on this route are not anticipated to be significant.</p> <p>The findings of the noise assessment are presented in <b>Chapter 11: 'Noise and Vibration'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<p>Noise impact at Wrekenton</p>	<p>Concerns about noise impacts on Wrekenton (north of junction 66) - requests more landscape planting to deal with this.</p>	<p>N</p>	<p>Potential noise impacts that could arise during the construction and operational phase of the Scheme have been assessed as part of the EIA. The completed assessment work has been undertaken adopting appropriate study areas encompassing those in which potentially significant noise and vibration impacts may arise. Wrekenton falls outside these study areas, and as such no significant impacts are anticipated to arise.</p>

<p>Noise impact at Wells Garden</p>	<p>Concerns over increased noise due to Scheme (including disturbance at night) - requested noise barriers. Resident based at Wells Gardens (north-east of Allerdene Bridge).</p>	<p>N</p>	<p>Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures. These measures include a low noise road surface for the full length of the Scheme including on and off-slip roads.</p> <p>Wells Gardens is well removed from the Scheme but does fall within the adopted operational phase noise study area, and has therefore been accounted for in the completed assessment work.</p> <p>None / Neutral noise level changes are identified to arise in both the short term (immediately following opening) and the long term (to the future design year for the Scheme). The provision of noise barriers has been an integral consideration of the completed assessment work and none have been identified to be warranted for this area.</p>
<p>Noise impact at Birtley</p>	<p>Residents at Birtley (Crathie/North Dene/Malone Gardens) concerned about noise impacts on their property – asked for noise barriers.</p>	<p><b>Y – see Chapter 4, Table 20</b></p>	<p>Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures.</p> <p>The design has been refined to address the concerns raised over noise impacts. A 3-metre high noise barrier has been added to the Scheme</p>



			<p>along the south side of the carriageway (northbound) between junction 65 (Birtley) and junction 66 (Eighton Lodge) to reduce impacts for residents. This noise barrier has been specified to overlap with the existing earthworks bund to the east of dwellings at Lockwood Avenue, to ensure a comprehensive acoustic screen along this section of the A1 including for dwellings at Crathie, North Dene and Malone Gardens, for which noise level reductions are predicted to arise as a result.</p> <p>There will also be a low noise road surface for the full length of the Scheme including on and off slip roads.</p> <p>The findings of the noise assessment are presented in <b>Chapter 11: 'Noise and Vibration'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<p>Noise impact at Salcombe Gardens</p>	<p>Resident at Salcombe Gardens and Chowdene Estate at Low Fell raised concern about increased noise from highway -asked for noise barriers and landscape planting in the area.</p>	<p>N</p>	<p>Potential noise impacts that could arise during the construction and operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures.</p> <p>These measures include a low noise road surface for the full length of the Scheme including on and off-slip roads. This measure, in conjunction with the proposed realignment of the A1 (away from Low Fell) at Allerdene Bridge will give rise to small</p>

			<p>noise level reductions at Salcombe Gardens / Chowdene Estate, in both the short term (immediately following opening) and the long term (to the future design year for the Scheme).</p> <p>Notwithstanding this, the completed noise assessment work has included due consideration to possible additional noise mitigation enhancement measures, but none have been identified as warranted for Salcombe Gardens / Chowdene Estate.</p>
Noise impact at Eighton Banks	Resident at Prospect Terrace, Eighton Banks asked for noise reduction at their property.	N	<p>Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures. These measures include a low noise road surface for the full length of the Scheme including on and off-slip roads.</p> <p>Prospect Terrace is well removed from the Scheme but does fall within the adopted operational phase noise study area, and has therefore been accounted for in the completed assessment work.</p> <p>None / Neutral noise level changes are identified to arise in both the short term (immediately following opening) and the long term (to the future design year for the Scheme). The provision of noise barriers has been an integral consideration</p>

			of the completed assessment work and none have been identified to be warranted for this area.
Noise impact at Lady Park/ Lamesley	Concerns on increased noise levels for residents at Lady Park/ Lamesley as a result of the Scheme. Some requested landscape planting to reduce noise, others wanted extension of existing noise barrier.	N	<p>Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures. Potential impacts at Lady Park (and its Noise Important Area status) have been accounted for in the completed assessment work.</p> <p>It is proposed that the existing Lady Park noise barrier would be retained, for its full length, with a minor alignment adjustment at its southern end to follow the new verge line next to the northbound on-slip and such that the barrier does not conflict with this traffic link. There would be no material change in the acoustic performance of the existing noise barrier as a result of this minor alignment change.</p> <p>The noise mitigation / enhancement measures also include a new low noise road surface for the full length of the Scheme including on and off-slip roads. With these measures, noise level changes at Lady Park (north façades) are identified to be neutral both in the short term (immediately following opening) and the long term (to the future design year for the Scheme). The extent of the</p>

			<p>Lady Park noise barrier is such that all properties at Lady Park are currently screened, and an extension of this barrier is therefore not warranted. The current barrier height of 3 metres would be retained.</p> <p>No significant noise level changes have been identified at the facades facing south towards Banesley Lane. No significant noise level changes have been identified to arise at Lamesley in either the short term or the long term.</p> <p>The findings of the noise assessment are presented in <b>Chapter 11: 'Noise and Vibration'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<p>Noise barrier at Team Valley and planting</p>	<p>Resident doesn't think better flow of traffic will reduce noise. Request for noise fence along length of road at Team Valley and tree planting to reduce noise pollution.</p>	<p>N</p>	<p>Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures.</p> <p>Team Valley falls within the adopted operational phase noise study area, and has therefore been accounted for in the completed assessment work.</p> <p>None / Neutral noise level changes are identified to arise in both the short term (immediately following opening) and the long term (to the future design year for the Scheme).</p>

			<p>In order to provide effective noise mitigation, acoustic barriers need to be continuous and solid / imperforate amongst other factors, for example an acoustic fence, or solid wall etc. Whilst planting and tree lines can be helpful to improve the visual appearance of such acoustics barriers, on their own, planting and tree lines do not have the requisite properties to be effective noise barriers.</p> <p>Notwithstanding this, the provision of effective noise mitigation and enhancement measures has been an integral consideration of noise assessment work undertaken as part of the EIA, and none have been identified to be warranted for this area.</p>
<p>Noise impact at Ravensworth Golf Club</p>	<p>Asked what the noise impact of the Scheme will be on Ravensworth Golf Club.</p>	<p>N</p>	<p>Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures. These measures include a low noise road surface for the full length of the Scheme including on and off-slip roads.</p> <p>Ravensworth Golf Club is well removed from the Scheme but does fall within the adopted operational phase noise study area.</p> <p>None / Neutral noise level changes are identified to arise in both the short term (immediately</p>



			following opening) and the long term (to the future design year for the Scheme).
Noise barrier at Lockwood Avenue/North Side	Asked for noise barrier to be extended to cover properties at Lockwood Avenue and Northside, as these properties are closer to the A1 than North Dene.	N	<p>Potential noise impacts that could arise during the construction and operational phase of the Scheme have been assessed as part of the EIA. This has included detailed noise modelling and prediction work and consideration to potential noise mitigation and enhancement measures.</p> <p>These measures include a low noise road surface for the full length of the Scheme including on and off-slip roads and a 3- metre high noise barrier along the south side of the carriageway (northbound) between junction 65 (Birtley) and junction 66 (Eighton Lodge). This barrier has been specified to overlap with the existing earthworks bund to the east of dwellings at Lockwood Avenue, to ensure a comprehensive acoustic screen along this section of the A1, for dwellings to the south.</p> <p>The provision of further noise barriers has been an integral consideration of the completed assessment work but none have been identified to be warranted for these areas. An extension of the Birtley noise barrier, southwards along the road verge edge, would not provide significant additional acoustic benefit over the noise reduction already afforded by the existing earthworks bund north of Lockwood Avenue. Similarly, properties at Northside already benefit from noise reduction</p>

			afforded by a solid brick wall along the raised edge of the cutting at this point of the Scheme.
Tree planting	Request for tree planting along length of A1 to address noise pollution.	N	<p>Potential noise impacts that could arise during the operational phase of the Scheme have been assessed as part of the EIA. In order to provide effective noise mitigation, acoustic barriers need to be continuous and solid / imperforate amongst other factors, for example an acoustic fence, or solid wall etc.</p> <p>Whilst planting and tree lines can be helpful to improve the visual appearance of such acoustic barriers, on their own, planting and tree lines do not have the requisite properties to be effective noise barriers.</p> <p>Notwithstanding this it should be noted that the provision of effective noise mitigation and enhancement measures has been an integral consideration of noise assessment work undertaken as part of the EIA, and has resulted in the inclusion of a low noise road surface for the full length of the Scheme including on and off-slip roads and the provision of a 3-metre high noise barrier at Birtley.</p>
<i>Ecology and Biodiversity</i>			
General concerns about wildlife	Concerned over damage to environment and wildlife. Ecology and nature conservation are important. Comments	N	The Scheme's potential impacts on the environment, including wildlife, have been fully considered in regard to the proposed Scheme. Whilst some impact will be inevitable there will be

	refer to a number of ecological species including badgers, roosting bats (thinks bats are present under both tunnels under the existing road), birds, hedgehogs, dormice, moles, toads, frogs.		<p>minimal habitat loss and damage to the habitats which support protected and notable species.</p> <p>A number of trees will be lost as part of the Scheme's construction. However, appropriate mitigation will be designed and included within the Scheme. All trees due to be lost have been assessed in regard to their potential to support roosting bats and this has been considered and appropriate surveys undertaken. The findings of the ecology assessment are presented in <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Habitat loss	Concerns on the disruption to local wildlife and wants guarantees that no birds/animals would be at risk of losing their natural habitat.	N	<p>Local wildlife has been considered throughout the design process and avoided, where possible. This includes reduction of tree loss where achievable. Appropriate replanting, species specific mitigation and habitat creation has been included within the Scheme design. The findings of the ecology assessment (including impact on species) are presented in <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Deer	Concern over deer in Longacre Wood - if the road is made wider how will the deer which currently cross from Angel of the North to Longacre Wood be able to safely cross?	N	<p>The Applicant has checked road-kill records which shows that there is a relatively low number of road traffic accidents involving Roe Deer compared to other areas on the highway network (10 records since 2010). Therefore, the Applicant considers</p>

			that no further mitigation is required as part of this Scheme.
Wildlife tunnels	Requested wildlife tunnels under the A1 to allow animals to travel under carriageway.	N	Assessments regarding the use of existing underpasses have been undertaken in regard to bat species. Usage has been confirmed and appropriate mitigation recommended. Further details on the Scheme mitigation is presented in <b>Chapter 8: 'Biodiversity'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
ES – Lady Park	Comments say the EIA does not seem to include Lady Park/Lamesley where there are many birds such as Barn owls, Tawny owls, Reed Bunting (on the amber List). There are also bats in the woodland affected by the proposals.	N	Breeding birds, wintering birds and bats have all been included within the ecology assessment of the Scheme presented in <b>Chapter 8: 'Biodiversity'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ). All appropriate statutory and non-statutory sites have been included within the ES assessment, which includes Lamesley Meadows Local Wildlife Site.
<b>Landscaping and Visual Impact</b>			
Tree loss - general	Concerns about damage to woodland/loss of trees. Every effort should be made to retain trees/open green spaces.	N	There will be some loss of trees as a result of the Scheme. By engaging specialist arboriculture consultants at an early stage, the Scheme will be able to ensure that tree loss is avoided where possible and is mitigated appropriately. This will include close liaison with landscape and ecology specialists to ensure that mitigation plans provide as much benefit in those areas as possible.

			All arboriculture surveys and impact assessments are carried out in accordance with British Standards and industry best practice. The findings of the landscape assessment are presented in <b>Chapter 7: 'Landscape and Visual'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
Natural landscaping	Wants to see natural landscaping on verges and greenery - foliage rather than concrete.	N	The Applicant's landscape and design specialists are working to ensure as many verges as possible can be constructed to facilitate grass seeding and planting. The findings of the landscape assessment are presented in <b>Chapter 7: 'Landscape and Visual'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
Angel of the North visibility	Wants better visibility of the Angel of the North from different directions.	N	The Applicant is proposing that reinstated planting within the Scheme Order Limits adjacent to the Angel of the North uses appropriate species and is of a lower density than elsewhere on the Scheme so that some vistas remain, in line with the original design intent and to facilitate views of the structure. The findings of the landscape assessment are presented in <b>Chapter 7: 'Landscape and Visual'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
	Wants reinstatement of trees removed near Angel of the North - screening of road.		
Longacre Wood	Wants no encroachment into Longacre Wood.	<b>Y-see Chapter 4, Table 20</b>	The earthworks design has been steepened to avoid permanent land take at Longacre Wood. The proposed earthworks are now all within the



			Applicant's land and no land acquisition is required from Longacre Wood.
Habitat loss – Lady Park	Concerns about loss of habitat, trees not being replaced at junction 67 (Coal House) roundabout from Lady Park/Lamesley residents.	N	Existing trees would be retained and protected where possible, avoiding unnecessary tree loss. Where trees are removed, replacement advanced nursery stock will be planted and be subject to ongoing maintenance to support establishment. Management of the soft estate will be undertaken to ensure that existing trees are supported and the overall quality of the woodland is improved through better structure.  Further details on the Scheme mitigation is provided in <b>Chapter 7: 'Landscape and Visual'</b> and <b>Chapter 8: 'Biodiversity'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
Driver visibility	Suggested removal of trees adjacent to northbound carriageway to improve 'sight lines' for drivers. Downhill section has restricted views.	N	Where appropriate, tree cover will be avoided where this impacts on forward visibility along the road to ensure that minimum standards are achieved. As part of the A1 realignment (particularly the northbound left-hand bend approaching Allerdene Bridge) existing vegetation will be cleared and subsequent planting of embankment slopes will avoid impacts on sight lines and forward visibility.
Protection of tree line	Requested protection/enhancement of the mature tree and shrub line between North	N	It is likely that some trees would be removed, however the Applicant would aim to minimise the number of trees removed by reviewing the

	Dene Footbridge and junction 66 (Eighton Lodge).		construction methods of working in the area. There would be planting of shrubs including hawthorn and hazel, and some larger individual trees between the footpath and the road.
	Eighton Banks resident wants confirmation that existing natural tree line is left in position/ not affected along southbound carriageway.	N	It is likely that some trees would be removed, however the Applicant would aim to minimise the number of trees removed by reviewing the construction methods of working in the area. There would be planting of areas of woodland, shrubs including hawthorn and hazel, and some larger individual trees alongside the road.
Land take at Lady Park	Concerns about land take at Lady Park (adjacent to Banesley Lane).	<b>Y – see Chapter 4, Table 20</b>	This area was highlighted by the residents at Lady Park as used open space. This land is identified under Gateshead Unitary Development Plan Saved Policy CS1 and CS19 as the Tyne and Wear Green Belt. As a result of the statutory consultation, the proposed drainage attenuation facility has been re-located to the junction 67 (Coal House) roundabout central island and the highways boundary fence has been moved to the foot of the new embankment, to reduce the amount of permanent land take required south-west of junction 67 to minimise the impact on Lady Park.
Visual impact – Ravensworth Golf Club	Comment asking what the visual impact of the Scheme will be on Ravensworth Golf Club (views from balcony).	N	It is expected that there may be some awareness of construction activity from those using the golf course club facilities, although this will be a small part of the expansive views across the valley.

			<p>Woodland planting is proposed adjacent to the road to reinstate any planting that is removed.</p> <p>Visual impacts on the golf club have been assessed from publicly accessible areas (Long Bank, and footpaths Lamesley 69/1, 40/2, 48) and available mapping in line with the ES methodology. The findings of the assessment suggest that the visual effects would be no greater than slight adverse during construction and opening year, reducing to neutral once new planting has established.</p> <p>Further details of the landscape assessment are provided in <b>Chapter 7: 'Landscape and Visual'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<p>TPO trees (Lady Park)</p>	<p>Lady Park resident advised they were originally informed that trees would be removed at entrance at Lady Park which they were totally against as trees have Tree Preservation Orders (TPO) against them. Said they attended a meeting in Kibblesworth and that this issue was being rethought.</p>	<p>N</p>	<p>Some of the trees at Lady Park will be removed for the Scheme, however the amount of clearance will be kept to a minimum.</p> <p>The Applicant is also proposing to plant advanced nursery stock at Lady Park/ junction 67 (Coal House) roundabout to enhance the existing planting. There is not sufficient space between the rear of the properties and the road to plant trees, although a screening barrier will remain in place throughout the works and after completion.</p> <p>The amount of permanent land take required at Lady Park has been reduced through the design stage as a result of statutory consultation.</p>

<p>North Dene land take/ tree loss</p>	<p>Resident at Crathie (across from North Dene Footbridge) is concerned over the amount of land take that is proposed opposite their house. They are especially concerned as the land has a lot of trees on it and they do not want these to be cut down for the replacement of North Dene Footbridge.</p>	<p><b>Y – see Chapter 4, Table 20</b></p>	<p>The Applicant previously used a larger footprint shown for the footbridge due to a 1 in 20 ramp. This has been reviewed and a 1 in 12 ramp is now proposed. This will reduce the permanent land take and removal of trees required for the Scheme.</p> <p>It is likely that some trees would be removed. However, the Applicant would aim to minimise the amount removed by reviewing the construction methods of working in the area. The Applicant is proposing to plant shrubs including hawthorn and hazel, and some larger individual trees between the footpath and the road.</p>
<p><i>Health</i></p>			
<p>Health and quality of life impacts</p>	<p>Residents concern over impacts of the Scheme on health /quality of life, including those with asthma and Chronic Obstructive Pulmonary Disease (COPD).</p>	<p>N</p>	<p>The impacts of the Scheme have been assessed against health-based standards for human exposure, and no impacts are anticipated to be significant.</p> <p>Further details are provided in <b>Chapter 12: 'Population and Human Health'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<p><i>Water and drainage</i></p>			
<p>Drainage – Team Valley</p>	<p>Requests that the Scheme is well drained and wants to know where the extra</p>	<p>N</p>	<p>Modelling of the existing drainage and flows has been defined and the surface water drainage strategy for the Scheme limits runoff to controlled rates through the capture and discharge of the</p>

	surface water will go. Can Team Valley cope with more water?		<p>water at designated outfalls along the highway. The River Team will not receive any additional flows during storm periods as a result of the Scheme. The proposed drainage strategy will be an improvement to the existing through the use of SuDS, oversized pipes and geo-cellular tanks to reduce the rate of runoff and improve the water quality of road drainage.</p> <p>Further details are provided in <b>Chapter 13: 'Road Drainage and the Water Environment'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Drainage – Lady Park/Lamesley	Concerns over the water and drainage impacts of the Scheme on Lady Park/Lamesley residents.	N	<p>The Scheme has been designed to drain effectively and contain the surface water within its boundary. There would be no drainage impacts towards the residents at Lady Park and Lamesley.</p> <p>Further details on the drainage assessment are provided in <b>Chapter 13: 'Road Drainage and the Water Environment'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<b>Impact on Green Belt</b>			
Green Belt	<p>Comments requesting that the Applicant minimises the Scheme impact on the Green Belt and environment.</p> <p>Request from Lamesley Parish Residents Association asking for Green Belt land</p>	N	<p>The current Scheme design is expected to maintain the openness of the Green Belt by ensuring that the A1 corridor remains screened. The Applicant will keep vegetation clearance to a minimum and reinstate where possible.</p>

	take to be minimised at Lamesley and Lady Park.		Green corridors which have been designated within local policy have all been taken into consideration within the Scheme design and avoided, where possible. In addition, where possible replanting of habitats has been recommended as part of the mitigation design. Further details on the Scheme mitigation is presented in <b>Chapter 8: 'Biodiversity'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
<i>Environment - Other</i>			
Verge maintenance	Comments on poor maintenance of A1 verge and litter, this needs tidying up whilst work being done and gives poor first impression of the area.	N	Under the Environmental Protection Act 1990 section 89, it is the responsibility of the local authority to collect litter on non-motorway roads. Highways England owns the A1 however responsibility for litter picking lies with Gateshead Council.
Environmental impacts on the wider area	Comments from residents about the impacts of the Scheme on the wider area such as Ouston, Wrekenton Row.	N	Traffic modelling predicts minimal change to traffic to the south of the Scheme, with these generally being reductions in traffic flows. Traffic modelling also predicts a reduction in traffic on parallel routes to the A1 such as Rockcliffe Way, Wrekenton Row and Easedale Gardens.  The traffic impacts of the Scheme are discussed in the Transport Assessment Report ( <b>Application Document Reference: TR010031/APP/7.3</b> ).  Further details on the potential significant environmental effects as a result of the Scheme



			and mitigation proposed is included in the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
Disruption to home life	North Dene and Crathie residents concerned about disruption to home life/ impact on family as a result of the Scheme. Concerns that will need to sell their property.	<b>Y – see Chapter 4, Table 20</b>	<p>The Scheme is being widened to the north of the A1 (adjacent to southbound carriageway) away from North Dene and Crathie residents which will reduce the permanent land take required in this area and reduce the disruption impacts.</p> <p>The original design showed symmetrical land take on either side of the A1, as the alignment design was not finalised. However, following the non-statutory consultation in 2016, the design was amended adjacent to the Crathie and North Dene residential areas so that the widening of the road was moved further away from these properties, but consideration was also given to properties on the north side of the A1 to minimise the potential impacts of the Scheme as a result of the change to the design.</p>
Smithy Lane – environmental damage	Concerns over environmental damage (preparatory works at Smithy Lane).	N	The Applicant is not aware of any works that have been carried out near to Smithy Lane.
Lady Park – loss of privacy	Lady Park resident concerned over loss of privacy.	N	The design aims to minimise the impact at Lady Park for residents. A screening barrier will remain in place throughout the works and after completion. There will be changes to the northbound merge/on slip which is away from the properties.

			<p>Visual impacts on the residents of Lady Park have been assessed from Coach Road and Banesley Lane in line with the EIA. The findings of the assessment suggest that the visual impact would be no greater than slight adverse during construction (due to awareness of large construction plant above the screening barrier), reducing to neutral post-construction.</p> <p>Further details of the landscape assessment are provided in <b>Chapter 7: 'Landscape and Visual'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Light pollution – Lady Park	Concerns over light pollution caused by the scheme at Lady Park. Residents also mention light pollution which has worsened since previous A1 works. Wants trees to help screen wagons/buses visible from the road.	N	<p>Only a small amount of upward light spill will be produced by the lighting proposals for the Scheme (i.e. no upward light spill beyond 95 degrees). The lighting units to be used will have a limited impact on wildlife and the environment.</p> <p>The Applicant is also proposing to plant advanced nursery stock at Lady Park/ Coal House roundabout to enhance the existing planting. There is not sufficient space between the rear of the properties and the road to plant trees, although a screening barrier will remain in place throughout the works and after completion.</p>
<b>8. Regeneration impacts</b>			

Tourist signage	Requested better signage for tourist facilities on A1 including signs with pictures of local assets e.g. Durham, Beamish, Washington Old Hall, Coast Line.	N	Additional signage to tourist facilities is outside the scope of the Scheme. The Applicant has included appropriate signage for the Scheme to direct drivers and retained the existing tourist signs on the A1 for the Angel of the North.
Economic benefits	<p>Comments on the economic benefits of the Scheme:</p> <ul style="list-style-type: none"> <li>• Consultee advises their business in Team Valley will benefit from improved traffic flow;</li> <li>• The Scheme would have a big impact on new investment and employment in the area;</li> <li>• The Scheme is an important long-term investment in road infrastructure in the North East;</li> <li>• Newcastle International Airport (NIA) provided comments stating they are fully supportive of the Scheme and is pleased that it will specifically address the pinch points at Allerdene Bridge and the roundabout at Coal House, which currently appears to exacerbate congestion on this section of the A1. NIA stated that the improvements to the reliability and speed of road journeys for passengers and freight travelling to and from the Airport will</li> </ul>	N	Confirmed that comments had been noted. 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. Further details about the economic assessment and benefits of the Scheme can be found in the Planning Statement <b>(Application Document Reference: TR010031/APP/7.1)</b> .

	<p>help support current and future Airport operations. NIA also stated that growth of the Airport will result in a wider economic benefit to the Region through improved international connectivity and potentially increased capacity for air flown cargo.</p>		
<b>9. Structures</b>			
North Dene Footbridge	<p>Comments querying the impact of the new North Dene footbridge on residents.</p>	N	<p>The Applicant is proposing to remove the existing North Dene Footbridge and replace with a new structure. Although the footprint of the replacement structure will be bigger than the existing (especially the approach ramp), this will be offset by enhanced provisions for pedestrians and cyclists (i.e. wider deck of 3.5 metres compared to 2 metres for the existing). The 1 in 12 ramp will be an enhanced provision for pedestrians and cyclists in compliance with the Equality Act. The route across the footbridge is a footpath and as such, not to be used by horses and so no improvements have been made for their benefit.</p> <p>Sympathetic landscaping around the footbridge ramp will be considered to minimise visual impact of the new structure to adjacent residents and properties. Adequate diversions will be in place during the construction phase to minimise impact on the existing footbridge users. The structural form of the replacement footbridge will reduce the</p>
	<p>Tyne and Wear Joint Local Access Forum comments - Supportive of replacing North Dene Footbridge and would like the replacement structure to be ramped on the south side to enable wheelchairs and mobility scooters to cross the bridge. Would like the bridge and its approaches to be upgraded to allow pedestrians, cyclists and horses to use the route.</p>	N	

			need for the structure to undergo frequent maintenance activities and thereby minimise disruption to bridge users during service.
Allerdene Bridge	Comments welcoming the replacement of Allerdene Bridge - the current corner is too sharp for a major road. The existing structure creates a major bottleneck for traffic at peak hours.	N	Confirmed that comments had been noted – no further action required.
	Asks about the current status of Allerdene Bridge.	N	This structure was built nearly 40 years ago and requires regular maintenance to keep the bridge operational. Replacement of the structure as part of the Scheme will help reduce local traffic disruption and lead to significant savings in maintenance costs.  Further details are provided in the Planning Statement ( <b>Application Document Reference: TR010031/APP/7.1</b> ).
	Comments that it is not clear if the replacement Allerdene Bridge is to be in the same location as the current structure.	N	The replacement Allerdene Bridge is to be constructed approximately 40m south of the current structure. Access for drivers will be maintained on the existing structure whilst the new structure is being built.
Smithy Lane Overbridge	Concerned that Smithy Lane will be closed permanently as a result of the Scheme. Support for it to remain open to drivers and pedestrians.	N	The Scheme design was amended following the non-statutory consultation in 2016 to allow the Smithy Lane Overbridge to remain open.

	Comments saying the consultation documents should have mentioned the retention of Smithy Lane Overbridge, as this was a change from the 2016 non-statutory consultation and not mentioning it caused some confusion.	N	Page 8 of the statutory consultation brochure (copy provided at <b>Annex K2</b> of this Report) contained the following text which explained that the structure would now be retained:  “During design development we have removed the requirement to replace Smithy Lane overbridge”
	Requested improvements to Smithy Lane Overbridge in the form of 2 metre high parapets but accepted that changes to this bridge may be beyond the scope.	N	There are no planned works to Smithy Lane Overbridge as part of the Scheme.
Kingsway Viaduct	Concerns on junction 67 structure (Kingsway Viaduct), thinks it needs better radius at each end to stop drivers from braking and slowing down, adding to existing problems there.	N	The proposed Scheme satisfies the highways standards requirements on the approach to Kingsway Viaduct as per the Design Manual for Roads and Bridges (DMRB) and there are no proposals to change the radius at either end.
Longbank Underpass	Comments asking that Longbank Underpass over Bowes Railway should not suffer any visual disturbance from the modifications as a result of the Scheme.	N	Bowes Railway SM is located underneath the existing path through Longbank Underpass. The Applicant’s current proposals to extend the structure will entail the replacement of the corrugated metal structure that comprises the underpass and require the demolition of stone retaining walls that border the former railway bed of Bowes Railway.  The Applicant has been in discussions with Historic England and the Gateshead Council Conservation Officer as to the work affecting Bowes Railway and has agreed an appropriate proportionate form of investigation and recording.



			<p>The Applicant has included Scheduled Monument Consent for the Scheme within the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>) and detailed mitigation is planned for the construction phase should the DCO be granted.</p> <p>The underpass extension will match the form of the existing structure (i.e. like for like) so there will be no difference from a visual perspective. Nevertheless, all of the Applicants' proposals will be issued to Historic England for approval prior to any works being carried out.</p> <p>The Applicant is also seeking a Letter of No Impediment from Historic England in relation to the SM works (for further details refer to <b>Table 3</b> of this Report).</p>
Structures - other	Comment asking for both bridges at junctions 66 and 67 to be widened to three lanes.	N	The existing Kingsway Viaduct (junction 67) and Eighton Lodge Slip Road/North/South underbridges (junction 66) will be widened as part of the Scheme and have three lanes in each direction.
<b>10. Traffic and Wider Road Network</b>			
<i>A1231/Arnold Clark roundabout</i>			
Junction 65 northbound slip	Request for improvements on the A1231 slip road joining the A1 at junction 65 northbound– congestion and queuing is	N	The issues at Arnold Clark Roundabout will be addressed by the proposed Scheme.

road (A1231 on-slip)	particularly bad during peak AM period. Suggests widening to make it a filter lane.		
Arnold Clark roundabout	<p>Comments requesting measures to prevent drivers taking a left-hand turn/queue jumping at Arnold Clark roundabout for drivers getting onto A1 northbound from A1231. Suggestions for improvements include:</p> <ul style="list-style-type: none"> <li>• Access by slip road only;</li> <li>• Wants immediate 'get in lane' signs for northbound traffic;</li> <li>• A 'no left turn' sign for traffic ignoring the existing markings/trying to bypass A1 slip road;</li> <li>• Remove Arnold Clark roundabout and replace with traffic lights;</li> <li>• Address issues with drivers trying to access from Portobello Road/going all the way around roundabout to get onto A1.</li> </ul>	N	<p>The northbound slip road at junction 65 (Birtley) is currently a single feeder lane and has traffic from both the A1231 and Arnold Clark roundabout merge before joining the A1 northbound carriageway.</p> <p>This slip road at junction 65 is being improved as part of the Scheme and is proposed to be a double feeder lane. One lane will be from the A1231 and the second lane will be from the Arnold Clark roundabout. This would provide additional road capacity for drivers and should remove any conflict between the two flows of traffic. With this arrangement, the A1 between junction 65 and junction 66 (Eighton Lodge) will have four lanes as part of the proposed Scheme. The double feeder lane will help the traffic flow joining the A1 northbound carriageway from the A1231 and the Arnold Clark roundabout. Therefore, as the Scheme design includes two lanes along the length of the A1231 northbound slip road between the Arnold Clark Roundabout and the A1, this will remove the need for the uncontrolled merge on the existing slip road which is creating the existing issues.</p>
	Concern that adding another lane to Arnold Clark roundabout will make it worse - thinks the space would be too tight.	N	The Applicant is proposing to add a lane to the A1231 slip road and not the Arnold Clark roundabout, to accommodate the estimated traffic

			flows. Appropriate signage will be considered and provided as part of the Scheme.
A1231 lighting	Request for lighting on the A1231 between Arnold Clark and Mill House roundabouts at junction 65 (Birtley). Comments that the footpath on this section is narrow, in close proximity to a high-speed road and the unlit section feels unsafe to pedestrians.	N	The A1231 between Arnold Clark and Mill House Roundabout falls outside of the scope of the Scheme. Therefore, there are no proposals to review the lighting requirements on this stretch.
Junction 65 southbound slip road (A1231 off-slip) and Mill House roundabout	Request for improvements on the A1231 slip road leaving the A1 at junction 65 southbound. Congestion and queuing issues caused by traffic lights on approach to Mill House roundabout- priority being given to A1231 traffic over that exiting at J65 which is thought to cause safety issues. Suggestions for improvements include: <ul style="list-style-type: none"> <li>• Better signage;</li> <li>• Remove traffic lights on Mill House roundabout;</li> <li>• Improve road markings on Mill House roundabout;</li> <li>• Request for 3 lanes between junction 65 exit to Mill House roundabout;</li> <li>• Request for direct connection from A1 – not Mill House roundabout;</li> <li>• Request to redesign junction 65 so that the two northbound and southbound</li> </ul>	N	As part of the Scheme, the A1 southbound carriageway between junction 66 (Eighton Lodge) and junction 65 (Birtley) will have four lanes. This will include a feeder lane into junction 65 as well as the two lanes on the slip road extended further back. The other three lanes will merge with the A1(M). This will provide additional capacity to alleviate congestion at this section.  There are ongoing performance issues at Mill House Roundabout which have been discussed with Gateshead Council as it relates to land in their ownership. The Scheme will provide more capacity to stack traffic on the approach to Mill House Roundabout to accommodate future increases in traffic on the A1, which will be an improvement on the current situation. The Transport Assessment Report ( <b>Application Document Reference: TR010031/APP/7.3</b> ) concludes that improved operational capacity would reduce journey times,

	entry/exit access points are merged into one.		lower congestion and provide benefits for road users on this section of the A1.
<i>Travel delays and congestion</i>			
Congestion	General comments on traffic congestion and the bottlenecks along the A1, including at junctions where drivers enter/exit the A1.	N	The proposed Scheme will add capacity to the strategic road network and the provision of additional traffic lanes will help alleviate traffic congestion and improve journey times. During construction, two lanes will be kept open on the A1 at all times during peak hours to minimise disruption.
Lanes	Comments saying there should not be a point on the road where three lanes reduce to two.	N	
A1 Coal House to Metrocentre	Comments on the number of traffic jams on the A1 despite the completion of the Coal House to Metrocentre works.	N	
Slow moving vehicles	Request for restrictions to be put on slow moving cranes during working hours.	N	<p>Any limited movement of abnormal load vehicles will be managed through the works and this will be detailed within the Construction Phase Plan.</p> <p>The Applicant has developed a Construction Traffic Management Plan (CTMP) as part of the Outline CEMP (<b>Application Document Reference: TR010031/APP/7.4</b>) that sets out the principles that will be followed to manage construction traffic on the highway network throughout the construction of the Scheme which includes the abnormal loads associated with the realignment of Allerdene Bridge.</p>

<p>Junction 66 issues</p>	<p>The A1 slip road heading northbound to junction 66 causes issues – the inside lane is for a left turn to Birtley but is often used to avoid heavy A1 traffic to join the A167. This creates driver frustration and slows traffic – suggests barriers should be added so that left turn lane is left turn only.</p>	<p>N</p>	<p>The two lanes on the northbound off-slip road at junction 66 (Eighton Lodge) are appropriately signed and barriers are not proposed. The northbound off-slip road has a dedicated offside lane for the A167 (north) and nearside for A167 (south). This is determined by the roundabout lane layout and the bus lane on the A167 (north).</p> <p>The existing road layout and markings are appropriate for this junction. The A167 is the responsibility of Gateshead Council and the Applicant has provided the Council with the statutory consultation comments to make them aware of the issues raised.</p>
<p>Junction 67 issues</p>	<p>Request for measures to reduce congestion on junction 67 (Coal House) roundabout.</p> <p>Other issue mentioned was congestion accessing junction 67 from Chowdene Bridge area - thinks Scheme will lead to build up of traffic on A1 at top of the slip road which currently has a designated lane.</p>	<p>N</p>	<p>It is proposed that there will be 3 lanes through junction 67 and merges/diverges will be improved to accommodate the level of traffic. This should result in less congestion on the Coal House roundabout.</p> <p>The Applicant is responsible for improvements to the A1 and any local road network modifications would need to be carried out by Gateshead Council and would therefore be outside the scope of the Scheme.</p>

Scheme impact on wider network	Concern that the Scheme is not addressing wider traffic issues- could push congestion further north/south on the A1/A1(M). Request for a full assessment of traffic flow on the A1 and arterial routes, particularly at peak times.	N	<p>The traffic modelling undertaken covers the entire Gateshead and Newcastle area. Traffic modelling predicts that the impact of the Scheme will be to increase traffic flows on the A1 while generally reducing traffic flow on the local road network through Gateshead, particularly on routes that run parallel to the A1.</p> <p>The Transport Assessment Report provides details of the Scheme impact on traffic flows (<b>Application Document Reference: TR010031/APP/7.3</b>).</p>
<i>HGVs</i>			
HGV restrictions	Request for restrictions to HGVs using A1 and adjoining roads during construction.	N	<p>The construction compounds required for the Scheme are proposed to be located adjacent to the A1 to provide direct access for construction traffic and avoid HGVs using the local road network.</p> <p>The Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p> <p>A Construction Phase Plan will be prepared. This will include further details of construction traffic management including strategic diversion routes, if for example, night time works are required. These will be reviewed at detailed design stage.</p> <p>It is not possible to ban HGVs from using the A167 once the Scheme is completed. However, the</p>
	Request for HGV ban using A167 during construction and once Scheme built apart from deliveries.	N	



			traffic modelling undertaken for the Scheme shows that once completed, traffic flows will increase on the A1 while generally reducing traffic flow on the local road network, particularly on routes that run parallel to the A1. The Transport Assessment Report provides details of the Scheme impact on traffic flows ( <b>Application Document Reference: TR010031/APP/7.3</b> ).
	Raises issues with HGVs trying to overtake on A1 southbound steep incline past junction 67. Suggests preventing HGVs overtaking and add keep left signs for slow vehicles.	N	The existing A1 has two lanes southbound between junction 67 and junction 65, which could encourage overtaking behaviour, as traffic is more constrained. The proposed Scheme will increase capacity to four lanes southbound on the A1 between junction 67 and junction 65. This will provide a sufficient number of lanes to accommodate the estimated traffic flows.
<b>Speed limits</b>			
Speed cameras	<p>Several requests were made regarding speed cameras on the Scheme including:</p> <ul style="list-style-type: none"> <li>Request for speed cameras to enforce the 50mph speed limit, including between junction 65 and 66 and at Allerdene Bridge;</li> <li>Request for 60mph speed cameras south of Washington to Metrocentre;</li> <li>Request to have warning signs that flash when drivers go over the speed limit.</li> </ul>	N	No speed cameras are proposed for the Scheme. The proposed Scheme layout of the existing A1 following completion will be more constrained as it will be an urban cross section (with reduced space between the edge of the road and infrastructure) which will make drivers reduce speed naturally. Therefore, as a result it is considered speed cameras would not be required once the Scheme is operational.

<p>Speed limit</p>	<p>A number of comments were made in relation to the Scheme speed limits including:</p> <ul style="list-style-type: none"> <li>• Request to retain existing 50mph speed limits;</li> <li>• Disagrees with 50mph speed limit in all three lanes, thinks safer option would be inside 50mph, middle 55mph and outside 60mph lanes;</li> <li>• Request to remove the 50mph speed limit between junction 65 and beyond Metrocentre during off-peak hours;</li> <li>• Suggestion to remove 50mph speed limit and put up to 70mph (national speed limit) first to improve congestion;</li> <li>• Request for speed limit to be variable depending on traffic flow;</li> <li>• Request for current 40mph speed limit at Team Valley (junction 67) to be removed.</li> </ul>	<p>N</p>	<p>The 50mph speed limit northbound between junction 65 and junction 67 has been retained as existing, due to the current layout constraints.</p> <p>The speed limit southbound will be 50mph between junction 67 (Coal House) and Smithy Lane, and then would switch to national speed limit (70mph) from Smithy Lane onwards. The proposed Scheme has slightly amended the location of the speed limit change from the existing position, but there are no proposals to decrease or increase the speed limit within the Scheme footprint compared to existing. Previously the location of change was south of Smithy Lane, whereas with the proposed Scheme in place this is now at the location of Smithy Lane. This enables a compliant layout in line with highways design standards.</p>
	<p>Request for the 50mph speed limit to be moved further north when the Scheme is completed.</p>	<p>N</p>	<p>The 50mph speed limit northbound is retained as existing. The reason for not removing the existing speed limit further north and closer to junction 67 is because of the constraints of the layout of the A1 at Allerdene Bridge (over the ECML).</p> <p>The proposal for four lanes in both directions to be provided along this section of the Scheme will be sufficient for the levels of traffic predicted. The</p>

			traffic impacts of the Scheme are discussed in the Transport Assessment Report ( <b>Application Document Reference: TR010031/APP/7.3</b> ).
Narrow lanes	Thinks narrow lanes not suited to high speed traffic and results in close proximity to trucks - stressful and can cause accidents	N	There are no proposals to implement narrow lanes as part of the Scheme and standard lane widths will be in place.
<i>Local network</i>			
Diversions	General concerns over local roads being used as diversion routes by traffic trying to avoid the A1 during construction.	N	During construction, the Applicant will ensure that two lanes of traffic in each direction will be maintained during peak hours whilst the Scheme is being constructed. This is to accommodate the existing level of traffic along the A1. This should reduce the impact of traffic diverting and using the local road network.  The construction compounds required for the Scheme are proposed to be located adjacent to the A1 to provide direct access for construction traffic and avoid HGVs needing to use the local road network.
Lorry traffic past local school	Concerns about heavy goods traffic using Mount Pleasant Road past new school (this road connects to Arnold Clark roundabout at junction 65). Concern over children's safety, lorry speeding and noise.	N	
Rat running (A167)	Concerns over rat-running along A167 due to congestion issues at Arnold Clark roundabout.	N	It is proposed that the slip road leading to the A1231 at junction 65 (Birtley) will be widened from one lane to two lanes which should ease congestion on the Arnold Clark roundabout. This should reduce the amount of traffic rat-running along the A167 once the Scheme has been completed.

			During construction, the Applicant will ensure that two lanes of traffic in each direction will be maintained during peak hours whilst the Scheme is being constructed. This is to accommodate the existing level of traffic along the A1. This should reduce the impact of traffic diverting and using the local road network.
Request for improvements to local highway network	Request for improvements to the local highway network including: <ul style="list-style-type: none"> <li>Residents request for avenues with private access to be opened up during Scheme construction (Ravensworth Avenue, Jubilee Avenue, Springfield Avenue);</li> <li>Request for speed camera on Sandy Lane;</li> <li>Request for variable speed limits from Chester-Le-Street to A1/A19 junction;</li> <li>Request for speed limit reductions to Smithy Lane and Lamesley Road during construction and improvements to roundabout.</li> </ul>	N	The requested improvements are outside the scope of the Scheme. These improvements would be the responsibility of Gateshead Council.
Local Authorities	Comments that the Applicant should liaise with local authorities to deal with impacts on local residents /traffic.	N	The Applicant is working closely with Gateshead Council and has consulted all other relevant local authorities, including NECA to understand the impacts on local residents.
<i>Public transport</i>			

Buses	Comments on whether bus services are being considered as part of the Scheme, will they be impacted by construction.	N	<p>The Applicant will ensure that two lanes of traffic are kept open at all times during peak hours on the A1 to minimise disruption during construction works.</p> <p>The Applicant will work closely with local public transport operators to minimise disruption to services on the local road network during construction. Although it is unlikely, if temporary changes to bus services are required as a result of construction works, these will be communicated in advance by the appointed contractor.</p>
Metro	Request for improvements to the Metro system including an expansion of the network to avoid the need to use the A1, or cover the area as a park and ride from Lamesley or Birtley.	N	<p>Improvements to the existing public transport network are outside the scope of the Scheme. However, at an early stage of assessment to confirm if the Scheme should be included in the <i>Roads Investment Strategy</i> (RIS) public transport options were also considered. The outcome of the assessment concluded that this would not address the congestion issues on the A1 or address the ongoing maintenance requirements for the existing Allerdene Bridge.</p>
Alternatives to car travel	Request for alternatives to car travel instead – improved and cheaper public transport, light rail or tram and car pool lanes.	N	
<b>Signage</b>			
Better signage requests	<p>Request for better signage for drivers including:</p> <ul style="list-style-type: none"> <li>Support for electronic signage to warn drivers to slow down before they hit a traffic jam;</li> </ul>	N	<p>It is proposed that an appropriate level of signage and road markings will be provided as part of the Scheme that is compliant with highways design standards.</p>

	<ul style="list-style-type: none"> <li>• Provide signs on posts to show the merging of lanes -visible to both lanes. Says current road markings are not sufficient;</li> <li>• Request for improved lane signs for traffic southbound between junction 66 and 65;</li> <li>• Request for overhead signs asking traffic to keep left as drivers hog the middle lane.</li> </ul>		<p>The Scheme proposes to increase capacity on the A1 through the provision of additional traffic lanes between junction 65 and junction 67. There will be a sufficient number of lanes to accommodate the traffic flows predicted which should reduce the driver issues raised. Keep left overhead signs are not standard highway design for the strategic road network.</p>
<i>Safety/accidents</i>			
<p>Blind spot – junction 67</p>	<p>Consultee hit by lorry on inside lane coming off junction 67 (Coal House) roundabout joining A1 northbound. Police advised this is a common blind spot for lorry drivers. Requested improvements and better signage.</p>	<p>N</p>	<p>It is unclear from this consultee’s comments whether the blind spot mentioned is located on the roundabout or on the slip road joining the main carriageway.</p> <p>Assuming it is the main carriageway, the existing road layout provides the traffic entering the A1 with a lane gain system. The slip road joins the main carriageway from below the level of the main carriageway and as such, there is potential that the driver of a HGV when looking in their mirror will be looking over the vehicles joining the main carriageway and not see the vehicles which are joining. Although there is a lane gain, it may lead to HGVs moving across into the nearside lane and not seeing the vehicle on the inside lane.</p> <p>The proposed parallel merge lanes designed as part of the Scheme will remove this scenario and</p>



			vehicles will be at the same level when joining the main carriageway.
Traffic accidents	<p>Comments relating to traffic accidents:</p> <ul style="list-style-type: none"> <li>Request for measures to reduce rat running through Lady Park (Coach Road and Banesley Road) especially during construction. Several accidents during previous road works;</li> <li>Request for traffic accident surveys-thinks hotspot is where lanes merge.</li> </ul>		<p>Personal Injury Collision (PIC) data is recorded by the Police on STATS 19 report forms. The Department for Transport have overall responsibility for the collection of this data. This data is available on the gov.uk website.</p> <p>A collision analysis utilising the latest available data for the last five years has been undertaken between Birtley and Coal House. The analysis included a review of the contributory factors (e.g. rear end shunts) and any hotspot locations. The analysis concluded that the greater concentration of collisions has not occurred at lane merge locations. They are located on the northbound carriageway between junction 65 and 66 and on the descending gradient to junction 67. These locations together with the causation factors have been considered when determining the preferred solution. The Scheme layout has been designed to accommodate the predicted traffic flows and is subject to road safety governance procedures to ensure a compliant layout.</p>
Near misses - junction 66	Raises issues with near misses on junction 66 roundabout. Cars in left hand lane heading to A167(N) crossing in front of cars in right hand lane trying to join	N	The two lanes on the northbound off-slip road at junction 66 (Eighton Lodge) are appropriately signed and additional signage is not proposed. The northbound off-slip road has a dedicated offside lane for the A167 (north) and nearside for

	A1(N). Wants better signage - insufficient road markings causing driver confusion.		<p>A167 (south). This is determined by the roundabout lane layout and the bus lane on the A167 (north).</p> <p>The existing road layout and markings are appropriate for this junction. The A167 is the responsibility of Gateshead Council and the Applicant has provided the Council with the statutory consultation comments to make them aware of the issues raised.</p>
Traffic merging southbound	Poor junction layout travelling on the A1 southbound between junction 66 and junction 65. Safety issues - traffic merging coming from A167 onto A1 from junction 66 and crossing to the off-slip road at junction 65/A1231.	N	<p>As part of the proposed Scheme, the A1 southbound carriageway between junction 66 (Eighton Lodge) and junction 65 (Birtley) will have four lanes. This will include a feeder lane into junction 65 as well as the two lanes on the slip road extended further back.</p> <p>The other three lanes will merge with the A1(M). This will provide additional capacity to alleviate congestion and improve the safety issues at this section.</p>
<i>Traffic - other</i>			
Heavy traffic	Comment asking for clarification - what is meant by heavy traffic?	N	<p>Although heavy traffic is not referred to within the consultation materials, the Transport Assessment Report provides details of the Scheme impact on traffic flows (<b>Application Document Reference: TR010031/APP/7.3</b>).</p>

<p>Wider improvements on road network</p>	<p>Request for improvements on the wider road network including:</p> <ul style="list-style-type: none"> <li>• Improvements on wider north-east road network;</li> <li>• A1 should be dualled up to Berwick;</li> <li>• Dual carriageway to the Scottish border.</li> </ul>	<p>N</p>	<p>Although improvements to the wider network in the north east, dualling of the A1 to Berwick or dualling of the A1 up to the Scottish border is outside the scope of this Scheme, the RIS includes the following proposals:</p> <ul style="list-style-type: none"> <li>• Widening of the A1 between Scotswood and North Brunton;</li> <li>• Dualling of the A1 between Morpeth to Felton;</li> <li>• Dualling of the A1 between Alnwick to Ellingham;</li> <li>• Improvements to the A1 North of Ellingham;</li> <li>• Improvement of the Junction at A19/A1058 Coast Road;</li> <li>• Improvement of the Junction at A19/A184 Testo's (currently in construction);</li> <li>• Improvements of the A19 Downhill Lane junction.</li> </ul> <p>These works are part of a wider package to improve the strategic road network in the north-east region.</p>
<p>Joined up approach</p>	<p>Wants joined up approach to transport works in north-east. Extra traffic has been caused by A19 Silverlink.</p>	<p>N</p>	<p>The construction of the A19/A1058 Coast Road (Silverlink) scheme was completed in March 2019 and has therefore been constructed well in advance of this Scheme starting on site.</p> <p>The Scheme has been phased around other major schemes in the region (A1 and A19) where possible, but there is a likelihood that the construction phase will overlap with other works on</p>

			the A1. To address this, the Applicant will ensure the Scheme works are coordinated with other road closures on the network.
Expressway/ Smart motorway	Suggested we use expressway/smart motorway technology.	N	The A1 is an all-purpose road and is not classified as a motorway. The Applicant will be able to provide elements as part of the Scheme which meet expressway requirements but there are no plans for smart motorway technology on this stretch.
Motorway upgrade	Requested that the A1 is upgraded to a motorway - A1(M).	N	There are no plans to upgrade the A1 to the A1(M) as part of the Scheme proposals.
Traffic England	Request for publicly accessible CCTV images on Traffic England for the Scheme so motorists can see what live traffic conditions are like.	N	Any proposal to share CCTV cameras images on the Traffic England website is outside the scope of the Scheme. Traffic England is a website run by Highways England National Traffic Information Service and provides up-to-date information on traffic conditions. The website already covers most motorways and major A-roads in England including the extent of the A1 between junction 65 and junction 67.
<b>11. Cycle, pedestrian and equestrian facilities</b>			
Junction 67 pedestrian and cycling facilities	Request for crossing facilities for pedestrians and cyclists at junction 67 (Coal House) roundabout between Lady Park/Kibblesworth and Sainsburys. Suggestions received included:	N	As part of the Scheme, the crossing points at junction 67 will be upgraded so that they are consistent around the roundabout and tactile paving will be provided.

	<ul style="list-style-type: none"> <li>• Crossing points further up the slip road on north and southbound lanes to increase safety;</li> <li>• Zebra crossings;</li> <li>• Full time traffic lights on junction 67/pedestrian crossings;</li> <li>• Request for safe cycle connection through junction 67 roundabout (Team Valley to Lamesley).</li> </ul>		<p>Crossing points further up the slip roads is not a safer option as vehicle speeds become faster. Therefore, these will not form part of the Scheme proposals.</p> <p>Zebra crossings are not suitable to be placed at junction 67 on the A1 due to potential safety issues with high vehicle speeds and they also give priority to pedestrians at the crossing and so if there is a regular flow of pedestrians, it could cause issues on the strategic road network with traffic blocking back onto the junction entrances. Therefore, zebra crossings are not being proposed as part of the Scheme.</p>
<p>Junction 66 pedestrian and cycling facilities</p>	<p>Request for safer pedestrian and cycle access across junction 66 from Birtley to Low Fell. Dangerous to cross/fast traffic.</p>	<p>N</p>	<p>This is outside the scope of the Scheme and therefore not included in the DCO application because the impact of the Scheme on the junction is minimal. However, the Applicant recognises the issue and is looking to address the problems raised via a separate project.</p>

General cycle provision	Requested provision for cyclists to be included on the Scheme. This includes a safe cycle lane separate from the highway to encourage people to cycle to work.	N	<p>The Scheme does not currently propose a segregated cycle lane to run parallel to the A1 mainline, as the traffic surveys did not show evidence of any form of cycle usage along this section of the strategic road network and it seems unlikely that there is suppressed demand, given the high quality nature of the alternative National Cycle Network (NCN) Route 725 'Great North Cycleway' (which follows the alignment of the A167, running locally from Chester-Le-Street to Gateshead and onto Newcastle upon Tyne).</p> <p>There are a number of cycle routes that currently exist off-carriageway in the area, although due to land constraints some routes need to be on the road. New cycle lanes are not being considered for this Scheme.</p>
Wider cycle provision	Wants better cycle lanes for wider area and onto Team Valley.	N	Any cycle lanes proposed for the wider area and onto Team Valley would be outside the Scheme scope. These would be the responsibility of Gateshead Council.
Longbank Bridleway and Underpass	Request for improvements to Longbank Bridleway between A167 and Kibblesworth/Lamesley marshes.	N	This section of Longbank Bridleway is west of the A167, and therefore is not affected by the Scheme proposals on the A1 and hence is outside the scope. This will be the responsibility of the local authority Gateshead Council.
	Tyne and Wear Joint Local Access Forum comments - Longbank Bridleway is prone to erosion during heavy rainfall from	N	Tarmacking of Longbank Bridleway was considered as part of the Scheme proposals but it



	<p>surface water run-off and there are concerns that tarmacking the bridleway will worsen drainage issues. Request for measures such as holding ponds to be considered to mitigate the risk.</p>		<p>was concluded that this be unsuitable for land associated with a SM such as Bowes Railway.</p> <p>The source of the surface water causing the flooding is outside the highway boundary. As the cause is likely to be from fields near to Longbank Bridleway, this cannot be connected to the road drainage system. It is therefore not proposed to provide any drainage provision to the Longbank Bridleway. Assessments have confirmed that the Scheme itself will not exacerbate the issues raised from the previous flooding history.</p>
	<p>Concerns that the extension of Longbank Underpass would make the tunnel dark – would prefer that any lighting was only on during daylight hours to discourage antisocial behaviour at night.</p>	<p><b>Y – see Chapter 4, Table 20</b></p>	<p>Longbank Underpass is currently unlit, which is intimidating to pedestrians and cyclists. The proposed Scheme requires the underpass to be extended because of the highway widening works. This triggers the requirement to light the structure in accordance with the British Standard BS5489-2 2016 Code of practice for the design of road lighting (lighting of tunnels).</p> <p>The Applicant has consulted with Gateshead Council and they have advised that the underpass should be lit. It has been agreed with Gateshead Council that the lighting design for the underpass is designed in accordance with Gateshead’s requirements for footpaths with a lighting class of P5 (which is 3 to 4.5 lux average). This is because the lighting levels detailed in BS5489-2 are not suitable for the underpass location as they are too</p>

			high and the guidance is aimed at traffic routes and not pedestrians only. The ES assessment has assumed that sensors will be used to reduce the length of time the underpass is lit to reduce the impact on wildlife and the environment. The Applicant has designed the proposed lighting to be triggered by sensors upon approach to the underpass, which would operate for a short period of time (enough to pass through) before switching off.
	<p>Comments that the extension of Longbank Underpass will affect the labyrinth of paths that feed the main paths. Request that these are replaced to allow horse rider access from the Eighton Lodge direction in particular.</p> <p>Request for improvements to the immediate access to Longbank Bridleway from the street 'Long Bank'. There are currently only stairs which are only suitable for the fit and able.</p>	N	<p>The potential to introduce a highway scheme to improve access to Longbank Bridleway has been fully considered, however, the available land is currently extremely constrained and is therefore not being proposed as part of the Scheme.</p> <p>It is proposed as part of the Scheme, that a ramp with a bituminous material will be provided to connect the existing footway which runs parallel to the A1 (between Eighton Lodge and Crathie) and the existing steps that lead down to the Longbank Bridleway (which will be fully upgraded for the benefit of pedestrians).</p>
	<p>Comments that relate to equestrian access to Longbank Bridleway from British Horse Society including:</p> <ul style="list-style-type: none"> <li>Request for alternative connection on south of A1 underpass to give</li> </ul>	N	<p>Access to Longbank Bridleway will not be affected by the Scheme once it is completed. The proposed extension of the underpass will be undertaken on the north side of the A1 and the access ramp will be retained. In addition, the route of the top of the</p>

	<p>connectivity from Eighton Lodge stables;</p> <ul style="list-style-type: none"> <li>• Request for disused Longbank section to be set up as a bridleway;</li> <li>• Request for further improvements at junctions of Smithy Lane, Hunerby Road (horse warning sign) during construction due to increased traffic volumes;</li> <li>• Request that Longbank Bridleway is not closed, as will greatly reduce the number of routes available for horse riders.</li> </ul>		<p>bridleway on the north side of the A1 will be widened to allow better passage for equestrians.</p> <p>During the construction of the Scheme alternative routes will be provided for equestrian users. The improvements requested further afield are remote from the A1 and are therefore not included in the scope of the Scheme.</p>
	<p>A number of comments received from horse riders who use Angel Fishing Lakes Stables/Local Riding Schools concerned about access during construction:</p> <ul style="list-style-type: none"> <li>• Concerns that horse riders will be forced onto main roads during construction works with associated safety issues;</li> <li>• Request to retain bridleway for riding-safer than roads and for less confident riders;</li> <li>• Comment that the bridleway from North Side to Kibblesworth will be affected, but there is also a track that runs alongside the A1 over the top of the</li> </ul>	<p>N</p>	<p>Appropriate access and diversion routes will be provided for equestrian riders during Scheme construction. Longbank Bridleway will be required to be closed for a limited period of time but an appropriate diversion route will be provided by the contractor. The Applicant would ensure that closures are communicated in advance by the appointed contractor so that disruption is kept to a minimum for users.</p>

	<p>bridleway, that allows access from Longbank. Wants a suitable safe alternative provided if this access is removed;</p> <ul style="list-style-type: none"> <li>Concerns about bridleway access linking Longbank and Bowes path during construction. Says proposed diversion route is unacceptable to horse riders as it uses busy public roads and a major roundabout.</li> </ul>		
No loss of Walking, Cycling, Horse-riding facilities	Request that there is no loss of walking, cycling or horse-riding (WCH) facilities as a result of the Scheme. Crossing access should be improved or at least not lessened. A1 already represents a division and major barrier for pedestrians in the area.	N	<p>There will be no loss of facilities as a result of the Scheme, although routes will be closed temporarily whilst construction works take place.</p> <p>Impacts on WCH have been assessed and the outcome is set out in <b>Chapter 12: 'Population and Human Health'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Footpath safety	Concerns over footpath safety during construction.	N	Footways will be maintained during the Scheme construction. A Construction Phase Plan will be produced to ensure appropriate safety measures are in place to protect pedestrians during the works.
Chowdene Bank	Request to improve pedestrian safety on the railway between the Gold Medal restaurant and junction 67 (Coal House) roundabout. Suggests 2 improvements:	N	The current Scheme proposals do not affect the route between the Gold Medal restaurant and junction 67 (Coal House) roundabout. Therefore, there are no proposals to improve this footbridge as it is outside of the Scheme scope.

	<p>1) Footbridge on both sides of Gold Medal/Coal House bridge; 2) Widen this road bridge by removing path on north side.</p>		
Birtley footpath near North Dene Footbridge	<p>Request that the well-used footpath on Birtley side of North Dene Footbridge is replaced, as it is currently blocked by a large earth mound.</p>	N	<p>The route referred to is an earth mound intended to provide an acoustic barrier between the A1 and residential dwellings in Birtley. The route is not a designated footpath or Public Right of Way. Therefore, the route is outside of the Scheme scope and therefore any improvements would be the responsibility of Gateshead Council.</p>
	<p>Tyne and Wear Joint Local Access Forum request for the footpath that runs adjacent to the south side of the A1 from junction 66 to new housing at Birtley to be upgraded to a multi-user route – says would have the following short and long-term benefits:</p> <ul style="list-style-type: none"> <li>• By replacing North Dene Footbridge before the works on Bowes Railway, an alternative route would be created for cyclists and horse riders.</li> <li>• A route would be created for cyclists parallel to the A1 from cycle route 725 across the North Dene Footbridge, past Bowes Incline Hotel to Washington – a safer alternative than</li> </ul>	N	<p>The A1 widening will affect land on the northern side of the A1 mainline and, as such, no physical alterations to the footway will be necessary to implement the Scheme. It is considered that aspirations to upgrade this infrastructure (to provide a 3-metre minimum width shared foot/cycleway along the entire length of the footpath to assist the local community linking with other parts of the local cycle network) is the responsibility of Gateshead Council.</p>

	cyclists using the A1 from junction 65 to 66.		
<b>12. Design queries</b>			
Slip road improvements	Requested improved slip road from Team Valley to A1 southbound (should be longer- currently too short and blind).	N	The proposed A1 southbound on-slip road at junction 67 (Coal House) has been modified to accommodate the increased traffic flows. A ghost island layout is proposed as part of the Scheme design which will provide two opportunities to merge with the A1.
	Comments on problems with the entry slip road to A1(northbound) at junction 66 due to the length of the slip lane adjacent to the A1.	N	The proposed slip road at junction 66 (Eighton Lodge) of the A1 northbound has been modified to accommodate the increased traffic flows. A ghost island layout is proposed as part of the Scheme design which will provide two opportunities to merge with the A1.
	Wants improvements to the slip road for southbound traffic leaving junction 65.	N	On the southbound carriageway, it is proposed that four lanes will be provided between junction 66 (Eighton Lodge) and junction 65 (Birtley). The Scheme design for the on-slip and off-slip roads has been amended to accommodate the increased traffic flows including at junction 65.
	Request to install traffic lights at the slip roads that feed onto the A1 –due to bottlenecks.	N	The current delays in joining the A1 main carriageway from the slip roads is due to the volume of traffic on the main carriageway and on the slip roads. The predicted traffic flows from the traffic modelling have been utilised to determine the main carriageway and slip road layout



			required. It is anticipated that traffic delays would be reduced as a result of the Scheme and therefore traffic lights on the slip roads would not be required.
Junction 65 northbound exit	Request for junction 65 (Birtley) off-slip road for northbound traffic.	N	<p>The feasibility study for the Scheme identified the provision of additional lanes and the replacement of Allerdene Bridge would alleviate the current congestion and reliability issues.</p> <p>The predicted traffic flows from the traffic modelling have been utilised to determine the main carriageway and slip road layout required. It is anticipated that traffic delays would be reduced as a result of the Scheme.</p> <p>Therefore, provision of a northbound offslip road at junction 65 was not part of the scope for the Scheme.</p>
Junction 65 southbound exit	Extension of the junction 65 off-slip road heading towards Sunderland.	N	<p>As part of the proposed Scheme, the A1 southbound carriageway between junction 66 (Eighton Lodge) and junction 65 (Birtley) will have four lanes. This will include a feeder lane into junction 65 as well as the two lanes on the slip road extended further back. The other three lanes will merge with the A1(M). This will provide additional capacity to alleviate congestion at this section. Therefore, it not proposed to further extend the slip road as part of the Scheme.</p>

	Request for an expanded new junction 65 slip road with a third lane.	N	The proposed junction 65 off-slip road has been designed to accommodate the estimated increased traffic flows with two lanes being provided. Therefore, it is not proposed to provide a third lane at the junction 65 off-slip road as part of the Scheme.
Junction 65 southbound entry	Wants improvement to junction 65 because no access southbound (to get onto the A1).	N	<p>The feasibility study for the Scheme identified the provision of additional lanes and the replacement of Allerdene Bridge would alleviate the current congestion and reliability issues.</p> <p>The predicted traffic flows from the traffic modelling have been utilised to determine the main carriageway and slip road layout required. It is anticipated that traffic delays would be reduced as a result of the Scheme. Therefore, provision of a southbound onslip road at junction 65 was not part of the scope for the Scheme.</p>
Kingsway Viaduct (junction 67)	<p>Queried if the flyover at junction 67 is going to be widened/replaced – or stay at two lanes?</p> <p>Request for a new bridge over junction 67 roundabout. Thinks flyover too narrow.</p>	N	It is proposed that the existing Kingsway Viaduct will be widened as part of the Scheme to three lanes in each direction through junction 67 (Coal House).
Junction 67 traffic lights	Request for improved traffic light provision at junction 67 including:	N	Traffic lights at the Lady Park exit are outside of the Scheme scope and are the responsibility of Gateshead Council. Therefore, this provision is not

	<ul style="list-style-type: none"> <li>• Traffic lights on Lady Park exit on junction 67 roundabout;</li> <li>• Improved signals exiting junction 67 northbound and southbound – traffic lights not synchronised.</li> </ul>		being considered as part of the design.
Junction 67 and connecting roads	Request for improved capacity on junction 67 approach and connecting roads. This includes a request for the road from Sainsburys roundabout to junction 67 (Coal House) roundabout to be widened to two lanes to improve traffic flow.	N	<p>It is proposed that the A1 mainline will have three lanes through junction 67 (Coal House) and the slip road layout will be amended to provide greater opportunities for drivers to merge with the A1. Appropriate signage for drivers will also be provided.</p> <p>Widening the road from the Sainsbury's roundabout to junction 67 is outside of the scope of the Scheme and would be the responsibility of Gateshead Council. Therefore, this is not being considered as part of the Scheme.</p>
Connection to A1 not using junction 67	<p>Requests that the Scheme provides a connection onto the A1 that doesn't use the junction 67 roundabout. This includes the following suggestions:</p> <ul style="list-style-type: none"> <li>• Team Valley slip road onto the A1 but not from junction 67;</li> <li>• Request for a throughway for traffic from Team Valley so drivers can avoid using junction 67 roundabout;</li> <li>• Request for flyover from Team Valley onto the A1 using the spare land at Coal House.</li> </ul>	N	<p>A dedicated access to the Team Valley Estate is not proposed as part of the Scheme.</p> <p>It is proposed that there will be three lanes through junction 67 (Coal House) and the on-slip and off-slip roads will be improved to accommodate the level of traffic. This will result in less congestion on the roundabout which should address the issues raised.</p>

Lady Park	Suggestion for the highway boundary fence to be directly beside the slip road, rather than around the area where there are trees at the entrance to Lady Park.	<b>Y – see Chapter 4, Table 20</b>	The Applicant has amended the Scheme design following the statutory consultation feedback. The proposed highway boundary fence line will now be at the foot of the new embankment which will minimise permanent land-take and the impact of loss of trees at this location.
	Queried why the slip road from Lady Park onto the A1 needs to be widened - already two lanes merging into one. Can't it just be made into a single lane slip road?	<b>Y – see Chapter 4, Table 20</b>	<p>The traffic modelling undertaken to inform the Scheme design has indicated that future year traffic flows will increase and two lanes on the slip roads will be required to accommodate the growth in traffic. Further details about the traffic modelling assessment can be found in the Transport Assessment Report (<b>Application Document Reference: TR010031/APP/7.3</b>).</p> <p>In order to reduce permanent land-take to accommodate the additional lane at this location and following statutory consultation feedback, the A1 mainline centreline was pushed to the north to avoid impacts on properties at Lady Park. This has pushed widening to the opposite side of the carriageway, where a retaining wall is used to minimise impact and retain widening within the existing highway boundary. This forms part of the Scheme design.</p>
	Query relating to the new gantry approximately half way through Lady Park -asked if gantry can be moved before the	<b>N</b>	Due to changes in the slip road layout as part of the Scheme design the gantry is no longer required at this location.

	start of the village to prevent anyone seeing it.		
	Query asking what the reason is for the planned retaining wall for half of Lady Park.	N	As part of the development of the Scheme design, the Applicant has assessed the need for the retaining wall at this location. Following a design review, the A1 centreline was moved further north, thus avoided the need for a retaining wall so it now no longer forms part of the Scheme proposals.
Additional lane	Asked if consideration could be given to retaining a proposed 4th lane purely for travelling north/south to avoid last minute lane changes when travelling south past junction 65, recommends solid barrier lane separation.	N	It is proposed that on the southbound carriageway, four lanes will be provided between junction 66 (Eighton Lodge) and junction 65 (Birtley). The on-slip and off-slip roads have been amended to accommodate the increased traffic flows. Therefore, it is not considered that a 4 <sup>th</sup> lane for traffic solely travelling north and south on the A1 is required and has not been included as part of the Scheme design.
	Request for an extra lane to be added to the junction 65 slip road (A1231) heading northbound onto the A1.	N	The Scheme design includes proposals for an extra lane on the junction 65 (A1231) northbound slip road.
	Request for three full lanes between junction 65 and junction 67.	N	The Scheme design includes proposals for three lanes between junction 65 and junction 67 (with four lanes provided in each direction between junction 66 and junction 65).

	Suggests there are too many off and on roads – two lanes into three, three lanes into two etc.	N	On this section of the A1, there are short distances between junctions so it is proposed that merge lanes are provided to allow traffic to enter and exit the A1 safely. The Scheme will increase overall capacity so traffic flow will be improved. Further details about the traffic modelling assessment can be found in the Transport Assessment Report ( <b>Application Document Reference: TR010031/APP/7.3</b> ).
A1231 merge	Request for a longer merge lane from A1231 onto A1 northbound at junction 65. The bottleneck is triggered by people trying to join the A1 at junction 65 too early.	N	As part of the traffic modelling assessments for the Scheme, the Applicant has reviewed the traffic flows on the entry slip at junction 65 northbound and it is proposed to provide a two-lane gain slip road layout. This will allow traffic from the slip road to stay in lane and travel north or to exit at the next junction (junction 66). This proposed layout will mitigate the current conflict at the merge point onto the A1.
	Request for a multilane staggered join from the A1231 moved further north onto the straight section of Bowes Incline and the street lighting extended to the A1/ A194 split. This would allow drivers exiting the slip road to reach a suitable speed after travelling through the sharp bend on the A1231.	N	It is proposed that the slip road at junction 65 will become a double feeder lane as part of the Scheme. One lane will be from the A1231 and the second lane will be from the Arnold Clark roundabout. This should remove any conflict between the two flows of traffic. With this arrangement, it is also proposed that the A1 between junction 65 and junction 66 will have four lanes as part of the Scheme. The double feeder lane will help the traffic flow joining the A1
	Request for 3 lanes from junction 65 and junction 66 – raises issues with accessing	N	



	the A1 via the A1231 slip road heading northbound due to constant queues.		northbound carriageway from the A1231 and the Arnold Clark roundabout.
Hard shoulder/ emergency refuge	Requested hard shoulder for vehicle breakdowns and emergency refuge bays.	N	<p>It is not proposed as part of the Scheme to provide a hard shoulder for vehicle breakdowns or emergency refuge bays. The provision of hard shoulders is not included within a typical cross section for a dual carriageway of this type.</p> <p>In addition, there are no known issues that have been identified (bad record for broken down vehicles– i.e. nothing over and above the norm) for the requirements of a hard shoulder to be provided. There is currently a minutesman (vehicle recovery) service provided and is to be maintained to manage any vehicle breakdowns. The junctions are closely spaced and therefore due to space constraints, it is not appropriate to provide any Emergency Refuge Areas.</p>
Ring Road	Request for through traffic to be kept separate from local traffic. Suggested a separate ring road.	N	<p>At an early stage of assessment, an option was reviewed to bypass the existing A1. The outcome of the assessment concluded that this would not be suitable due to existing constraints including the location of residential properties and businesses along the A1. As a result of the assessment, it was determined that the current route was deemed appropriate to be upgraded.</p> <p>The option of a ring road is not being considered as part of the Scheme. There would be significant</p>

			environmental, land take and cost implications with this option.
Toll road	Request for an elevated toll road to separate local and through traffic.	N	A significant proportion of traffic uses the A1 for short distances and it would not be appropriate to have a separated route as it wouldn't serve this purpose. There are also cost, land and environmental implications with an elevated toll road and therefore it is not being considered as part of the Scheme.
Local road network	Request for improvements to the local road network including: <ul style="list-style-type: none"> <li>• Close access roads between Coal House and Westerhope;</li> <li>• Repairs to the road from Broad Inn up to the Top North roundabout;</li> <li>• Improvements to mini roundabout at Portobello Road.</li> </ul>	N	The request to close access roads between Coal House and Westerhope; repairs to the network from Broad Inn to Top North roundabout; and improvements to the roundabout at Portobello Road are outside the scope of the Scheme as these routes fall under the responsibility of Gateshead Council.
A1 outside of junction 65 to 67	Request for improvements to the A1 outside of junction 65 to junction 67 including: <ul style="list-style-type: none"> <li>• Improvements to junction 64 (A194 and A195), thinks dangerous due to changing lanes and speeds;</li> <li>• Improvements to junction 63 uphill, wants slow traffic to keep left/get in lane signs prior to Washington Services (north of J64);</li> </ul>	N	The request to provide improvements to junction 64 (A194 and A195); junction 63 uphill and signage at Washington services; provide street lighting on A1(M) north of junction 63 (Blind Lane) to junction 65 (Birtley); provide a new lane prior to the A194(M) slip road and widening of the A1 to Washington services are outside the scope of the Scheme.  There are currently no proposals for the suggested improvements within the RIS up to March 2020.

	<ul style="list-style-type: none"> <li>• Street lighting on A1(M) north of junction 63 (Blind Lane) to junction 65;</li> <li>• Provision of a new lane prior to where the A194(M) slip road splits from the A1 to alleviate congestion issues caused by the reduction to two lanes;</li> <li>• Widening of the A1 to continue southbound from junction 65 to Washington services.</li> </ul>		
Use of A1	Request for local traffic to be banned from the outside lane and wide loads given the right to use 2 lanes at all roadworks.	N	<p>A significant proportion of traffic uses the A1 for short distances and it would not be appropriate to ban local traffic from the outside lane as it wouldn't serve this purpose and would not be enforceable. Therefore, this is not being considered as part of the Scheme design.</p> <p>Any limited movement of wide or abnormal load vehicles will be managed through the works and this will be detailed within the Construction Phase Plan, subject to agreed procedure and in coordination with the local authority and police as required.</p> <p>The Applicant has developed a Construction Traffic Management Plan (CTMP) as part of the Outline CEMP (<b>Application Document Reference: TR010031/APP/7.4</b>) that sets out the principles that will be followed to manage construction traffic on the highway network throughout the construction of the Scheme which</p>

			includes the abnormal loads associated with the realignment of Allerdene Bridge.
Abandon the Scheme/ reroute to Tyne Tunnel	Wants scheme abandoned and for the A1 to be rerouted to the tunnel - area needs a major bypass.	N	The option of re-routing the A1 to the Tyne Tunnel is not being considered as part of the Scheme proposals. There would be significant environmental, permanent land take requirements and cost implications with this option which makes it unviable.
Narrow lanes	Concerns over narrow lanes used on previous widening scheme to the north. Thinks not suited to high speed traffic and close proximity to trucks, can cause accidents.	N	There are no proposals for narrow lanes as part of the Scheme design. The current proposals will allow for standard width lanes to be provided.
Future proofing of structures	Concern over future proofing - if major structures such as ridges and overpasses are built, they should provide accommodation for future expansion or upgrade to full motorway standard in the future.		<p>The following future proofing measures have been incorporated into the Scheme design:</p> <ul style="list-style-type: none"> <li>• All structures that carry the A1 are to be designed to sustain abnormal vehicle loadings (350t) which are well in excess of current design standards (196t) to allow for increased loadings in the future;</li> <li>• Headroom for the Allerdene Bridge over the ECML has been provided to allow future upgrade of the railway line to high speed rail without requiring any modification(s) to the structure;</li> <li>• Weathering steel is proposed to be used in the construction of the Allerdene Bridge deck</li> </ul>

			<p>girders. This would eliminate paintwork to the girders and thus reduce overall maintenance of the structure and its associated disruption to road and rail users;</p> <ul style="list-style-type: none"><li>● Allerdene Culvert: Dependent on which option is constructed:<ul style="list-style-type: none"><li>○ <b>Embankment option</b> – The proposed replacement culvert has been oversized to allow for future increases in water flow rates.</li><li>○ <b>Viaduct option</b> – The proposed ditch has been oversized to allow for future increases in water flow rates.</li></ul></li><li>● Deck width for the proposed (replacement) North Dene Footbridge has been increased from 2m to 3.5m to cope with future increase in users;</li><li>● Spare communication ducts to be installed within the verges of the bridge decks to enable their use in the future.</li></ul>
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**Table 30 – Comments from section 42 and section 47 consultees (2018 targeted statutory consultation)**

The table below sets out the responses received to the targeted statutory consultation undertaken between 22 June 2018 and 20 July 2018. **Chapter 3** of this Report provides further information on this consultation.

Statutory Consultation – Additional Targeted Consultation (2018)				
Topic Area and Consultation Responses		Consultee	Change (Y/N):	Highways England’s Response (inc. the regard had to the consultation response)
<i>1. Section 42(1)(a) consultees</i>				
<i>Environment</i>				
No net loss of biodiversity	Natural England (NE) noted the Scheme commitment to ensuring there will be no net loss of biodiversity and highlighted that the National Planning Policy Framework has been subject to revised consultation. One of the proposed revisions is to promote a net <u>gain</u> in biodiversity.  They advised the Applicant should seek to embed environmental net gains in the Scheme in addition to the no net loss identified in the PEIR. It recommends net gain	Natural England	N	Confirmed that comments had been noted.  <b>Chapter 8: Biodiversity of the ES (Application Document Reference: TR010031/APP/6.1)</b> considers effects on biodiversity in detail. <b>Table 8-13</b> of the Chapter summarises the area of priority habitat within the Scheme Footprint, which is due to be lost, with linear habitats detailed within <b>Table 8-14</b> .  The assessment shows that the Proposed Scheme will result in a net loss for biodiversity. This is



	<p>enhancements should be made to expand any sites subject to direct impacts to increase their functionality and the links between them to enhance overall biodiversity. Consideration should also be given to wildlife crossings in and around the priority habitats identified within the PEIR.</p>			<p>due to a loss for area based habitats and water courses. There will be a gain for hedgerows and other Habitats of Principle Importance. The level of loss has been decreased through the design process. Full details of all habitat losses are provided in the Biodiversity Net Gain Report in <b>Appendix 8.13</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p>
Junction 67 sign gantries	<p>NE in agreement that the proposed junction 67 sign gantries works do not affect the conclusions reached in the PEIR.</p>	Natural England	N	<p>Confirmed that comments had been noted – no further action required.</p>
Allerdene Bridge compound and access	<p>NE in agreement that the proposed Allerdene Bridge compound and access works do not change the significant effects predicted in the PEIR.</p>	Natural England	N	
Flood Risk	<p>The Environment Agency (“EA”) advised that floodplain compensation will be required at the Allerdene Culvert and the River Team culverts at junction 67.</p>	Environment Agency	N	<p>Detailed hydraulic modelling has been undertaken to assess the implications of the Scheme. This has been based upon the EA’s ICM model.</p>

	<p>The Flood Risk Assessment (FRA) must take into account pluvial flood risk on the replacement Allerdene Bridge and demonstrate a betterment in terms of flood risk.</p>		<p>Modelling has shown that the realigned watercourse downstream of Allerdene Culvert (for the <b>Embankment option</b>) provides sufficient capacity to ensure the 1 in 1000-year flood plain continues to function in a similar manner. The 1 in 100 year and smaller events are already contained within the existing channel. The <b>Viaduct option</b> provides additional biodiversity benefits and a similar flood mechanism.</p> <p>Floodplain storage is to be provided at the River Team/Kingsway Viaduct pier extension. This is in the form of a top soil strip to offset the loss of floodplain (approximately 12m<sup>3</sup>) associated with the additional piers. Full details are provided in the FRA contained in <b>Appendix 13.1</b> of the ES (<b>Application Document Reference: TR010031/APP/6.3</b>).</p> <p>There is currently no pluvial risk of flooding on Allerdene Bridge. The EA risk of flooding from surface water mapping incorrectly shows a</p>
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				<p>flow path onto the A1 at this point. As the road is substantially elevated and the railway runs north-south beneath this, any surface water flows would preferentially run along this route before building up to a depth sufficient for flooding of the road. This is confirmed through the above hydraulic modelling.</p>
<p>Culverts</p>	<p>The EA said they are generally opposed to the culverting of watercourses because of the adverse ecological, flood risk, human safety and aesthetic impacts. They will consider each application to culvert a watercourse on its own merits and in accordance with the EA's risk-based approach to permitting. In all cases where appropriate to do so, applicants must provide adequate mitigation measures, accept sole ownership and responsibility for future maintenance.</p>	<p>Environment Agency</p>	<p>N</p>	<p>The Allerdene Burn is currently a piped arched culvert.</p> <p>For the <b>Embankment option</b>, this watercourse would continue to be culverted. For the <b>Viaduct option</b>, the culvert would be removed and replaced by an open channel in the form of a lined ditch. Suitable mitigation and maintenance proposals for both options will be provided as part of the Scheme.</p>

<p>Sustainable Urban Drainage Systems (SuDS)</p>	<p>The EA welcomes the addition of SuDS to improve water quality and increase water attenuation. It is strongly recommended that the design maximises the biodiversity potential of the Scheme as a whole. This includes the planting of native and non-native species of local provenance and a management strategy for their ongoing maintenance.</p>	<p>Environment Agency</p>	<p>N</p>	<p>The Applicant has incorporated SuDS and other water quality and attenuation measures as appropriate across the Scheme. This includes a pond, oversized pipes and attenuation tanks along with oil interceptors and a sediment control at Longacre Dene.</p> <p>The planting scheme is subject to detailed design and appropriate native and non-native species will be selected. However, this will need to consider the Applicant's maintenance regime to ensure suitability.</p>
<p>Invasive non-native species (INNS)</p>	<p>The EA sets out the legislative requirements in relation to Schedule 9 species listed under the Wildlife and Countryside Act 1981. The EA advises that vehicles are a known vector of environmental seeds and pathogens and actively spread these across road networks in the UK. They encourage the Applicant to not only avoid INNS during the works, but to also actively seek to control them to</p>	<p>Environment Agency</p>	<p>N</p>	<p>Mitigation relating to invasive, non-native species (INNS) has been included within the ES:</p> <ul style="list-style-type: none"> <li>• The full CEMP would describe the strategy to be implemented for the appropriate treatment of INNS;</li> <li>• The strategy would set out appropriate construction, handling, treatment and disposal procedures to prevent</li> </ul>

	prevent their subsequent spread.			<p>the spread of INNS in line with recognised best practice.</p> <p>Further details are provided in <b>Chapter 8: 'Biodiversity'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
<b>2. Section 42(1)(b) consultees</b>				
<i>Sustainable transport</i>				
Junction 67 roundabout	<p>The Junction 67 roundabout is highlighted by pedestrians and cyclists as a major obstacle to trips into Team Valley, particularly for Lady Park residents who feel they are cut off from bus services and local shopping opportunities.</p> <p>Recommends that the Scheme should include suitable facilities to stop the A1 being an obstacle for sustainable transport modes in line with the council and the Applicant's objectives.</p>	Gateshead Council	N	<p>As part of the proposed Scheme, the crossing points at junction 67 (Coal House) will be upgraded so that they are consistent around the roundabout. The Applicant is also proposing to provide tactile paving at the crossing.</p>
Junction 66 roundabout	<p>The Junction 66 roundabout is highlighted by pedestrians and cyclists as a major obstacle to trips on national cycle network route 725 (Great North</p>	Gateshead Council	N	<p>This is outside the scope of the Scheme and therefore not included in the DCO application because the impact of the Scheme on the junction is minimal. However, the</p>

	<p>cycleway) with no facilities to help them cross this junction, particularly for Birtley residents who feel they are cut off from Gateshead and Newcastle.</p> <p>Recommends that the Scheme should include suitable facilities to stop the A1 being an obstacle for sustainable transport modes in line with the council and the Applicant's objectives.</p>			<p>Applicant recognises the issue and is looking to address the problems raised via a separate project.</p>
<p>Longbank Bridleway (Regional Route 11)</p>	<p>Gateshead Council identifies Longbank Bridleway as an important Public Right of Way (PRoW) and regional cycle route which experiences flooding problems with water exiting the A1 onto the PRoW.</p> <p>Recommends that the Scheme should address the cause of this flooding with the Scheme drainage design.</p>	<p>Gateshead Council</p>	<p>N</p>	<p>The source of the surface water causing the flooding is outside the highway boundary. As the cause is likely to be from fields near to Longbank Bridleway, this cannot be connected to the road drainage system.</p> <p>As there are no existing connections and complying with the highway standards, it is not intended to include any drainage provision from external areas outside the highway boundary as part of the Scheme. The Scheme itself would not exacerbate the issues raised from the previous flooding history.</p>



<p>Longbank Underpass lighting</p>	<p>Comments requesting that lighting is provided at Longbank Underpass as part of the Scheme.</p>	<p>Gateshead Council</p>	<p><b>Y – see Chapter 4, Table 20</b></p>	<p>Longbank Underpass is currently unlit, which is intimidating to pedestrians and cyclists. The proposed Scheme requires the underpass to be extended because of the highway widening works. This triggers the requirement to light the structure in accordance with the British Standard BS5489-2 2016 Code of practice for the design of road lighting (lighting of tunnels).</p> <p>The Applicant has consulted with Gateshead Council and they have advised that the underpass should be lit. It has been agreed with Gateshead Council that the lighting design for the underpass is designed in accordance with Gateshead’s requirements for footpaths with a lighting class of P5 (which is 3 to 4.5 lux average). This is because the lighting levels detailed in BS5489-2 are not suitable for the underpass location as they are too high and the guidance is aimed at traffic routes and not pedestrians only.</p>
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Equality Act conformity	<p>Comments recommending that the proposed footpath diversions to the north of the A1 linking to Longbank Bridleway (Regional Route 11) should conform to the Equality Act.</p>	Gateshead Council	N	<p>The proposed footpath diversions to the north of the A1 linking to Longbank Bridleway (Regional Route 11) will conform to the Equality Act where practicable to do so.</p>
Footway from Eighton Lodge to Crathie	<p>Comments that the footway from Eighton Lodge to Crathie is now a multiuser path for pedestrians and cyclists and any alterations should be designed to include both modes with signage and minimum widths.</p> <p>Suggests the Scheme needs to consider the impact of improving the entire length of the footpath</p>	Gateshead Council	N	<p>The potential to improve facilities along the existing footway which runs parallel to the A1 mainline (between Eighton Lodge and Crathie) has been considered.</p> <p>It is acknowledged that the footway forms a multiuser route for both pedestrians and cyclists. However, the A1 widening will affect land on the northern side of the A1</p>

	to assist the local community to link to other parts of the local cycle network.			mainline and, as such, no physical alterations to the footway will be necessary to implement the Scheme. It is considered that aspirations to upgrade this infrastructure (to provide a 3-metre minimum width shared foot/cycleway along the entire length of the footpath to assist the local community linking with other parts of the local cycle network) is the responsibility of Gateshead Council.
North Dene Footbridge	Advised that the Scheme design should allow the use of North Dene Footbridge without cyclists having to dismount.	Gateshead Council	N	<p>The proposed replacement of North Dene Footbridge will have enhanced provisions for pedestrians and cyclists which will include a wider deck of 3.5 metres compared to the existing 2 metres.</p> <p>A 1 in 12 ramp will also be an enhanced provision for pedestrians and cyclists in compliance with the Equality Act.</p> <p>There is an existing 'kissing gate' to the north of the Footbridge that results in cyclists having to dismount. This is outside the scope of the Scheme and any</p>

				improvements would be the responsibility of Gateshead Council.
<i>Targeted Statutory Consultation proposals</i>				
Allerdene Bridge compound and access	Comments stating in respect of the demolition and replacement of Allerdene Bridge, they assume these works would be closely coordinated with Network Rail and rail operators.	Sunderland City Council	N	The Applicant is working closely with Network Rail to deliver the replacement of the Allerdene Bridge.
<i>Cultural Heritage</i>				
Heritage surveys	Comments from Archaeological Officer advising they have already had discussions with the Applicant's archaeological team. Historic England has previously provided advice on the Bowes Railway SM. Geophysical surveys and recording of some ridge and furrow has been discussed. They have produced specifications for this work although it is yet to be carried out.	Newcastle City Council	N	The geophysical surveys have been completed. The topographical survey of the ridge and furrow is part of the Scheme mitigation and will be undertaken prior to construction. Further details can be found in <b>Chapter 6: 'Cultural Heritage'</b> of the ES ( <b>Application Document Reference: TR010031/APP/6.1</b> ).
<b>3. Section 42(1)(d) consultees</b>				

<p>Impact on new housing development</p>	<p>Comments expressed concern that the proposed site compound for the Scheme is in the same location as their new house which has received planning permission.</p> <p>The drainage and septic tank for their house will now fall within the proposed new site compound area and would affect them as they would not be able to occupy this property.</p>	<p>Christopher Wilson                  Northside Farm                  Northside Birtley                  Chester Le Street                  DH3 1RF</p>	<p>N</p>	<p>The Applicant met with Mr Wilson and their land agent to discuss the proposals in more detail and to confirm that the proposed construction compound area did not impact on their property or land.</p>
<p><b>4. Section 47 consultees</b></p>				
<p>Protection of trees and vegetation</p>	<p>Resident at Salcombe Gardens - comments referred to a digger that wanted to access the gas plant and caused damage to a small amount of vegetation. They wanted assurance that the vegetation on the land near Sainsbury's (Team Valley) will remain untouched, protecting the long-term environment.</p> <p>Comments queried what the impact of the Scheme will be on pedestrian and vehicle access</p>	<p>S47 Consultee from Salcombe Gardens</p>	<p>N</p>	<p>It is envisaged that some trees may be lost as part of the proposed Scheme. The Applicant will work in partnership with ecologists, landscape architects and the design engineers to identify the least impact and to ensure that any detrimental effects are kept to a minimum. The findings of the landscape assessment are presented in <b>Chapter 7: 'Landscape and Visual' of the ES (Application Document Reference: TR010031/APP/6.1).</b></p>

	between Sainsbury's and Salcombe Gardens.			<p>In relation to the route from Sainsbury's to Salcombe Gardens, the proposal is to carry out minor works to prevent any vehicles damaging trees or trees damaging vehicles. These works will be completed in accordance with best practice and following the guidance within British Standard BS5837: 2012 'Trees in relation to design, demolition and construction'.</p> <p>With regards to the pedestrian and vehicular access between Sainsbury's and Salcombe Gardens, further clarification was sought from the consultee in order to provide a response. No further response was received from this consultee.</p>
Clarification on Scheme	<p>Resident at Padstow Gardens - had no objections to the Scheme, thinks it is long overdue but wanted clarification on the following questions:</p> <ul style="list-style-type: none"> <li>Will junction 67 (Coal House) roundabout be replaced to</li> </ul>	S47 Consultee from Padstow Gardens	N	<p>It is proposed that the existing structure known as Kingsway Viaduct at junction 67 (Coal House) will be retained. To accommodate the proposed three lanes, the existing structure will be widened. The roundabout below will have some temporary works and traffic/lane management</p>



	<p>allow for 3 lanes in each direction?</p> <ul style="list-style-type: none"> <li>• At what stage in the construction will the railway bridge be demolished? The document states that an access track will be installed to allow a crane to access the site. It also mentions construction traffic but it doesn't actually state how that will access the site. Will all that traffic use the access track?</li> <li>• The access track accesses via Woodford which as a residential area, what provisions will be made for site traffic using Woodford?</li> <li>• Which route will site traffic take to Woodford? This is a residential area containing 5 schools.</li> <li>• The document states that demolition will be undertaken overnight. Will that also include overnight access by site traffic? Requests that</li> </ul>			<p>during the construction period but will be returned to its existing layout once the works have been completed.</p> <p>It is proposed that the bridge demolition is at the end of the construction programme. Further details of the timescales will be developed once the contractor for the Scheme has been appointed.</p> <p>The proposed temporary access road is to be used to allow a crane to access the compound for the demolition of the existing Allerdene Bridge. This will include limited construction traffic but only that associated with the demolition of the bridge. Construction traffic for all other aspects of the main works will use alternative access arrangements and compounds.</p> <p>A Construction Phase Plan and full CEMP will be prepared. This will include details of construction traffic management on the local road network. This will ensure appropriate safety measures are in</p>
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	<p>deliveries, removal of materials and equipment will be restricted to 8am to 6pm.</p> <ul style="list-style-type: none"><li>• After the demolition work is complete how will the land be reinstated.</li></ul>		<p>place to protect residents and users of this area.</p> <p>It is proposed that the most likely route will be for construction traffic to leave the A1 at junction 67 (Coal House) and travel south on Lamesley Road, then turn east onto Smithy Lane, before turning onto Woodford off Smithy Lane. This route will look to minimise the impact on the residential area. Further detailed design of the route will be developed by the contractor once appointed.</p> <p>There are currently no planned overnight vehicle movements proposed for deliveries and removal of plant and materials along the access road. The only expected overnight vehicle movements on the access road will be transportation of site personnel to the worksite which is likely to be limited.</p> <p>It is proposed that this area will be reinstated with woodland planting which would extend the existing woodland adjacent to the A1. The</p>
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				<p>proposed Scheme design includes an attenuation pond near the old bridge footprint to the east of the railway line, and the Applicant will look at potentially enhancing this area with wetland plant species.</p>
Compound	<p>Comments wanting to know why it is better for the Applicant to construct the access road for the working compound through a housing estate. The route proposed is already heavily used, very narrow and cuts across the only area for children to play ball games. They believe that Smithy Lane from Lamesley would be a better route.</p>	S47 Consultee	N	<p>The proposed access will only be used for a limited period of time and will be limited to vehicles associated with the demolition of Allerdene Bridge. The access will be designed so that it is suitable for the use of construction traffic and will be managed to ensure public safety especially in this area.</p> <p>The route from Smithy Lane indicated is not feasible due to the difference in gradient levels which would make construction and use of the access road difficult. It would also involve extensive vegetation clearance.</p>

**Table 31 – Comments from section 42 consultees – Grouting Works (2019 targeted statutory consultation)**

The table below sets out the responses received to the targeted statutory consultation undertaken between 11 April 2019 and 9 May 2019. **Chapter 3** of this Report provides further information on this consultation.

<b>Statutory Consultation – Additional Targeted Consultation (2019)</b>			
<b>Topic Area and Consultation Responses</b>	<b>Consultee</b>	<b>Change (Y/N):</b>	<b>Highways England’s Response (inc. the regard had to the consultation response)</b>
<i>Section 42(1)(d)</i>			
<i>Grouting</i>			
<p>The Applicant held a meeting with Mr Long on Friday 26 April 2019, also attended by the District Valuer.</p> <p>Mr Long asked a number of questions about the grouting and the impact it could have on his pond which is in the area of grouting and is approximately 1 metre deep.</p> <p>Mr Long asked for the dimensions of the retaining wall and the material it would be built from. He was concerned as he does not want to look at a concrete wall. He has also planted laurel along the highway boundary which blocks the road and does not want them removing. Mr Long acknowledged they are not planted on his land.</p>	<p>Mr Grenville Ford Long, Southview, Northside, Birtley, Chester le Street, DH3 1RF</p>	<p>N</p>	<p>The Applicant explained that the retaining wall was needed to minimise the land required and grouting would be done from within the highway boundary to stabilise the wall if required, due to historic mine workings. Grouting may not be required but if so due to the depth of the coal mines it is likely to be significantly below Mr Long’s pond. The Applicant has estimated that if grouting is required it could go below Mr Long’s land and this is why the Applicant needs to consult with</p>

<p>Mr Long queried whether there would be overnight working.</p>			<p>him and have subterranean rights. It was confirmed with Mr Long that he would have 24-hour access to his property through the works, and some work may be done in the track that runs by his house but it will still be accessible.</p> <p>The Applicant confirmed that the contractor is expected to be on board from summer 2019 and will then have a better idea of methodology for building the Scheme. At the moment the nature of the wall is unknown but the Applicant confirmed they will check the dimensions and current proposals and send them to Mr Long.</p> <p>During the meeting, the Applicant advised they are unable to confirm if the laurels will have to be removed as it will depend on the access to build the retaining wall. The Applicant advised they could let Mr Long know this once the contractor is on board.</p>
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			<p>The Applicant confirmed to Mr Long that overnight working may occur. The contractor will have a public liaison officer and a construction exhibition will be held to let residents know about the methodology of the Scheme and when work will be taking place at different points along the Scheme.</p> <p>Mr Long has the property up for sale and was advised by the Applicant he may have a Part 1 claim eligibility once the Scheme has been opened for a year if there is an increase in noise and an effect on the value of the property. Mr Long was also advised he may be eligible for compensation for his subterranean rights.</p> <p>Mr Long was advised to contact the project team if he had any further questions.</p>
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<p>The Applicant held a meeting with Mr and Mrs Long on Friday 26 April 2019, also attended by the District Valuer.</p> <p>Mr Long had no issues or concerns about the Applicant's proposals.</p> <p>Mrs Long confirmed they have not got a land agent yet.</p>	<p>Mr Kenneth Ford Long and Patricia Long</p> <p>10A Cross Keys Lane,        Gateshead,        NE9 6DA</p>	<p>N</p>	<p>The Applicant explained to Mr and Mrs Long that the retaining wall was needed to minimise the land required and grouting would be done from within the highway boundary to stabilise the wall if required, due to historic mine workings. This grouting could go below their land and therefore the Applicant would need subterranean rights to be able to do this and this is why the Applicant is consulting with them. Mr Long was advised that he may be eligible for compensation for his subterranean rights.</p> <p>Mr Long has another plot of land closer to Eighton Lodge (junction 66) roundabout. The Applicant had a brief discussion about this entrance to the land which is currently off the A1 and Mr Long was advised this would be moved for safety reasons.</p>
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			<p>Mr and Mrs Long were advised to contact the project team if they have any further questions.</p>
<p>The Applicant held a meeting with Mr and Mrs Rowe on Friday 26 April 2019, also attended by the District Valuer.</p> <p>Mr and Mrs Rowe confirmed that had no further queries and are happy with the proposals.</p>	<p>Mr Douglas Rowe and Mrs Rowe, The Venue North East Limited, 26 North Lodge, Chester le Street, DH3 1RF</p>	<p>N</p>	<p>Mr Rowe said that he was unsure why the Applicant had written to him. Mr Rowe used to own the Bowes Incline Hotel (location of the land plot) but this has been sold and he has just kept some land next to the car park.</p> <p>The Applicant advised Mr Rowe of the grouting requirements due to the retaining wall and that as the grouting may go under land outside of the Scheme Order Limits, the Applicant is consulting with all of those who have interest in the land and extending beyond the Order Limits.</p> <p>Mr Rowe's land is part of a bigger plot in which the grouting (if required) will sit and therefore the updated land referencing search has confirmed he has an interest in the area being consulted. Mr Rowe was also advised he may be</p>

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			eligible for compensation for his subterranean rights.
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**Table 32 – Comments from section 42(1)(d) consultees –Category 2 interests (2019 targeted statutory consultation)**

The table below sets out the responses received to the targeted statutory consultation for Category 2 land interests undertaken between 6 May 2019 and 3 June 2019. **Chapter 3** of this Report provides further information on this consultation.

<b>Statutory Consultation – Additional Targeted Consultation (2019)</b>			
<b>Topic Area and Consultation Responses</b>	<b>Consultee</b>	<b>Change (Y/N):</b>	<b>Highways England’s Response (inc. the regard had to the consultation response)</b>
<i>Category 2 land interests</i>			
Centurylink Communications Limited provided an email response on 29 May 2019 confirming they have plant within the area relating to rail infrastructure and on the road between the railway and Kingsway south. They also provided further contact details for enquiries.	Centurylink Communications UK Limited, 7 <sup>th</sup> floor, 10 Fleet Place, London, EC4M 7RB	N	Confirmed that comments had been noted – no further action required.

**Table 33 – Comments from section 42(1)(d) consultees – Category 3 interests (2019 targeted statutory consultation)**

The table below sets out the responses received to the targeted statutory consultation for Category 3 land interests undertaken between 2 May 2019 and 12 July 2019. **Chapter 3** of this Report provides further information on this consultation.

Statutory Consultation – Additional Targeted Consultation (2019)			
Topic Area and Consultation Responses	Consultee	Change (Y/N):	Highways England’s Response (inc. the regard had to the consultation response)
<i>Category 3 land interests</i>			
<p>Consultee emailed the Applicant on 29 May 2019 to confirm that they had received the consultation letter and had already returned the land information questionnaire (“LIQ”) sent to them a few weeks ago. Asked the Applicant to confirm whether any further action was needed.</p> <p>They also asked the Applicant to provide them with any further information on the works that will be carried out in relation to their property. They thought it was difficult to determine how the works will affect their house from the plan provided and wanted clarification to confirm their views.</p> <p>Confirmed they were very much in support of the improvements to be made to the A1, but wanted to</p>	<p>Eleanor Clare Cook, Willow Croft, Northside, Birtley, Chester Le Street, DH3 1RD</p>	<p>N</p>	<p>The Applicant confirmed by email to Eleanor Clare Cook that a response was received on 8 May 2019 and that there is no further action required at this stage in relation to LIQs.</p> <p>The Applicant confirmed the edge of the carriageway will remain as existing and so the A1 will not move nearer to their property as a result of the Scheme. This is because the widening of the road is achieved from acquiring land to the north of the A1. During construction, there will be some</p>

<p>check, for example, if access would be required to their land or if there will be noises late at night.</p>			<p>works in the highway verge and the contractor will be putting measures in place to minimise any potential impact on residents.</p> <p>The Applicant advised it is expected that from the rear windows of the property there will be foreground views of construction work on the A1, such as the use of machinery. This could include some large machinery when required. Once the work is completed, the view of the A1 will look very similar to how it was before construction.</p> <p>With regard to the potential noise and vibration impacts at Willow Croft, the delivery of the Scheme will involve construction works near the property but these will be temporary in nature. Short term impacts can be expected when the contractor is required to carry out work in the closest proximity to the property, but given that the widening is focused on the north side of the carriageway, or in areas</p>
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			remote from the property, the duration of such impact will be short. Some night-time construction work is anticipated but these would be occasional, such as carrying out resurfacing work. Once the Scheme is completed, the noise levels from traffic on the A1 in the vicinity of the property are predicted to slightly decrease.
<p>Consultee rang the Applicant in relation to the LIQ received. They were also concerned that the Scheme will cause disruption and the value of their property will decrease.</p> <p>The consultee was concerned that the plan received did not separate temporary and permanent land take so they found it unclear to understand what land is required around their property. Consultee was concerned that the footbridge near their property would be named 'North Dene Footbridge' and believes it should be called 'Crathie Footbridge'.</p>	<p>Deborah Robson,                      52 Crathie,                      Birtley,                      Chester Le Street,                      DH3 1QJ</p>	N	<p>The Applicant rang the consultee to discuss their concerns and explain the impacts of the Scheme and to clarify the land take required around their property. The name of the North Dene Footbridge is to be retained as this is what has been used in all public facing documents for the Scheme.</p>
<p>Consultee rang the Applicant in relation to the LIQ and the ownership of the property.</p>	<p>Neil Ditting (in relation to Christine Ditting,                      64 North Dene,                      Birtley, Chester</p>	N	<p>The Applicant resolved the consultee queries on the LIQ and ownership on the phone call. The consultee's wife has already</p>

	Le Street, DH3 1QD)		provided a response to the statutory consultation in 2018.
<p>Consultee rang the Applicant in relation to the completion of the LIQ, specifically question 12 and whether he needed to provide details of his solicitor or legal representative. The consultee also wanted clarification on the land take around North Dene Footbridge and was concerned that the trees around the footbridge which block his view to the A1 will be removed as part of the Scheme works.</p>	<p>Peter Clarke,          20 Crathie,          Birtley,          Chester Le Street,          DH3 1QJ</p>	N	<p>The Applicant resolved the consultee queries on the LIQ on the phone call. It was explained that section 12 of the LIQ only needs to be completed if the consultee intends to appoint someone to legally represent him. The Applicant also explained that the trees adjacent to North Dene Footbridge would be removed to facilitate the construction of the new footbridge, but the visual impacts would be offset by the construction of the noise barrier. The design of the new footbridge and timescales for the statutory planning process and start of works for the Scheme were also discussed.</p>
<p>Consultees sent a letter to the Applicant (dated 23 May 2019) in relation to the impact of the Scheme on their property value and compensation. The consultees had received compensation for the Coal House to Metrocentre scheme and were concerned</p>	<p>Hazel Leonard          and Neil Leonard,</p>	N	<p>The District Valuer contacted the consultees by phone call to discuss their queries and explained their right to make a Part 1 claim in relation to the Scheme.</p>

<p>that the Birtley to Coal House Scheme would affect their property again.</p>	<p>5 Ladypark,        Gateshead,        NE11 0HD</p>		
<p>Consultee emailed the Applicant on 14 June 2019 to confirm that they had received the consultation letter and have some queries about the Scheme and the plans relating to their property.</p> <p>They wanted clarification on the Order Limits shown on the plan as they were unclear whether the land take required for the Scheme is temporary or permanent around their property. The consultee also queried the proximity of work to their boundary fence and asked what works were required. The consultee had concerns regarding the removal of foliage which they thought acted as a noise barrier to the A1.</p>	<p>Louise King-Barnes,        17 The Brambles,        Birtley,        Chester Le Street,        DH3 1GN</p>	<p>N</p>	<p>The Applicant emailed the consultee to address their concerns. The Applicant confirmed that the proposed works for the Scheme will take place within the boundaries of land currently owned by Highways England and there are no plans to acquire further land. It was explained that the carriageway is due to be widened towards the consultee's boundary fence to accommodate a second lane for the slip road, but some of this widening will also be achieved by extending towards the central reservation with the majority of the works and widening taking place to the northern side of the A1. This means that the A1 will be closer to the consultee's property upon completion of the Scheme.</p> <p>The Applicant explained this will result in some loss of vegetation but unnecessary clearance will be</p>

			<p>avoided to retain as much vegetation as possible. It was advised that environmental plans are in place to keep vegetation clearance to a minimum and these plans are being submitted as part of the DCO application and will be updated throughout the application process.</p> <p>The Applicant confirmed there will be views of construction activity from the rear of the consultee's property which is expected to be filtered by the remaining trees and vegetation and awareness of traffic on the A1 will appear similar to the current outlook once the works are completed.</p>
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