

# A1 Birtley to Coal House

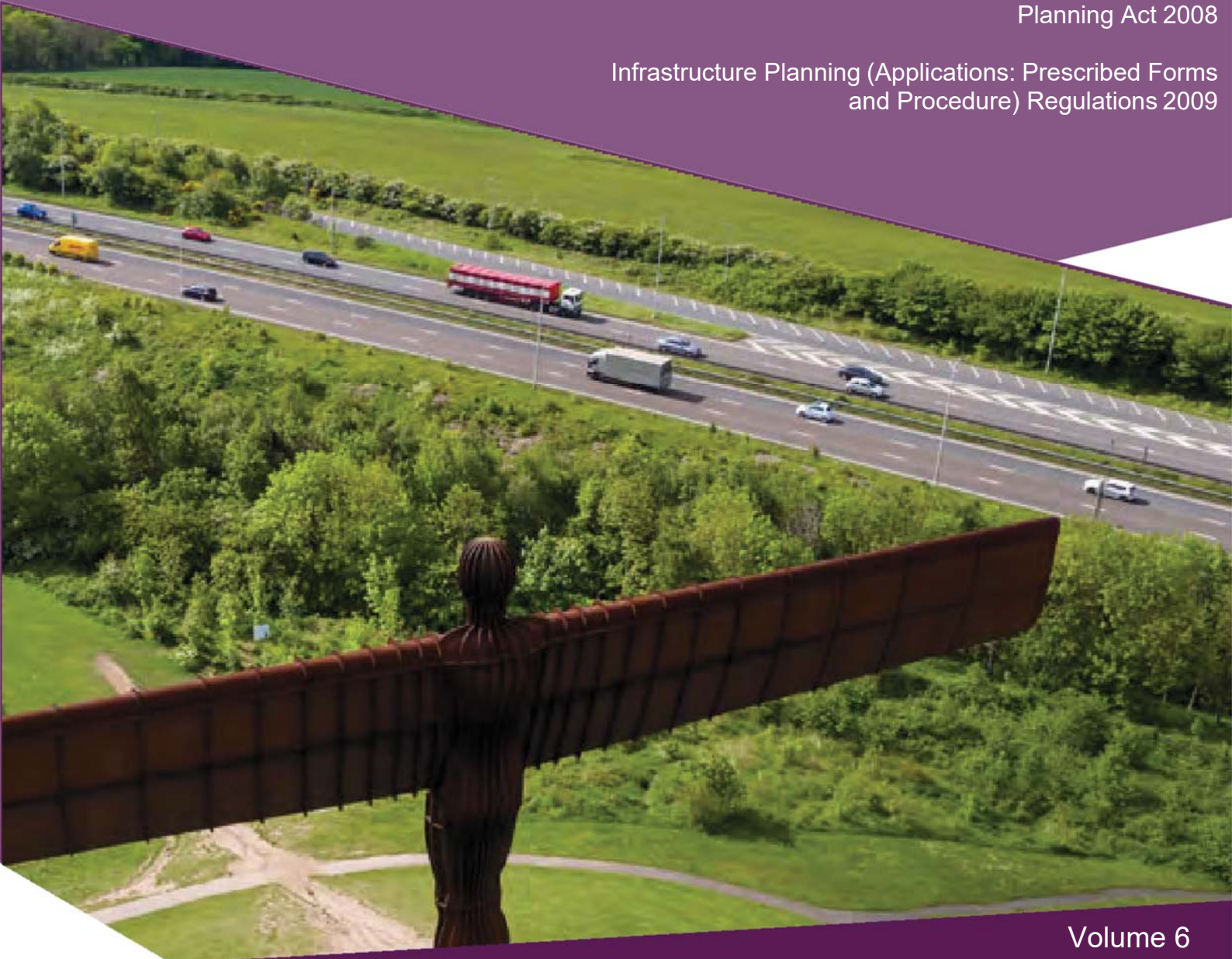
## Scheme Number: TR010031

### 6.3 Environmental Statement – Appendix 4.4 Environmental Consultation

APFP Regulation 5(2)(a)

Planning Act 2008

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



Infrastructure Planning

Planning Act 2008

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

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

---

**Environmental Statement -  
Appendix**

---

<b>Regulation Reference:</b>	APFP Regulation 5(2)(a)
<b>Planning Inspectorate Scheme Reference</b>	TR010031
<b>Application Document Reference</b>	TR010031/APP/6.3
<b>Author:</b>	A1 Birtley to Coal House Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	14 August 2019	Application Issue

# CONTENTS

---

## **1 CONSULTATION 1**

---

### **1.1 CONSULTATION FOR THE ENVIRONMENTAL STATEMENT 1**

---

## ***TABLES***

Table 1-1 – Summary of consultation by topic	2
--	---

---

# 1 CONSULTATION

---

## 1.1 CONSULTATION FOR THE ENVIRONMENTAL STATEMENT

1.1.1. **Table 1-1** below details the consultation that has been carried out in the preparation of the Environmental Statement (ES) for the Scheme.

### SCOPING OPINION

1.1.2. The Scoping Report was submitted to the Inspectorate on 8 November 2017 with a request for a statutory Scoping Opinion. The Scoping Opinion was received on 18 December 2017 and has been considered when preparing this ES. Responses to the Scoping Opinion are provided in the Scoping Opinion Response Table in **Appendix 4-1 (Application Document Reference: TR010031/APP/6.3)** and are not repeated in the table below.

### PUBLIC CONSULTATION

1.1.3. A full statutory consultation for the Scheme took place between 8 February 2018 and 29 March 2018 in accordance with section 42, section 47 and section 48 of the Planning Act 2008 (PA2008). This included seven consultation events (including a rescheduled event at Kibblesworth on 22 March due to severe weather conditions). Further details are provided in the Consultation Report (**Application Document Reference: TR010031/APP/5.1**). This consultation is not repeated below.

**Table 1-1 – Summary of consultation by topic**

<b>Technical Area</b>	<b>Date / Method of Contact</b>	<b>Consultee / Name of Consultee</b>	<b>Overview of Consultation</b>
<b>Air Quality</b>			
Air Quality	07/06/2019 - email	Gateshead Council – Andrew Softley	<p><b>Key topics</b> Confirmation of the methodology applied to air quality monitoring during scheme construction – i.e. monitoring required, detailed to be outlined in the CEMP.</p> <p><b>Key outcome</b> Agreement with approach confirmed via email.</p> <p><b>Key topics</b> Agreement on the location of the receptors selected for use in the air quality assessment.</p> <p><b>Key outcome</b> Agreement with approach confirmed via email.</p>
Air Quality	10/06/2019 - email	North East Combined Authority (on behalf of Newcastle City Council – Andrew Dorrian	<p><b>Key topics</b> Confirmation of the methodology applied to air quality monitoring during scheme construction – i.e. monitoring required, detailed to be outlined in the CEMP.</p> <p><b>Key outcome</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			Initial email forwarded to relevant colleagues at Newcastle City Council and Gateshead Council. Followed up by telephone. No further response received.
Cultural Heritage	23 <sup>rd</sup> July 2019 Email	Historic England  Lee McFarlane, Inspector of Ancient Monuments (NE)	Email received in response to WSP's email on 17 <sup>th</sup> July 2019 with requests to updates to the wording in the following: <ul style="list-style-type: none"> <li>■ CEMP where it relates to archaeology</li> <li>■ Draft DCO wording relating to archaeological remains</li> <li>■ Updated Letter of No Impediment for Historic England</li> </ul>
Cultural Heritage	17 <sup>th</sup> July 2019 Email	Tyne and Wear Archaeology Officer  Jennifer Morrison  Historic England  Lee McFarlane, Inspector of Ancient	Email sent with updated for agreement / further comment on: <ul style="list-style-type: none"> <li>■ CEMP where it relates to archaeology</li> <li>■ Draft DCO wording relating to archaeological remains</li> <li>■ Updated Letter of No Impediment for Historic England</li> </ul> No comment received from the Tyne and Wear AO at the time of writing.

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Monuments (NE)	
Cultural Heritage	17 <sup>th</sup> July 2019 Telephone call	Tyne and Wear Archaeology Officer Jennifer Morrison	WSP discussed the following documents: <ul style="list-style-type: none"> <li>■ CEMP where it relates to archaeology</li> <li>■ Draft DCO wording relating to archaeological remains</li> </ul>
Cultural Heritage	16 <sup>th</sup> July 2019 Meeting	Historic England Lee McFarlane, Inspector of Ancient Monuments (NE)	WSP attended a meeting to discuss and agree updates to: <ul style="list-style-type: none"> <li>■ CEMP where it relates to archaeology</li> <li>■ Draft DCO wording relating to archaeological remains</li> <li>■ Updated Letter of No Impediment for Historic England</li> </ul>
Cultural Heritage	2 May 2019 Meeting	Historic England Lee McFarlane, Inspector of	WSP presented an overview of the Scheme and the key design updates Historic England had concerns regarding the impact from gantries on views toward the Angel of the North. This will be looked at during detailed design stage



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Ancient Monuments	<p>Comments were provided on the ES chapter. This included changes to the reporting requirements for the impacts to Bowes Railway SM to be included in the ES/CEMP.</p> <p>Discussion on Statement of Common Ground (SoCG) and the requirement for a letter of non-impediment. Historic England requested that the impact on the Angel of the North be included and for some revisions to the SoCG to be made.</p>
Cultural heritage	12 Mar 2019 Meeting	<p>Gateshead Council</p> <p>Andrew Softley – Senior Planner, Andrew Haysey, Janet Charlton – Landscape Architect, Peter Burrows</p>	<p>WSP presented the mitigation proposed for Cultural Heritage impacts of the Scheme.</p> <p>Direct physical impact to Bowes Railway with impacts to the importance due to loss of features, and temporary loss of key views.</p> <p>Impact on earthwork remains of ridge and furrow to the west of Bowes Incline Hotel.</p> <p>Potential impacts on remains relating to Lamesley Waggonway, Lamesley Quarry and Gateshead to Chester-le-street Roman road.</p> <p>Angel of the North was included as a heritage asset, there are potential beneficial impacts to the setting.</p> <p>JC confirmed that the Angel of the North is seeking to become a Significant Monument.</p> <p>Mitigation proposed includes a walkover of Longbank Bridleway and photographic survey of retaining wall of Bowes Railway scheduled monument.</p>



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Archaeological trenching at proposed foundation locations for Longbank Bridleway Underpass.</p> <p>Bowes Railway retaining wall to be demolished in part works to be carried out by a suitably qualified archaeologist.</p> <p>Enhancement to offset the harm to the SM including: repair of an equivalent length of wall and the installation of an interpretation panel near to Bowes Railway SM and the Longbank Bridleway Underpass.</p> <p>Results of geophysical survey to be used to develop a programme of mitigation in discussion with Tyne and Wear AO.</p> <p>An archaeological topographical survey of the ridge and furrow earthworks</p>
Cultural heritage	22 June to 20 July 2018	Newcastle City Council	<p><b>Key topics</b></p> <p>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.</p> <p><b>Key outcome</b></p> <p>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</b> ‘Cultural Heritage’ of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
Cultural heritage	Feb to Jul 2018	Historic England  Lee MacFarlane, Inspector of Ancient Monuments	<p>Investigation and mitigation strategies for Bowes Railway SM</p> <p>It was agreed that a section of wall would be recorded and that an interpretation panel would be considered as mitigation. It was also agreed that archaeological monitoring would be undertaken during intrusive works across the railway line to mitigate against the effects of ground works.</p> <p>If the construction of the compound will necessitate any ground moving activities, including topsoil stripping or ground levelling that may disturb those potential assets described above, then Claire has made the following recommendations for investigation to be carried out as part of Environmental Statement:</p> <ul style="list-style-type: none"> <li>■ a walkover survey to identify any upstanding remains along the track</li> <li>■ a geophysical survey of the ploughed fields; followed by</li> <li>■ an intrusive investigation in the form of trial trenching along the track and within the fields, the extent of which would be based on the geophysical survey results.</li> </ul> <p>WSP to raise these additional works with Highways England.</p> <p>Claire confirmed that proposed site compound area near Allerdene Bridge is of no archaeological interest and that we do not need to consider it further in our assessment.</p>
Cultural heritage	11 Apr 2018 Meeting	Historic England	<p><b>Key topics</b></p> <p>Scope of the Bowes Railway Scheduled Monument.</p> <p><b>Key outcome</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>The scheduling includes the majority of the bridleway and the remains of the retaining walls which flank the former railway but excludes the earth embankments and the bridleway through Longbank Underpass.</p> <p><b>Key topics</b></p> <p>Closure and extension of Longbank Underpass without damage to pathway.</p> <p><b>Key outcome</b></p> <p>A diversionary route will be set up allowing pedestrians, cyclists and equestrians to cross the A1 at Eighton Lodge (further details at detailed design stage).</p> <p>The pathway will be protected (e.g. with road plates) and any damage during the construction phase will be rectified.</p> <p><b>Key topics</b></p> <p>Drainage - there are existing issues with drainage at Longbank Underpass.</p> <p>Lighting - the Longbank Underpass Structure Option Report recommended installation of lighting system to improve safety and enhance user experience.</p> <p><b>Key outcome</b></p> <p>Drainage - there is no existing record of a drainage system through the underpass. Historic England would welcome a new drainage system, which could outfall and tie into the existing network beyond the underpass, minimising disturbance to the Bowes Railway Scheduled Monument.</p> <p>Lighting - the technical details are to be confirmed but Historic England does not object to this proposal.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p><b>Key topics</b> Recommendations from Historic England.</p> <p><b>Key outcome</b> As part of the ES—</p> <ol style="list-style-type: none"> <li>1) Walkover survey to be carried out at Longbank Underpass to identify features hidden by vegetation and assess condition of retaining wall.</li> <li>2) Plans to be produced showing section of retaining wall proposed for demolition based on rectified aerial photography.</li> </ol> <p>If Scheduled Monument Consent is granted—</p> <ol style="list-style-type: none"> <li>3) Any dismantling of retaining wall to be undertaken by an archaeologist.</li> <li>4) Archaeological watching brief to be undertaken during excavation of foundation trench for extension of Longbank Underpass</li> <li>5) Restoration of section of retaining wall equal in length that which is being demolished if found during walkover survey to be in state of disrepair.</li> </ol> <p>All archaeological works to be subject to a written scheme of investigation (WSI).</p> <p>Setting of Lamesley Conservation Area to be included and is assessed in <b>Chapter 6, 'Cultural Heritage'</b> of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Cultural heritage	8 Mar 2018	Gateshead Council Meeting	Below are bullet points summarising the views of the Conservation Officer at Gateshead Council in relation to Bowes Railway SM.

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<ul style="list-style-type: none"> <li>■ Measures to enhance the appreciation of Bowes Railway would be welcomed as part of the scheme. The instalment of information boards along the public right of way detailing the origin, form and function of Bowes Railway were discussed as a possibility.</li> <li>■ Opportunities to enhance the appreciation and understanding of Bowes Railway have the potential to outweigh the physical harm to the SM.</li> <li>■ The appearance of the new underpass is not of concern.</li> <li>■ Any physical impact to the Bowes Railway SM including the demolition of a section of retaining wall should be discussed with Historic England in order to devise an appropriate investigation/mitigation strategy. WSP should be consulting with Historic England on all matters associated with gaining Scheduled Monument Consent.</li> </ul> <p>The Heritage team have been asked to consider the removal of trees along the A1 that currently obstruct a key view from the Angel of the North.</p>
Cultural heritage	5 Mar 2018 Email	Historic England	<p><b>Key topics</b></p> <p>Scope of the Bowes Railway Scheduled Monument; specifically whether the retaining walls which flank the former railway are included in the scheduling.</p> <p><b>Key outcome</b></p> <p>The retaining walls do form part of Bowes Railway Scheduled Monument. Anything within Longbank Underpass is not (though this would be safeguarded by the NPPF).</p>
Cultural heritage	Feb 2018	Gateshead Council	<p>Matters relating to the setting of heritage asset</p> <p>Angel of the North was included as a heritage asset.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Claire Richardson - Conservation Officer	
Cultural heritage	7 Feb 2018 Meeting	Tyne and Wear Council Claire MacRea - Archaeology Officer	<p>Archaeological investigation programme</p> <p>It was agreed to investigate the archaeological potential of land within the footprint of the proposed site compound to the north of the A1 and the footprint of temporary land take between Bowes Railway SM and the Bowes Incline Hotel. This would comprise a geophysical survey where viable, followed by a programme of archaeological evaluation trenching.</p> <p>A walkover survey and topographic survey were also agreed.</p> <p>It was also agreed that a DBA would be produced.</p>
Landscape and visual	23 July 2019 Email	Gateshead Council Janet Charlton – Landscape Architect Andrew Softley – Senior Planner	<p>Comments received on the mitigation design:</p> <ul style="list-style-type: none"> <li>■ Overhead signage should be shown on plans</li> <li>■ Request for involvement at detailed design stage</li> </ul>
Landscape and visual	12 Mar 2019	Gateshead Council	Mitigation for the Scheme presented.

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
	Meeting	Andrew Softley – Senior Planner, Andrew Haysey – Transport Planning Manager, Janet Charlton – Landscape Architect, Peter Burrows – Senior Landscape Architect / SuDs Engineer	<p>Confirmed that no ‘false cutting’ was proposed due to the scheme being upgraded to include noise reducing surfacing over the full length of work which will decrease noise levels. Areas around Crathie will have noise barriers to be provided and an additional 5m of noise proof fencing will be provided at Lady Park to tie in with the previous Coal House to Metrocentre scheme.</p> <p>There was a fly through video of the scheme produced for the consultation exercise that can be shared. 2018 ‘Fly Through’ can be viewed here : <a href="https://www.youtube.com/watch?v=0PqgT4NB-v8&amp;feature=youtu.be">https://www.youtube.com/watch?v=0PqgT4NB-v8&amp;feature=youtu.be</a></p> <p>Janet Charlton of Gateshead Council confirmed that the Angel of the North is potentially going to be listed as a Scheduled Monument.</p> <p>The impacts of gantries on views to the Angel of the North were raised by Gateshead Council. It was agreed that the design and location of the gantries would be investigated at detailed design with an aim of being sympathetic to the views of the Angel of the North.</p>
Landscape and visual	May 2018 Email	Janet Charlton – Landscape Architect Andrew Softley – Senior Planner	Photomontage viewpoints agreed.
Landscape and visual	March 2018	Gateshead Council	Viewpoints and receptors for the visual assessment agreed.



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
	Telephone & email	Janet Charlton – Landscape Architect  Andrew Softley – Senior Planner	
Landscape and visual	March 2018	Sunderland City Council	Viewpoints and receptors for the visual assessment agreed.
Biodiversity	25 <sup>th</sup> June 2019 Email	Natural England, Andrew Whitehead - Team Leader – Sustainable Development & Marine	HRA document provided to Natural England for their consideration. Natural England confirmed that they do not have any comments or amendments to suggest. Natural England has confirmed it agrees with the HRA conclusions that the project will not be likely to have a significant effect upon any European designated sites.
Biodiversity	25 <sup>th</sup> July 2019 Email	Gateshead Council, Peter Shield - Ecologist	Otter survey data for 2018 and 2019 surveys and survey reports provided to inform the ES biodiversity assessment.

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
Biodiversity	24 <sup>th</sup> July 2019	Environment Agency Lucy Mo - Planning Technical Specialist, Caroline Maarouf - Flood and Coastal Erosion Risk Management Advisor, Robert Carr – Catchment Coordinator for the Tyne Catchment, Scott Mackenzie – Biodiversity Officer	<p>Meeting between WSP and the Environment Agency (EA) to discuss road drainage and the water environment assessments and EA comments (described below in the EA letter consultation response).</p> <p><b>Otter</b></p> <p>WSP stated that Gateshead Council has records of otter observations within Coal House roundabout. WSP to request details from Peter Shield.</p> <p><i>Post meeting note: NJA has requested information from Peter Shield (24/07/19).</i></p> <p><u>Watervole</u></p> <p>WSP stated a habitat assessment completed as part of the extended Phase 1 habitat survey and that habitats within the Scheme Footprint were considered unsuitable and were scoped out of the assessment.</p> <p>The EA stated that it would be useful to add that to the text in the chapter.</p> <p><i>Post meeting note: Sentence added to chapter (25/07/19).</i></p> <p><b>Invertebrates</b></p> <p>Would be useful to detail in the chapter if any of the habitats within the landscape design plan would support invertebrate species.</p> <p>WSP to confirm if this has been / can be done.</p> <p><i>Post meeting note: Given that impacts on invertebrates have been scoped out of the assessment there is not a suitable place to add this text. However WSP's ecologist confirmed that woodland retention would minimise impacts, and woodland and hedgerow creation and improving water quality overall would benefit invertebrates.</i></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p><b>Invasive Species</b></p> <p>Himalayan balsam in extensive areas of Team Valley and it might be beneficial to mention this in the ES chapter.</p> <p><i>Post meeting note: Sentence added to chapter (25/07/19).</i></p> <p><b>Habitat Improvements and Enhancements</b></p> <p>Attenuation pond and if possible to create multiple waterbodies to provide wider wetland creation and habitat improvements.</p> <p>Design of the attenuation pond would be done at detailed design but it would be possible to include a requirement within the ES chapters (water and biodiversity) to consider this at detailed design.</p> <p><i>Post meeting note: Sentence added to ES that consideration to ecological benefits with regards to the attenuation pond would be considered at detailed design (25/07/19).</i></p> <p><b>Protected and Priority Species</b></p> <p>WSP welcomed additional information provided on salmon, sea trout and eel and discussed that this would be included in the ES Biodiversity chapter.</p> <p>EA discussed whether any measures to aid fish passage have been included in the design for Allerdene culvert (Allerdene Embankment option).</p> <p><i>Post meeting note: The following text is currently included in the Biodiversity Chapter in relation to this:</i></p> <p><i>Culverts will be designed, where possible, to include natural beds (between 100mm and 250mm) to maintain and assist fish passage.</i></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p><i>To mitigate for potential downstream impacts and maintain passage along watercourses, baffles or similar structures will be installed within existing culverts.</i></p>
Biodiversity	20 <sup>th</sup> June 2019 Email	Environment Agency Lucy Mo, Planning Technical Specialist	<p>Review of WFD Assessment, ES Chapter 8 Biodiversity and ES Chapter 13 Road Drainage and Water Environment. Summary of comments (received 23<sup>rd</sup> July 2019) relating to ES Chapter 8 below:</p> <ul style="list-style-type: none"> <li>■ ES states that it is unlikely that otter use the River Team. EA confirms that otters are known to be present at the Coal House roundabout, Lamesley and the southern boundaries of the Team Valley Industrial Estate. Also records of juvenile otter. Current ES unrepresentative of European otter and recommend this be re-evaluated, with appropriate mitigation measures be added to the Design, Mitigation and Enhancement Measures section of the ES Chapter 8 Biodiversity. Separating European otter from European water vole is recommended as the re-evaluation of impacts on otter may change the outcome and the mitigation requirements.</li> <li>■ Not clear in ES Chapter 8 whether the smaller ditches affected by the Scheme were surveyed for water vole. Clarification sought and if not already surveyed, these should be included in the assessment.</li> <li>■ A Protective Method Statement is required for Great Crested Newts.</li> <li>■ Further advice from Natural England should be sought regarding the proposed licence for the removal of active red squirrel drains to confirm this is a licensable process in England.</li> <li>■ Detailed habitats based assessment on each S41 invertebrate species would be beneficial to allow more targeted improvements.</li> </ul>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<ul style="list-style-type: none"> <li>■ Recommend pre-construction surveys extended to all protected and notable species that may be affected by the scheme.</li> <li>■ Monitoring by an Ecological Clerk of Works during construction will be important.</li> <li>■ EA holds records of Himalayan balsam and rhododendron in the area – Method Statement should include provision for these species as well as Japanese knotweed and potential giant hogweed.</li> <li>■ Further clarification needed regarding the loss of running water habitat (ES Table 8.17).</li> <li>■ Biodiversity calculations to demonstrate that Biodiversity Net Gain has been achieved need to be included in ES Chapter 8.</li> <li>■ Further enhancements should be provided in addition to bat and bird boxes.</li> <li>■ Any further improvements for river restoration and wetland creation opportunities would be welcomed, such as the attenuation pond proposed as part of the Scheme.</li> <li>■ The Allerdene viaduct option is preferred as this allows for the removal of the culvert and restoration of the watercourse.</li> <li>■ In addition to fish species noted in the ES Chapter 8, the EA also has records confirming the presence of protected species such as salmon, trout and eel downstream of the scheme footprint, and trout upstream of it. A salmonid redd was also recorded in the Lamesley area in January 2019 and should be considered.</li> <li>■ Support the proposed measures to improve water quality of the road discharge.</li> <li>■ Note the provision for fish passage and habitat in the design criteria.</li> </ul>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<ul style="list-style-type: none"> <li>■ Opportunity to improve the in-river and marginal habitat for fish in the heavily modified Allerdene Burn during the river reinstatement post-construction.</li> <li>■ A detailed and specific pollution prevention and sedimentation Method Statement should be written and implemented during construction. This should include biosecurity.</li> </ul>
Biodiversity	25 Apr 2019	Natural England Annie Ivison	<p>Natural England have reviewed the chapter in regard to the bat assessment. It is considered from the information provided (NE haven't reviewed the appendices), that the bat assessment and survey effort looks sufficient to inform the European Protected Species (EPS) licence and meet required standards.</p> <p>Annie has confirmed that Natural England would be looking for the full EPS licence application to be submitted to inform the letter of no impediment. However, Annie is currently unsure whether this would be covered by a pre-submission screening application. WSP have informed her that we have a DAS agreement in place and asked whether the EPS licence assessment could be covered via the DAS agreement. It has been confirmed that a full EPS licence would be required for a Letter of No Impediment.</p>
Biodiversity	12 Mar 2019 Meeting	Gateshead Council Andrew Softley – Senior Planner, Andrew Haysey –	<p>Multiple discipline discussions were held with the council. In regard to biodiversity the following was discussed:</p> <p>Finalised Landscape Mitigation Design <b>Figure 7.6</b> (Application <b>Document Reference: TR010031/APP/6.2</b>) which details the landscape design relating to biodiversity mitigation. This includes the creation of new green corridors</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Transport Planning Manager, Janet Charlton – Landscape Architect, Peter Burrows – Senior Landscape Architect / SuDs Engineer	<p>along the south of the scheme footprint. It was confirmed that overall there will not be a Net Gain in Biodiversity.</p> <p>A summary of key biodiversity findings was discussed and associated impacts assessments and mitigation requirements.</p> <p>The council confirmed that they were happy with the landscape mitigation design overall. They requested that the design of Allerdene burn is considered and that the existing culvert is naturalised and planting to increase biodiversity is considered.</p>
Biodiversity	12 Mar 2019 Meeting	Gateshead Council Andrew Softley – Senior Planner, Andrew, Haysey, Janet Charlton – Landscape Architect, Peter Burrows - Senior Landscape Architect / SuDs Engineer	WSP presented mitigation for the Scheme.



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
Biodiversity	7 March 2019 Meeting	Natural England Andy Whitehead, Natural England Team Leader and Carolyn Simpson	<p>A meeting was held to discuss: an overview of the Scheme; specific biodiversity receptors, including, GCN (results, survey effort and approach and use of a Precautionary Working Method Statement), bat roost presence, bat use of an underpass as a crossing point (including discussions on mitigation), temporary loss of the Longacre wood local wildlife site, Allerdene bridge options, wintering bird assessment (presence of lapwing), River Team impacts, Habitat Regulations Assessment (HRA) and Biodiversity Net Gain (BNG) calculations.</p> <p>Natural England requested to see the most up to date version of the Biodiversity chapter, HRA and BNG assessment to allow comment to be made. Additionally, they agreed that further information was required in regard to EPS to assess if draft licence application documents are required. No objectives were raised in terms of the wintering bird assessment (presence of lapwing).</p> <p>Three iterations of the biodiversity net gain assessment have been undertaken using the Defra 2012 metric. Each assessment has been used to inform avoidance, mitigation and compensation measures.</p>
Biodiversity	March 2019 Email	Natural England Andy Whitehead, Natural England Team Leader	<p>A brief summary was provided to Natural England of the EPS presence for the Birtley to Coal House Scheme, with findings and approach summarised. The species in question were Bats (Common Pipistrelle) and GCN.</p> <p>Confirmation of the following questions were requested:</p> <p>Would a member of the Natural England licensing team like to discuss the EPS licence application further? If so, what would their availability be in the</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>next two weeks? And I assume that this will all be covered under the existing DAS agreement?</p> <p>Given the low status of the roost present and that detailed design would provide much of the information required to inform the detail of the Scheme (bridge design/demolition/construction etc), would the information in the Biodiversity chapter be sufficient to inform Natural England’s decision? Or would a method statement or shadow licence application be required?</p> <p>Would Natural England consider the use of PWMS appropriate for this Scheme?</p> <p>Would a member of the Natural England licensing team like to discuss the PWMS approach further? If so, what would their availability be in the next two weeks? And I assume that this will all be covered under the existing DAS agreement?</p> <p>To date Natural England have provided comment on the GCN approach. Natural England is unable to ‘agree’ to a PWMS and therefore determine whether a licence is required to undertake the works you propose. It is the responsibility of the developer (on the advice of a consultant ecologist) to make this decision on the basis of survey information, specialist knowledge of the species concerned and the specific nature of the works and the habitats present.</p> <p>They stated that given the negative eDNA survey results from 2018, it should be possible to make a robust ecological justification for conducting the proposed works under a PWMS – Natural England would not object to this approach.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			No comment has been received in regard to the requirement of a draft EPS licence application.
Biodiversity	12 <sup>th</sup> September 2018 & 4 <sup>th</sup> October 2018 Email	Natural England	Issued Habitat Regulations Assessment for review and approval. Issued HRA comments log showing NE comments addressed.
Biodiversity	8 <sup>th</sup> May 2018-11 <sup>th</sup> May 2018	Natural England Andy Whitehead, Natural England Team Leader and Delphine Pouget (Senior Wildlife Advisor)	<p><b>Key topics</b></p> <p>To discuss the approach of GCN survey effort approach in the case that access could not be gained in the 2018 survey season.</p> <p><b>Key outcome</b></p> <p>It was recommended that WSP attempt to secure access to the waterbodies in order to complete the surveys. If you cannot, make sure the refusal of access is evidenced. Regarding our assessment, it was considered that as no ponds will be impacted by the Scheme, WSP would need to use the data collected combined with professional judgement to complete the impact assessment and propose a mitigation strategy that is proportionate to the impacts.</p>
Biodiversity	22 June to 20 July 2018	Environment Agency	<p><b>Key topics</b></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</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>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 prevent their subsequent spread.</p> <p><b>Key outcome</b></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 the spread of INNS in line with recognised best practice.</li> </ul> <p>Further details are provided in <b>Chapter 8</b>, 'Biodiversity' of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p>
Biodiversity	11 May 2018 Email	Natural England Andy Whitehead, Natural England Team Leader and Delphine Pouget, Senior	<p>Discussions to agree the approach of the requirement of a European Protected Species (EPS) licence and use of Natural England planning policy 4, given the restricted access to the waterbodies adjacent to the Scheme which support a confirmed great crested newt (GCN) population.</p> <p>Natural England stated that they would recommend attempting to secure access to these waterbodies in order to complete the surveys. If this was not possible, refusal of access should be evidenced and included as supporting documents in an EPS Licence application.</p> <p>Regarding the assessment, and considering no ponds will be impacted by the scheme, the data would need to be assessed for the site combined with</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Wildlife Adviser	professional judgement to complete the impact assessment and propose a mitigation strategy that is proportionate to the impacts.
Biodiversity	17 November – 8 December 2017	Gateshead Council Peter Sheilds - Ecologist, Andrew Haysey - Transport Planning Manager, Neil Wilkinson - Spatial Environmental and Housing Strategy Manager.	<p>Email: Discussions were held in regard to the effect of the ground investigation which includes a woodland strip which is currently designated as a wildlife corridor. Works will include the access being gained with a Land Rover and trailer, with some vegetation clearance undertaken to allow access. The ground investigation works would include rotary drilling and shell and auger investigations.</p> <p>A call was set up with a number of representatives at Gateshead Council, Highways England and WSP to discuss the impacts of the mitigation requirements. No resolution was found on the call. HE took the discussions further.</p>
Geology and soils	30 Oct 2017	Natural England	<p>The application should consider the following as part of the Environmental Statement:</p> <ul style="list-style-type: none"> <li>■ The degree to which soils are going to be disturbed/harmed as part of this development and whether ‘best and most versatile’ agricultural land is involved.</li> <li>■ If required, an ALC and soil survey of the land should be undertaken. This should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil</li> </ul>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres.</p> <p>The Environmental Statement should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites.</p>
Geology and soils	31 Oct 2018	Natural England	<p>The applicant should consider the following issues as part of the Environmental Statement:</p> <ul style="list-style-type: none"> <li>■ The degree to which soils are going to be disturbed/harmed as part of this development and whether ‘best and most versatile’ agricultural land is involved.</li> <li>■ This will normally require a detailed survey if one is not already available. For further information on the availability of existing agricultural land classification (ALC) information see <a href="http://www.magic.gov.uk">www.magic.gov.uk</a>. Natural England Technical Information Note 049 - Agricultural Land Classification: protecting the best and most versatile agricultural land also contains useful background information.</li> <li>■ If required, an agricultural land classification and soil survey of the land should be undertaken. This should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres.</li> <li>■ The Environmental Statement should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites.</li> </ul>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>For highways or railway schemes and similar linear development involving temporary disturbance of land attention should be given to:</p> <ul style="list-style-type: none"> <li>■ The reinstatement of borrow pits, infilling, temporary compounds and access routes etc. to a satisfactory standard for their intended after use,</li> <li>■ A programme of post – restoration aftercare for such temporarily disturbed areas,</li> <li>■ Reinstatement and/or rationalisation of field boundaries,</li> <li>■ Provision for existing and future land drainage requirements,</li> <li>■ Movement of agricultural traffic (including livestock), and access to fields, and</li> <li>■ Proposals for severed or irregular blocks of land, which would no longer be viable for farming, etc.</li> </ul> <p>Developers (or their consultants) are also advised to seek guidance from the local Defra Animal and Plant Health Offices, both at the design stage and prior to commencing soil movement operations on agricultural land, to prevent the disturbance of carcass burial pits, or the inadvertent spreading of soil borne plant or animal diseases.</p>
Geology and soils	15 17 and 9 March 2018	Gateshead Council  Contaminated land officer	<ul style="list-style-type: none"> <li>■ No RIGS located within the Gateshead Borough</li> <li>■ There are no contaminated land sites determined under Part 2A of the Environmental Protection Act 1990, within, or near to the area of proposed A1 improvement works.</li> <li>■ Considered scope of ground investigation acceptable.</li> </ul>



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
Material Resources	10 <sup>th</sup> July 2019	Durham County Council  Jason Mckewon - Senior Policy Officer	<p>10<sup>th</sup> July 2019 Request made for appropriate person to be contacted for consultation in relation to material consumption and waste generation and disposal to landfill. Response received from Jason McKewon, Senior Policy Officer, Spatial Policy Team requesting a copy of the chapter to review.</p> <p>Copy of the chapter issued 16 July 2019 for comment.</p> <p>Response 18<sup>th</sup> July 2019:</p> <p>Material Consumption</p> <p>Information set out within the NEAWP Annual Monitoring Report for 2017 and the Joint LAA confirm that within the NE Region there are extensive permitted reserves of aggregate minerals i.e. crushed rock (magnesian limestone, dolerite and carboniferous limestone) and sand and gravel across a number of sites within a reasonable distance of the A1 between the Birtley and Coal House junctions. You should also note that the NEAWP report and the Joint LAA do not include sites granted planning permission since the end of 2017 or planned allocations for further mineral working in emerging Local Plans, of which there are a number, which will further in due course supplement the existing extensive permitted reserves within the NE</p> <p>The ES contains content on the availability of construction materials, para 10.7.7 explains that “Table 10-6 (Ref. 10.8, Ref.10.9, Ref.20 and Ref 10.21) provides a summary of the availability of the main construction materials in north-east England (Durham, Northumberland, Tees Valley Unitary Authorities and Tyne and Wear) and the UK, as required to deliver typical highways schemes.” The table does not appear to give an indication of where the information is sourced from and I do not recognise some of the figures. If it helps, both the North East Aggregates Working Party Annual Aggregates Monitoring Report (2017) published December 2018 and the</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Joint Local Aggregate Assessment for County Durham, Northumberland and Tyne and Wear provides detailed information for 2017 on the extent of permitted reserves and sales in 2017</p> <p>Waste</p> <p>We agree that existing void space availability is set to decline over time, as existing sites are filled, and as sites close in accordance with their planning permission end dates. This is a matter we are considering through future work. However, whilst acknowledging the issue is complex, we do still consider that over the life time of the proposed scheme there will be void space remaining, certainly in County Durham to accommodate substantial volumes of inert/c+d waste at sites such as Bishop Middleham Quarry, Old Quarrington Quarry, Crime Rigg Quarry and non-hazardous waste at Aycliffe Quarry</p>
Material Resources	10 July 2019	Newcastle City Council Planning Control	<p>Response awaited at time of writing.</p> <p>Request made for appropriate person to be contacted for consultation in relation to material consumption and waste generation and disposal to landfill.</p>
Material Resources	7 June 2019	Gateshead City Council - Andrew Softley	<p>Response awaited at time of writing. Summary of findings provided and request for any known development in the region that could influence the outcome of our chapter.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
Material Resources	7 June 2019	Newcastle City Council - Andrew Dorrian	<p>Summary of findings provided and request for any known development in the region that could influence the outcome of our chapter.</p> <p>Response received 9 July suggesting contact could be made to:</p> <ul style="list-style-type: none"> <li>• Gateshead Council who manage the South Tyne and Wear Waste Management Partnership. Gateshead Council was contacted on 7 July and a response is awaited)</li> <li>• Newcastle City Council (planning control)</li> <li>• Durham County Council</li> </ul>
Noise and vibration	27 Apr 2018 Email	Gateshead Council  Andrew Softly – Senior Planner	<p>In accordance with HD 213/11(Ref. 11.1) the dealing Environmental Health Officer (EHO) from each council were asked to provide/confirm:</p> <ul style="list-style-type: none"> <li>■ Available information on known local sources of noise and vibration across the area, including those known to give rise to complaint.</li> <li>■ Any specific noise or vibration related local planning policies.</li> <li>■ National noise and vibration policies that are considered particularly relevant to the local area.</li> <li>■ Any known local receptors, that could be particularly sensitive to noise and vibration (e.g. dwellings, medical facilities, research centres).</li> </ul> <p>Sources of historic noise or vibration complaints.</p>
Noise and vibration	25 June 2019 Email	Gateshead Council	Confirmation that Andrew is liaising with colleagues and will respond ASAP.

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Case Officer - Andrew Softly	
Noise and vibration	02 June 2019 Email	Gateshead Council Case Officer - Andrew Softly	Confirmation that the Gateshead Council Environmental Health Section are happy with the content of the noise and vibration consultation details provided and offer no comments at this time.
Noise and vibration	27 April 2018 Email	Sunderland City Council Environmental health officer - Graham Carr	<p>In accordance with HD 213/11 the dealing Environmental Health Officer (EHO) from each council were asked to provide/confirm:</p> <ul style="list-style-type: none"> <li>▪ Available information on known local sources of noise and vibration across the area, including those known to give rise to complaint.</li> <li>▪ Any specific noise or vibration related local planning policies.</li> <li>▪ National noise and vibration policies that are considered particularly relevant to the local area.</li> <li>▪ Any known local receptors, that could be particularly sensitive to noise and vibration (e.g. dwellings, medical facilities, research centres).</li> <li>▪ Sources of historic noise or vibration complaints.</li> </ul>
Population and human health	22 June to 20 July 2018	Gateshead Council	<p><b>Key topics</b></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>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Recommends that the Scheme should address the cause of this flooding with the Scheme drainage design.</p> <p><b>Key outcome</b></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><b>Key topics</b></p> <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 to assist the local community to link to other parts of the local cycle network.</p> <p><b>Key outcome</b></p> <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</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>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 3m 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> <p><b>Key topics</b></p> <p>Advised that the Scheme design should allow the use of North Dene Footbridge without cyclists</p> <p><b>Key outcome</b></p> <p>The proposed replacement of North Dene Footbridge will have enhanced provisions for pedestrians and cyclists which will include a wider deck of 3.5m compared to the existing 2m.</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 improvements would be the responsibility of Gateshead Council.</p>
Population and human health	5 September 2017 Meeting	Gateshead Council	Discussion on WCHs in the area of the Scheme and planned and aspirational routes, connections, facilities, infrastructure, etc. that the Local Authorities have previously identified to improve pedestrian, cycle and equestrian routes within the area.

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
Population and human health	6 September 2017 Meeting	Sunderland City Council	Discussion on non-motorised users and planned and aspirational routes, connections, facilities, infrastructure, etc. that the Local Authorities have previously identified to improve pedestrian, cycle and equestrian routes within the area.
Road drainage and the water environment	25 <sup>th</sup> July 2019	Environment Agency Lucy Mo - Planning Technical Specialist Email	Environment Agency's comments provided from the flood risk model review. At the time of writing WSP were in the process of reviewing the Environment Agency's (EA) comments on the model.
Road drainage and water environment	24 <sup>th</sup> July 2019	Environment Agency Meeting	<p>Meeting between WSP Environmental Coordinator and the EA – attended from the EA by Lucy Mo, Caroline Maarouf, Robert Carr and Scott Mackenzie - to discuss road drainage and the water environment assessments and EA comments (described below in the EA letter consultation response).</p> <p>Flood risk model comments not yet received. Currently some issues identified. EA is currently discussing with reviewer as to what comments are appropriate and which should be updated. If the model is fit for purpose then the EA will accept the Flood Risk Assessment.</p>



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>EA could not identify the drawing with the top soil scrape on or the calculations to inform it. WSP showed EA drawing in ES Figure 13.7 and the calculations that have informed it.</p> <p>WSP will issue the FRA to the EA so that they can look at the flood compensation areas / updates from the previous issue.</p> <p><u>ES chapter comments</u></p> <p>EA river gauge. WSP to provide information as to what works are taking place in the area of the EA river gauge where this is included in the Scheme Footprint.</p> <p>The temporary culvert would need to be as short as possible and ideally if over 7m wide then the EA would prefer a bridge. Location and design would need to be agreed with the EA as part of detailed design / preconstruction works.</p> <p>Discussed Team Valley Flood Alleviation Scheme.</p> <p><u>Surface water drainage and outfalls</u></p> <p>Vortex separators will be considered for all outfalls at detailed design.</p> <p>Improvements to the outfalls e.g. setting back, will also be considered at detailed design.</p>
Road drainage and water environment	20 <sup>th</sup> June 2019 Email	Environment Agency Lucy Mo - Planning	<p>Review of WFD Assessment, ES Chapter 8 Biodiversity and ES Chapter 13 Road Drainage and Water Environment. Summary of comments (received 23rd July 2019) below:</p> <p><b>Flood Risk Model</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Technical Specialist	<ul style="list-style-type: none"> <li>■ Flood risk model requires further work before EA accept the model and its findings, in particular the hydrology and the Allerdene surface water modelling. Full model review assessment response awaited.</li> </ul> <p><b>ES Chapter 13</b></p> <ul style="list-style-type: none"> <li>■ Unable to accept mitigation measures until the modelling has been agreed/accepted.</li> <li>■ Floodplain compensation of top soils scrape needs details and calculations to be submitted with DCO application.</li> <li>■ Temporary culvert will need Flood Risk Activity Permit.</li> <li>■ The Scheme should seek opportunities for synergies with the EA proposal flood alleviation scheme for the Team Valley Trading Estate to broaden environmental enhancements.</li> </ul> <p><b>Appendix 13.12 WFD Assessment</b></p> <ul style="list-style-type: none"> <li>■ Regarding the topsoil scrape mitigation for the piers in the floodplain, there is an opportunity to reconnect with sections of the floodplain to enhance the River Team.</li> <li>■ Allerdene viaduct option preferred as here is an opportunity to realign with natural processes.</li> <li>■ EA would welcome proposals as to how in-channel improvements to increase flow diversity of the modified channel could be achieved for both the Allerdene embankment and Allerdene Viaduct options.</li> <li>■ The Geomorphological Assessment to be completed at the detailed design stage should include the comments made in this advice note.</li> </ul>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<ul style="list-style-type: none"> <li>■ Where bank protection measures are proposed, bioengineering should be provided first.</li> <li>■ Recommended that drainage such as SuDS, oil interceptors, filter drains and vortex separators be installed on all outfalls.</li> <li>■ Clarification sought in respect to outfalls and what the options are for the setting back and construction/alterations of these structures.</li> <li>■ Any outfall structure / discharge that is required to be constructed near a Main River may require a flood risk activity permit.</li> <li>■ Design of outfalls should be sympathetic to the water environment with low impact design options that mimic greenfield runoff and not drain onto or impact Habitats of Principal Importance. Soakaways to rivers must prevent any hard engineering on the banks of watercourses and ensure no degradation to its WFD status/potential.</li> </ul>
Road drainage and water environment	20 June 2019 Email	Coal Authority Peter Thorn	Further consultation regarding the approach to the potential impacts on and due to the scheme.  At the time of writing a response had not been received.
Road drainage and water environment	17 April 2019 Email	Environment Agency  Caroline Maarouf	Agreement on approach to assessing climate change and Lady's Park Burn

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
Road drainage and water environment	11 April 2019 Meeting =	Environment Agency Lucy Mo - Planning Technical Specialist Caroline Maarouf - Flood and Coastal Erosion Risk Management Advisor Robert Carr – Catchment Coordinator for the Tyne Catchment	<p><b>Kingsway Viaduct Piers</b></p> <p>The Environment Agency (EA) outlined that they had concerns over the need to extend the piers in the flood plain. WSP detailed that modelling was undertaken using the EA’s ICM model. Five piers have been included in the modelling .</p> <p>WSP showed the results of the modelling that has been undertaken. This showed that none of the piers are in the baseline flood extents, they only fall into the flood extents when considering climate change allowances (+25% and +50%).</p> <p>WSP provided photographs showing the piers in relation to the river.</p> <p><b>Modelling</b></p> <p>EA (CM) highlighted that they would like to see the modelling so that they can check that it is correct. They could then make their comments prior to DCO submittal. At detailed design, the Flood Risk Permit would be straightforward.</p> <p>WSP to provided confirmation that the models were previously provided to the EA as part of the package of information.</p> <p>CM stated that the EA flood modelling team may not get their response back prior to the DCO being submitted, as a detailed model review would normally take 2 weeks to complete and that availability of resource to carry this out may not be immediately available. LM outlined that the PO may need to be increased – up to £2000 + VAT for review of the model. LM will send through costs.</p> <p>WSP discussed that they would confirm or send the model today.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p><b>ES Chapter</b></p> <p>WSP detailed that no comments had been provided on the ES chapter. EA (CM and RC) confirmed that they are happy with the content of the ES chapter.</p> <p><b>EA Comments</b></p> <p>Sequential/exception text – provide more information on this process and how have they been carried out? WSP to provide additional information into the FRA.</p> <p><b>Modelling and Climate Change Guidance</b></p> <p>WSP discussed that climate change guidance (UK CP09) had been adopted for the modelling which was completed in December 2018. After the modelling had been completed the EA released an interim position on climate change in light of UK CP18. Due to the timing of this, the UK CP18 had therefore not been used.</p> <p>CM detailed that the EA is currently reviewing and assessing UK CP18. CM outlined that in the case of something of importance like this – the interim position would be to use UK CP18 (not UK CP09).</p> <p>WSP discussed that given that we are not in the flood plain it’s likely there would not be any difference.</p> <p>EA (CM) asked if we could run the worst case scenario (8.5 scenario standard method) and that for Highways England projects of this scale this should be followed. CM also noted that there could only be a minimal difference.</p> <p><b>Flood Maps in the ES</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>CM detailed that the flood map for planning as currently published does not include the findings of the EA’s version of the ICM model – this is currently being updated. The maps to be used should not be the flood map for planning but use the outputs from the baseline ICM model.</p> <p>WSP stated that the figures used have got the current EA Flood maps but the ICM model has used to drive the assessment. WSP will add some text into the FRA and ES Chapter and figures as required.</p> <p><b>Lady Park Burn</b></p> <p>CM stated that the Lady Park Burn blocks during heavy extreme rainfall (the screen blocks and the watercourse backs up). This overtopped onto the A1 in 2012. CM also stated that there wouldn’t be enough water for a 1:5 or 1:10 year event to block the screen and cause flooding of the A1. CM also outlined that HE can look on the EA website for levels on Lady Park Burn to inform risk assessment.</p> <p>WSP stated that this is within the area where only signage changes were taking place – there are no other changes as a result of the Scheme.</p> <p>CM outlined that they would like the FRA to consider:</p> <ul style="list-style-type: none"> <li>■ What do Highways England tolerate in this area?</li> <li>■ What measures are put in place should it overtop?</li> <li>■ Do Highways England put road closures in place?</li> <li>■ Should maintenance be put in place from Highways England (however special rakes need to be used to clear the screen)?</li> <li>■ Can asset maintainers go out and check if there is a storm event etc.?</li> </ul>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>WSP outlined that the above aspects may have been considered as part of the Coal House to Metro Centre scheme.</p> <p>WSP to locate documents from the Coal House to Metro Centre scheme, and see if this aspect was considered.</p> <p>WSP to include text on this in the ES and that this would be investigated at detailed design (to close this issue out in the ES).</p> <p><b>Flood Plain Compensation</b></p> <p>WSP described that flood plain compensation has been provided in the Scheme for the climate change scenarios only, and its location is constrained by the location of the surface water attenuation tanks. CM outlined that further information is required to demonstrate that this area will flood at the same time as the lost floodplain. This can be provided through a GIS cross section, as opposed to additional modelling.</p> <p>CM stated that from the slides she considered that WSP have done comprehensive modelling. Just need the finer points to demonstrate that the compensation area works – this can be done in a technical note.</p> <p>WSP to produce technical note or ensure this is closed out in the ES.</p> <p><b>Other</b></p> <p>WSP discussed Allerdene Burn – betterment varies depending on the option. We have optimised the floodplain. We can provide additional betterment for the viaduct option compared to the embankment option.</p> <p>WSP - Tidal flood risk – this is embedded in the model. Include some information in the FRA to this effect.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Groundwater Flood Risk - WSP detailed that this is in the updated ES chapter and FRA.</p> <p>WSP need to consider the model tolerance (CM considers that approx. 20mm) is appropriate for the ICM model.</p> <p><b>WFD Assessment</b></p> <p>RC discussed that from a WFD point of view – looking at objective year of 2027. Need to get it to “good” status by 2027.</p> <p>WSP discussed that a sediment vortex separator has been provided on Longacre Dene for woodland – identified as a sensitive receptor. WSP outlined that other watercourses are ephemeral and only flow at certain times.</p> <p>RC stated that during flashy conditions, sediment would be flushed through these channels particularly around the viaduct.</p> <p>WSP detailed that around the viaduct there will be the settlement pond. At Kingsway viaduct – some water goes to the pond and some water will go through the tanks. Also have oversized pipes.</p> <p>RC stated that it was hard to see what flows were going where and would like to understand better.</p> <p>WSP to provide the surface water drainage sub catchment plan. WSP to provide better referencing through to the FRA from the WFD.</p> <p>LM stated that it looked from the report that only the bare minimum had been done to achieve WFD objectives.</p> <p>RC stated that you would need to move it in the direction of moving it towards “good”. Oil interceptors, hydro-breaks and SuDS will help but it will</p>



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>be the bare minimum. Ideally every structure, culvert and outfall should be assessed and that WSP should look at the suite of mitigation that the WFD Assessment should provide.</p> <p>RC also noted that this issue had also been raised on the Testos scheme and Downhill Lane.</p> <p>WSP to ensure that mitigation is linked back to other chapters – and bring in cross referencing into WFD.</p> <p>WSP discussed that additional text could be considered in to the WFD included looking at naturalising the channel at Allerdene culvert (currently daylighting), look at the culverts and outfalls for improvements, e.g. flow spreaders, location of outfall, impacts to habitat, naturalised / cobbly outfalls set back from channel.</p> <p>RC to provide photographs of another scheme to provide context to his comments.</p> <p>It was agreed that WSP would consider changing the significant effects to beneficial as the measures are “on the path” to betterment with regards to the WFD.</p>
Road drainage and water environment	8 April 2019 Letter	Environment Agency Lucy Mo - Planning Technical Specialist –	<p><b>Exception Test</b></p> <p>Section 2.17 states that ‘the FRA demonstrates that the scheme will remain safe throughout its design life and that flood risk will not be increased elsewhere’. As it stands, the Flood Risk Assessment (FRA) does not demonstrate how both elements of the Exception Test as set out in the National Planning Policy Framework (NPPF) and Planning Practice Guidance have been addressed. Further information regarding the</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		Sustainable Places	<p>application of the Sequential and Exception Test must be included in the FRA.</p> <p><b>Climate Change</b></p> <p>We would welcome clarity regarding which climate change allowances have been taken into account in the FRA. UKCP18 was published on 26 November 2018 and replaces the UKCP09 projections. The allowances in Flood Risk Assessment: Climate Change Allowances (published February 2016) are still the best national representation of how climate change is likely to affect flood risk for peak river flow and peak rainfall intensity. Research that is due to be published in 2019 may result in changes to these allowances.</p> <p><b>Flood Risk Maps</b></p> <p>The flood zones have not been updated with the latest hydraulic modelling. As a result the flood outlines are incorrect. This was highlighted in our previous meeting with WSP in 2018. Data regarding flood risk maps and models can be obtained by emailing <a href="mailto:northeast-newcastle@environment-agency.gov.uk">northeast-newcastle@environment-agency.gov.uk</a> Please note requests for information can take up to 20 working days.</p> <p><b>National Policy</b></p> <p>We would welcome references to the Government’s 25 Year Environment Plan within this section. The 25 Year Environment Plan seeks to ensure that new developments are flood resilient and do not increase flood risk, whilst achieving environmental net gains.</p> <p><b>3.1.8 Lady Park Burn</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Blockages to the culvert should be discussed and any risks to the A1 should be appraised.</p> <p><b>3.1.9 River Team</b></p> <p>There is no mention to piers being located in the floodplain and channel. The FRA will need to assess the impact of this on flood waters and provide compensation.</p> <p><b>Allerdene Burn</b></p> <p>There is a reference to the option of betterment to the existing culvert, but no reasons why this option has now been discounted. In line with the 25 Year Environment Plan and NPPF, we strongly recommend that betterment is achieved. Options for betterment were discussed in previous meeting with WSP/Highway England in 2018.</p> <p><b>Chapter 4 Flood Risk - Historical Flooding:</b></p> <p>References in this section are out of date and need to be updated. For example, there was a flood event in 2012 in Lady Park.</p> <p>The text in figure 5 does not reflect that the flood modelling supersedes the flood map illustrated in figure 5.</p> <p>Section 4.2.8: we support the use of sensors on the road.</p> <p>Section 4.2.11: an area of floodplain compensation is to be located in an area that already floods. The FRA must demonstrate that this area of land is able to fully function as floodplain compensation, and that it floods at the right flood event.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Section 4.2.14: we would welcome clarity regarding whether the culvert needs to be extended or can it be a channel alignment.</p> <p>Section 4.3 Tidal Flood Risk: it should be noted that the bottom section of the River Team is tidal. This should be taken into account in the FRA.</p> <p>Section 4.5 Groundwater Flood Risk: The FRA does not adequately consider the risk of groundwater flooding. Groundwater within the coal measures underlying the area are currently being managed by the Coal Authority to prevent mine water pollution. In particular, water is currently being actively pumped at a site (Kibblesworth) near Birtley. There is a risk that shallow groundwater may be present, now or in future, along some parts of the proposed route. Therefore, it is vital that the FRA assesses and considers whether this may pose a risk to any part of the proposed scheme. For example, infiltration is unlikely to be a suitable drainage option. Further information is available from the Coal Authority for further information.</p> <p><b>Chapter 6. Conclusions:</b></p> <p>Section 6.1.2: please see above comments regarding flood map accuracy and modelling.</p> <p>Section 6.1.5: we would welcome clarity regarding the benefits of extending Allerdene culvert and realigning the existing drainage channel. What is the overall betterment on the Allerdene from the proposed works?</p> <p><b>A1 Birtley to Coal House Scheme Hydraulic Modelling Report:</b></p> <p>Section 1.1.5: The 2016 River Team Model is available from the Environment Agency. Data regarding flood risk maps and models can be obtained by emailing <a href="mailto:northeast-newcastle@environment-agency.gov.uk">northeast-newcastle@environment-agency.gov.uk</a>. Please note requests for information can take up to 20 working days.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Section 1.3.4: the FRA and hydraulic modelling should reflect the latest flood risk modelling information.</p> <p>Section 4.1.2: this paragraph states that table 7 demonstrates that the impact on flood levels is within the model tolerance as the largest increase is 20mm. What is the impact of this on residential properties, if any? This should be stated in the FRA.</p> <p><b>Water Framework Directive (WFD) Assessment:</b></p> <p>We welcome the application of the surface water drainage strategy including the use of Sustainable Drainage Systems (SuDS) and note the positive impact this can have on water quality and attenuation. It is also noted that the WFD assessment is based on the most up to date WFD information.</p> <p>In order to achieve the objectives of the Government’s 25 Year Environment Plan and the NPPF, the WFD assessment could be more ambitious and aspirational with respect to the achievement of environmental net gains for the environment. In particular, the WFD assessment does not take into account the 25 Year Environment Plan, which states that any development or infrastructure project should seek to demonstrate net gain for the environment. We would recommend that the WFD assessment takes into account the 25 Year Environment Plan, and identifies net gains for the environment especially in relation to the mitigation measures that should be addressed.</p> <p>The WFD classified River Team and associated waterbodies in the catchment suffer from sedimentation. This is due to urban and transport run off. We would welcome clarity in relation to the silt control vortex separators, and why they are not being installed on all outfalls. Silt control vortex</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>separators are only proposed at Long Acre Dene and would be beneficial on all outfalls.</p> <p>We would also welcome clarity regarding the drainage from Kingsway Viaduct. Will this receive any treatment for water quality and sediment? There are a large number of Highways England culverts and outfalls in the proposed works. Under the WFD, these modifications have to be assessed and offer mitigation for their impact on habitat and biodiversity. The WFD assessment does not look at the options to mitigate for these.</p> <p>With respect to the Heavily Modified Designation: Urbanisation, the following potential mitigation measures should be looked at and enhancement measures implemented:</p> <ul style="list-style-type: none"> <li>■ Align and attenuate flow to minimise impact on ecology</li> <li>■ Alter culvert channel bed to allow longitudinal connectivity</li> <li>■ Create habitat Educate landowners impacts to Hydromorphology and Hydromorphological harm</li> <li>■ Enhance existing structures to improve ecology</li> <li>■ Ensure maintenance minimises habitat impact</li> <li>■ Ensure maintenance prevents sediment transfer</li> <li>■ Implement bank rehabilitation</li> <li>■ Implement changes to locks etc.</li> <li>■ Implement channel maintenance strategy and/or technique</li> <li>■ Implement sediment management strategy</li> <li>■ Install fish passes</li> <li>■ Manage in-channel and riparian vegetation</li> <li>■ Manage realignment of flood defences</li> <li>■ Preserve or restore habitats</li> <li>■ Reduce fish entrainment</li> </ul>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<ul style="list-style-type: none"> <li>■ Remove and prevent further dispersal of invasive non-native species</li> <li>■ Remove obsolete structure(s)</li> <li>■ Remove or enhance set-back embankments</li> <li>■ Remove or soften hard bank engineering</li> <li>■ Re-opening of culverts</li> <li>■ Restore or increase floodplain (lateral) connectivity</li> <li>■ Restore or Increase In-channel morphological diversity</li> <li>■ Retain habitats</li> </ul> <p><b>Geomorphology</b></p> <p>What are the geomorphological impacts of the construction of the new piers/abutment within the floodplain (before, during the construction and post development)? This should be assessed as part of the WFD Assessment.</p> <p>The WFD assessment should also demonstrate how the temporary works will be carried out and the impact they will have on the hydromorphology, including connectivity, sediment transport processes, the simplifying of channels and how this will be mitigated against. The impact upon the hydromorphology should then be used to directly assess the impact upon ecology including fish and their habitat, invertebrates and macrophytes. This could be incorporated into the WFD. Assessment and mitigation included where appropriate.</p>
Road drainage and water environment	12 Mar 2019 Meeting	Gateshead Council  Andrew Softley – Senior Planner,	<p>Andy Smith (ASM) presented the mitigation proposed for water impacts of the scheme.</p> <p>ASM will send through responses to all consultation comments separately as they would take too long to go through in the meeting. ASM suggested his presentation would cover the main issues.</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
		<p>Andrew, Haysey, Janet Charlton – Landscape Architect, Peter Burrows - Senior Landscape Architect / SuDs Engineer</p>	<p>■ Road Drainage and the Water Environment ES Chapter supported by:</p> <ul style="list-style-type: none"> <li>● Flood Risk Assessment</li> <li>● Hydraulic Modelling Report</li> <li>● Surface Water Drainage Strategy (models and details previously submitted for approval)</li> <li>● Water Framework Directive Assessment.</li> </ul> <p>Surface water drainage strategy (Suds) including betterment – removal of uncontrolled surface water discharge direct to the River Team and its tributaries:</p> <p>■ Hydrocarbon interceptors</p> <ul style="list-style-type: none"> <li>● Attenuation storage</li> <li>● Sediment vortex at Longacre Dean.</li> </ul> <p>Two options have proposed with respect to the Allerdene Bridge replacement and the modifications to the Allerdene Burn and Culvert:</p> <ul style="list-style-type: none"> <li>● Daylighting of the culvert</li> <li>● New realigned two stage channel</li> </ul> <p>Permits required - Ordinary Watercourse Consent</p> <p>PB and JC stated that he liked the viaduct scheme, and would like to see the channel opened up. Could the design be such that the water looked more naturally flowing with pools and riffles included?</p> <p>ASM stated that this area could be made into a more natural setting, however the route is confined to the area shown on the plans, due to the</p>



Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>location of the NGN site and the access road to Allerdene Bridge / Network Rail.</p> <p>PB confirmed that the Team Valley Flood Alleviation Scheme Funding (TVFAS) had slowed down, so that any mitigation proposed by TVFAS was a, not guaranteed and b, not likely to happen within the next 2/3 years. There will be little overlap between our proposed mitigation and TVFAS Mitigation (likely that our scheme would be delivered first).</p>
Road Drainage and water environment	22 June to 20 July 2018	Environment Agency	<p><b>Key topics</b></p> <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> <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><b>Key outcome</b></p> <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>Modelling has shown that the realigned watercourse downstream of Allerdene Culvert (for the embankment option) 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 viaduct option 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</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>floodplain (approximately 12m<sup>3</sup>) associated with the additional piers. Full details are provided in the FRA contained in ES Appendix 13.1 (<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 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><b>Key topics</b></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><b>Key outcome</b></p> <p>The Allerdene Burn is currently a piped arched culvert.</p> <p>For the embankment option, this watercourse would continue to be culverted. For the viaduct option, 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><b>Key topics</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<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><b>Key outcome</b></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>
Road drainage and water environment	15 Mar 2018 Meeting	Environment Agency	<p><b>Key topics</b></p> <p>Sheet piling would be contrary to the EA desire avoid further modification of the River Team (a ‘failing water body’ due to modification of its watercourse features).</p> <p>Potential for sheet piling into bedrock to create migratory pathways between shallow mine workings and groundwater.</p> <p><b>Key outcome</b></p> <p>Alternative method of construction to be sought (sheet piling may be acceptable as a temporary measure, in which case temporary flood management would be required as sheet piling would entail a reduction in the river channel capacity).</p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Compensatory mitigation would be required (to include consideration of opportunities for betterment) to help achieve WFD objective for 2027.</p> <p>Technical note to be produced by WSP and reviewed by the EA.</p> <p><b>Key topics</b></p> <p>The extension to Allerdene Culvert (sizing is due to increased embankment loading) is designed to replicate the existing flow capacity and velocity.</p> <p><b>Key outcome</b></p> <p>Further development of design required to 1) reduce energy of flow and 2) include a method of storage and conveyance. This would assist with flood management as there is historical downstream flooding. Further details are provided in <b>Chapter 13</b>, 'Road Drainage and the Water Environment' of the ES (<b>Application Document Reference: TR010031/APP/6.1</b>).</p> <p><b>Key topics</b></p> <p>Requirement for balancing pond due to increase in impermeable hardstanding.</p> <p><b>Key outcome</b></p> <p>The balancing pond would accommodate be 1 in 100 year storm discharge (taking into account future climate change) plus a freeboard of 600 mm.</p> <p>Adaptions to outfalls &gt; 300 mm would require permit to construct from EA and watercourse consent from Council.</p> <p><b>Key topics</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Publication of a new NPPF policy in 2018/ 2019 with potential implications in relation to climate change and the design life of the Scheme for surface water modelling.</p> <p><b>Key outcome</b></p> <p>The surface water modelling accounts for 20% increase in rainfall intensity to take into account climate change.</p> <p><b>Key topics</b></p> <p>Increased flow at outfalls due to increased area of hardstanding (due to widening and hardening of the central reserve).</p> <p><b>Key outcome</b></p> <p>The drainage system prevents an increase in discharge rate from the outfalls (mitigating flood risk).</p> <p><b>Key topics</b></p> <p>Proposal for 12 ha flood storage area near Coal House Roundabout would generate 80,000 m<sup>3</sup> surplus of engineering fill.</p> <p><b>Key outcome</b></p> <p>This will be stockpiled for the A19 Testos scheme. No further action required.</p> <p><b>Key topics</b></p> <p>Opportunity to improve runoff water quality in accordance with objectives of Water Framework Directive (WFD) and National Policy Statements (NPS).</p> <p><b>Key outcome</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			Possibility to be discussed between WSP and Highways England.
Road drainage and water environment	31 October 2017 Meeting	Environment Agency	<p><b>Key topics</b> Potential for the Scheme to require sheet piling in relation to widening of the piers supporting the River Team crossing.</p> <p><b>Key outcome</b> This would require a bespoke permit and method statement due to the close proximity of a gauging station.</p> <p><b>Key topics</b> Publication of a new NPPF policy in 2018/ 2019 with potential implications in relation to climate change and the design life of the Scheme for surface water modelling.</p> <p><b>Key outcome</b> Could be added to risk register.</p> <p><b>Key topics</b> Proposal for 12 ha flood storage area near Coal House Roundabout would generate 80,000 m<sup>3</sup> surplus of engineering fill.</p> <p><b>Key outcome</b> The engineering fill may be offered to the Scheme; however the proposal is at pre-application stage and would require full planning permission. WSP to issue engineering specifications to the EA.</p> <p><b>Key topics</b></p>

Technical Area	Date / Method of Contact	Consultee / Name of Consultee	Overview of Consultation
			<p>Desire to reduce rate and improve quality of surface water runoff through Lamesley Pastures to support integrated catchment management of River Team.</p> <p><b>Key outcome</b> Possibility to be discussed between WSP and Highways England.</p> <p><b>Key topics</b> Design of outfalls which form part of the drainage strategy for the Scheme.</p> <p><b>Key outcome</b> All outfalls (not just high priority outfalls) need to meet future standards as the current standards will change prior to submission of the DCO.</p>
Climate	No consultation carried out.		
Cumulative assessment	24 <sup>th</sup> October 2018 (and follow up email sent on 18 <sup>th</sup> December 2018) Email	Andrew Softley (Case Officer) Gateshead Council	<p>Methodology for cumulative effects and “long list” of developments provided to Gateshead Council for comment. A request was made for details of any additional developments / applications that had been consented and that would be appropriate to be included in the assessment.</p> <p>At the time of writing no response had been received.</p>

If you need help accessing this or any other Highways England information, please call **0300 470 4580** and we will help you.

---

© Crown copyright 2019.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/)

write to the **Information Policy Team, The National Archives,**

**Kew, London TW9 4DU**, or email

[psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

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 document [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk) or call **0300 470 4580\***.

\*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.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363