

A1 Birtley to Coal House

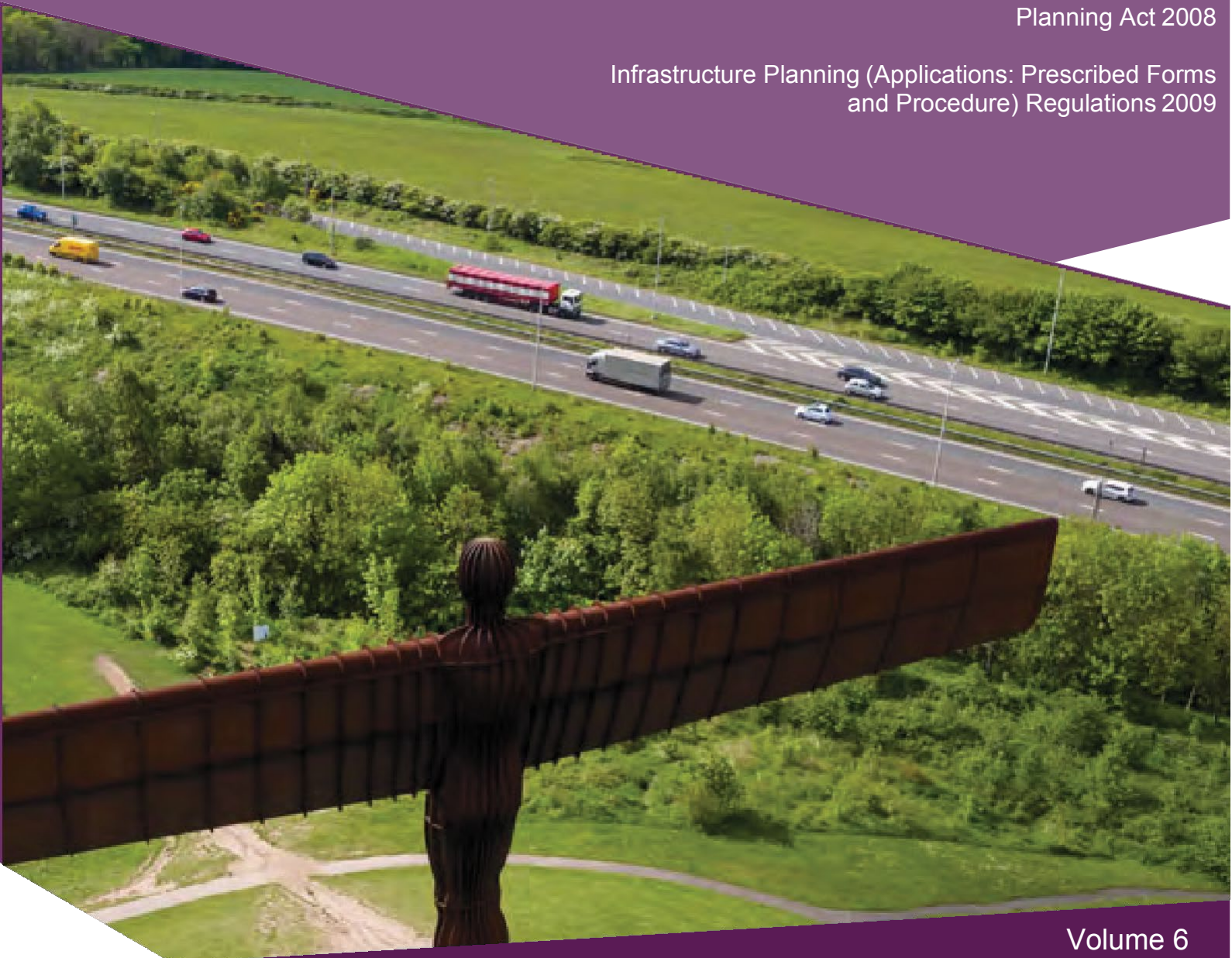
Scheme Number: TR010031

6.3 Environmental Statement – Appendix 15.3 Assessment of Cumulative Effects

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**

Regulation Reference:	APFP Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	TR010031/APP/6.3
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Version	Date	Status of Version
Rev 0	14 August 2019	Application Issue

ID	Application Reference	'Other development' brief description	Assessment of cumulative impact with A1 B2CH	Proposed mitigation applicable to A1 B2CH including any apportionment	Cumulative significant effect
AIR QUALITY					
1	DC/16/01335/FUL	Erection of new commercial units within existing car park, new pedestrian walkways, landscaping and alterations to car park layout.	<p>Operation: Covered by analysis using traffic model data.</p> <ul style="list-style-type: none"> - No modelled human receptors exceeded the annual mean objective. - 27 Human receptors experienced an improvement in air quality. - 6 Human receptors experienced a worsening of air quality; ecological receptors (Shibdon Pond SSSI) were found to be below the critical level for NOx, with negligible impacts. - No Pollution Climate Mapping (PCM) links exceeded the annual mean standard for NO2 in the cumulative scenario. <p>Construction:</p> <ul style="list-style-type: none"> - Construction dust: temporary impacts, as an increase in emissions of dust from earthworks and general construction activity. - Construction traffic has been assessed quantitatively using the traffic management plan and predicted vehicle movements. None of the criteria for affected roads were triggered during construction. 	<p>Operation: No mitigation proposed.</p> <p>Construction: Application of good construction dust control practices. Traffic management plan imposed.</p>	<p>Operation: No significant cumulative air quality effect, as covered by analysis using traffic model data and assessed in Chapter 5 Air Quality.</p> <p>Construction: No risk of additive adverse effects for construction dust, since works on both schemes are more than 200m from each other. No significant cumulative effects anticipated from construction traffic.</p>
CULTURAL HERITAGE					
1	N/A	N/A	The development will not have a cumulative impact on either the setting of heritage assets or buried archaeology.	N/A	N/A
2	N/A	N/A	The development will not have a cumulative impact on either the setting of heritage assets or buried archaeology.	N/A	N/A
4	N/A	N/A	The development will not have a cumulative impact on either the setting of heritage assets or buried archaeology.	N/A	N/A
5	N/A	N/A	The development will not have a cumulative impact on either the setting of heritage assets or buried archaeology.	N/A	N/A
21	N/A	N/A	The development will not have a cumulative impact on either the setting of heritage assets or buried archaeology.	N/A	N/A
24	N/A	N/A	The development will not have a cumulative impact on either the setting of heritage assets or buried archaeology.	N/A	N/A
LANDSCAPE AND VISUAL					
3	DC/17/01054/FUL	Development of a 49.99 MW gas fired electricity generating facility, with associated infrastructure and landscaping.	<p>Operation: The site is physically remote to the A1 corridor and will be perceived in the context of the railway sidings. Taller elements within the site will be comparable with mature trees within the landscape with existing floodlighting representing significant features. Cumulative impacts are anticipated to be no change.</p> <p>Construction: Additional activity within the landscape and within views of the A1, the additional scheme would generally be perceived as a separate site, the cumulative magnitude of impact would be negligible adverse on local landscape character and where existing visual receptors including local roads.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: Low risk of a significant cumulative effect is anticipated during the operation of the Scheme; the additional scheme would be perceived within the context of the railway sidings and wooded context and physically remote from the modified A1 corridor.</p> <p>Construction: Whilst negligible impacts have been identified as arising on local landscape character and on associated views, these are not anticipated to give rise to a significant cumulative effect.</p>
8	DC/16/01207/OUT	225 dwellings including associated infrastructure, open space and sustainable urban drainage systems and the demolition of farm buildings and commercial properties.	<p>Operation: The development site is physically remote from the A1 corridor and is anticipated to result in a larger settlement associated with Kibblesworth, with a perceptible change in land use and the presence of more extensive housing being perceived on the impacted local landscape character.</p> <p>Construction: If the construction phase coincides with the A1 construction phase, there will be noticeable construction activity occurring in two prominent locations within the Team Valley character area. Views from receptors would typically be affected by one or other of the physically separate construction sites and cumulative effects would not arise.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: Upon completion the effect on the perception of landscape character would be barely perceptible with the impact of the changes arising on the A1 being physically remote from the additional site and the resulting effect anticipated to be neutral. Within views associated with Kibblesworth and where views of the additional site arise, these will be influenced by the housing in the foreground with views of the A1 being substantially unchanged. The resulting cumulative effect is therefore anticipated to be neutral.</p> <p>Construction: If the construction phase coincides with the A1 construction phase, the resulting impacts on the landscape character are anticipated to result in a minor adverse cumulative effect. Views from receptors would typically be affected by one or other of the physically separate construction sites and cumulative effects would not arise.</p>
BIODIVERSITY					
1	DC/16/01335/FUL	Erection of new commercial units within existing car park, new pedestrian walkways, landscaping and alterations to car park layout.	<p>Operation: No predicted impacts.</p> <p>Construction: risk of additive adverse impact to surface water receptors from site derived physical and chemical pollutants where works on concurrent development schemes are within 250m of each other.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No additional mitigation proposed, it is considered that sufficient mitigation designed in to the Scheme to account for potential cumulative effects. This includes the pollution prevention controls, and control of storage areas, which will be undertaken in accordance with the construction environmental management plan.</p>	<p>Operation: no potential significant cumulative effects anticipated.</p> <p>Construction: risk of additive adverse cumulative effects where works on concurrent schemes are within 250m of each other but application of good construction pollution prevention control practices mean the cumulative effect should be Negligible.</p>
2	DC/15/01137/OUT	Erection of two B2/B8 use class units with associated car parking, landscaping and access.	<p>Operation: No predicted impacts.</p> <p>Construction: risk of additive adverse impact to surface water receptors from site derived physical and chemical pollutants where works on concurrent development schemes are within 250m of each other.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No additional mitigation proposed, it is considered that sufficient mitigation designed in to the Scheme to account for potential cumulative effects. This includes the pollution prevention controls, and control of storage areas, which will be undertaken in accordance with the construction environmental management plan.</p>	<p>Operation: no potential significant cumulative effects anticipated.</p> <p>Construction: risk of additive adverse cumulative effects where works on concurrent schemes are within 250m of each other but application of good construction pollution prevention control practices mean the cumulative effect should be Negligible.</p>
6	DC/16/00924/FUL	Erection of 60 no. 2, 3 and 4 bedroom two-storey dwellings with associated works.	<p>Operation: No predicted impacts.</p> <p>Construction: The effect of the loss of small losses of suitable, though sub-optimal, habitat for invertebrate Species of Principal Importance may be made more significant within the wider area by losses of suitable habitat by this development.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No additional mitigation proposed, it is considered that sufficient mitigation designed in to the Scheme to account for potential cumulative effects</p>	<p>Operation: no potential significant cumulative effects anticipated.</p> <p>Construction: If the construction phase coincides with the A1 construction, the loss of suitable habitat has the potential to result in a minor negative temporary cumulative effect. However, given the availability of suitable habitat is present within the wider area and the implementation of mitigation, the impact is not likely to be significant.</p>
GEOLOGY AND SOILS					
1	DC/16/01335/FUL	Erection of new commercial units within existing car park, new pedestrian walkways, landscaping and alterations to car park layout.	<p>Operation: no impacts predicted.</p> <p>Construction: risk of additive adverse impact to surface water receptors from site derived physical and chemical pollutants where works on concurrent development schemes are within 250m of each other.</p>	<p>Operation: No mitigation proposed outside of standard road drainage design to limit contaminants migrating towards surface water courses.</p> <p>Construction: Earthworks to be undertaken in accordance with a Construction Environmental Management Plan including pollution prevention controls protective of controlled water receptors. Measures to include storing any chemicals away from surface water features and ensuring silt taps are included within any temporary drainage design works.</p>	<p>Operation: no potential significant cumulative effects anticipated due to in design drainage design measures.</p> <p>Construction: risk of additive adverse cumulative effects where works on concurrent schemes are within 250m of each other but application of good construction pollution prevention control practices mean the cumulative effect should be Negligible.</p>

2	DC/15/01137/OUT	Erection of two B2/B8 use class units with associated car parking, landscaping and access.	<p>Operation: no impacts predicted.</p> <p>Construction: risk of additive adverse impact to surface water receptors from site derived physical and chemical pollutants where works on concurrent development schemes are within 250m of each other.</p>	<p>Operation: No mitigation proposed outside of standard road drainage design to limit contaminants migrating towards surface water courses.</p> <p>Construction: Earthworks to be undertaken in accordance with a Construction Environmental Management Plan including pollution prevention controls protective of controlled water receptors. Measures to include storing any chemicals away from surface water features and ensuring silt taps and included within any temporary drainage design works.</p>	<p>Operation: no potential cumulative effects anticipated due to in design drainage design measures.</p> <p>Construction: risk of additive adverse cumulative effects where works on concurrent schemes are within 250m of each other but application of good construction pollution prevention control practices mean the cumulative effect should be Negligible.</p>
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MATERIAL RESOURCES					
1	DC/16/01335/FUL	Erection of new commercial units within existing car park, new pedestrian walkways, landscaping and alterations to car park layout.	<p>Operation: No significant material consumption or waste generation anticipated from A1 BCH scheme, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the commercial development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
2	DC/15/01137/OUT	Erection of two B2/B8 use class units with associated car parking, landscaping and access.	<p>Operation: No significant material consumption or waste generation anticipated from A1 BCH scheme, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the B2/B8 development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
3	DC/17/01054/FUL	Development of a 49.99 MW gas fired electricity generating facility, with associated infrastructure and landscaping.	<p>Operation: No significant material consumption or waste generation anticipated from A1 BCH scheme, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the gas fired electrical generating facility will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
4	DC/17/00170/FUL	352 dwellings including ecological habitat creation, new park and ride facility and associated open spaces, drainage and highways infrastructure and partial diversion of Public Right of Way (number WH66/2) through public open space and for up to 230 dwellings with associated landscaping, highways and drainage infrastructure.	<p>Operation: The development of 325 dwellings is likely to increase the sensitivity of landfill capacity through the generation of municipal waste, however no significant waste generation is anticipated from the A1 BCH scheme, therefore no cumulative impact. Negligible material consumption is anticipated during the operation, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the housing development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the demand for different types of key construction materials (e.g. brick and concrete block for housing development and earthworks, asphalt, sub base for A1 BCH) and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
5	DC/16/00867/FUL	Construction of a car park and formation of parking spaces, adjacent to the internal access road to create 100 additional car parking spaces.	<p>Operation: No significant material consumption or waste generation anticipated from A1 BCH scheme or from the car park, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the car park development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the size of the car park and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
6	DC/16/00924/FUL	Erection of 60 no. 2, 3 and 4 bedroom two-storey dwellings with associated works.	<p>Operation: The development of 60 dwellings is likely to slightly increase the sensitivity of landfill capacity through the generation of municipal waste, however no significant waste generation is anticipated from the A1 BCH scheme, therefore no cumulative impact. Negligible material consumption is anticipated during the operation, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the housing development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the demand for different types of key construction materials (e.g. brick and concrete block for housing development and earthworks, asphalt, sub base for A1 BCH) and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
7	DC/17/01010/FUL	Erection of 36 dwellings and all associated services and infrastructure.	<p>Operation: The development of 36 dwellings is likely to slightly increase the sensitivity of landfill capacity through the generation of municipal waste, however no significant waste generation is anticipated from the A1 BCH scheme, therefore no cumulative impact. Negligible material consumption is anticipated during the operation, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the housing development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the demand for different types of key construction materials (e.g. brick and concrete block for housing development and earthworks, asphalt, sub base for A1 BCH) and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
8	DC/16/01207/OUT	225 dwellings including associated infrastructure, open space and sustainable urban drainage systems and the demolition of farm buildings and commercial properties.	<p>Operation: The development of 225 dwellings is likely to increase the sensitivity of landfill capacity through the generation of municipal waste, however no significant waste generation is anticipated from the A1 BCH scheme, therefore no cumulative impact. Negligible material consumption is anticipated during the operation, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the housing development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the demand for different types of key construction materials (e.g. brick and concrete block for housing development and earthworks, asphalt, sub base for A1 BCH) and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
9	DC/17/00172/REM	52 dwelling houses, with associated car parking and landscaping.	<p>Operation: The development of 52 dwellings is likely to slightly increase the sensitivity of landfill capacity through the generation of municipal waste, however no significant waste generation is anticipated from the A1 BCH scheme, therefore no cumulative impact. Negligible material consumption is anticipated during the operation, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the housing development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the demand for different types of key construction materials (e.g. brick and concrete block for housing development and earthworks, asphalt, sub base for A1 BCH) and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
10	DC/15/00817/REM	45 dwellings including 4 lifetime compliant dwellings and 1 wheelchair designed dwelling, alongside associated hard and soft landscaping works.	<p>Operation: The development of 45 dwellings is likely to slightly increase the sensitivity of landfill capacity through the generation of municipal waste, however no significant waste generation is anticipated from the A1 BCH scheme, therefore no cumulative impact. Negligible material consumption is anticipated during the operation, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the housing development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the demand for different types of key construction materials (e.g. brick and concrete block for housing development and earthworks, asphalt, sub base for A1 BCH) and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>

11	DC/17/00963/FUL	Demolition of the existing health club building and redevelopment to provide 22 apartments, associated car parking area and landscaping.	<p>Operation: The development of 22 dwellings is likely to slightly increase the sensitivity of landfill capacity through the generation of municipal waste, however no significant waste generation is anticipated from the A1 BCH scheme, therefore no cumulative impact. Negligible material consumption is anticipated during the operation, therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect for material consumption and waste disposal if construction periods overlap. It is assumed that the housing development will utilise best practice construction techniques and apply the waste hierarchy. Cumulative impact is therefore not considered to be significant given the demand for different types of key construction materials (e.g. brick and concrete block for housing development and earthworks, asphalt, sub base for A1 BCH) and efforts on A1 B2CH to maximise re-use of site arisings and minimise waste disposal to landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Depending on the construction phase timings, site arisings could be shared where compatible surplus and deficits are identified.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity.</p>
12	N/A	A1 Scotswood to North Brunton Improvement Scheme to upgrade the A1 between junction 74 (Scotswood) and junction 79 (North Brunton), lanes to be widened in each direction.	<p>Operation: No significant material consumption or waste generation is anticipated from road schemes (either the A1 Scotswood to North Brunton or from the A1 BCH scheme), therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect of material consumption and waste disposal if construction periods overlap. However, there is a potential to use in the region of 20,000m³ of surplus spoil from the A1 Scotswood to North Brunton on the A1 BCH scheme. The potential to re-use arisings from another scheme on the A1 BCH scheme would reduce the adverse effect of material consumption and potentially divert arisings from landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: The feasibility for utilising surplus arisings from either scheme where deficits occur should be investigated further as the scheme progresses and taken forward where possible if construction phase timings are compatible.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity. Adverse effect could be reduced if site arisings from the A1 Scotswood to North Brunton could be used on the A1 BCH scheme.</p>
13	N/A	A1 in Northumberland: Morpeth to Felton Scheme will upgrade the A1 to a dual carriageway between Morpeth to Felton. Other improvements on the scheme include three new junctions with bridges over the A1 and the provision of access tracks.	<p>Operation: No significant material consumption or waste generation is anticipated from road schemes (either the A1 Morpeth to Felton or from the A1 BCH Scheme), therefore no cumulative impact.</p> <p>Construction: Possible cumulative adverse effect of material consumption and waste disposal if construction periods overlap. However, there is a potential to use in the region of 2,300m³ of crushed concrete from on-site clearance activities on the A1 BCH Scheme on the A1 Morpeth to Felton Scheme. The potential to re-use arisings from A1 BCH on another scheme would reduce the adverse effect of material consumption and potentially divert arisings from landfill.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: The feasibility for utilising surplus arisings from either scheme where deficits occur should be investigated further as the scheme progresses and taken forward where possible if construction phase timings are compatible.</p>	<p>Operation: No significant cumulative effects anticipated.</p> <p>Construction: Risk of cumulative adverse effects on material resources availability and landfill capacity. Adverse effect could be reduced if site arisings from the A1 BCH could be used on the A1 Morpeth to Felton scheme.</p>
NOISE AND VIBRATION					
1	DC/16/01335/FUL	Erection of new commercial units within existing car park, new pedestrian walkways, landscaping and alterations to car park layout.	<p>Operation: The assessment reported in Chapter 11 Noise and Vibration of this ES utilised cumulative traffic data, so cumulative operational noise and vibration effects are covered by that assessment.</p> <p>Construction: Whilst this application site lies close to the A1 B2CH red line boundary (100m to the northeast), the nearest noise sensitive receptors at Ladypark, to the south of the A1) lie in excess of 250m from the footprint of the closest proposed building on the application site. Consequently, the potential for any cumulative construction phase effects is considered minimal.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: Covered by the Noise and Vibration assessment with Chapter 11 of this ES.</p> <p>Construction: No significant cumulative effects are anticipated.</p>
POPULATION AND HUMAN HEALTH					
1	DC/16/01335/FUL	Erection of new commercial units within existing car park, new pedestrian walkways, landscaping and alterations to car park layout.	<p>Operation: There would be a likely to be a positive socio-economic effect associated with direct permanent employment from the new commercial units.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated.</p> <p>In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: There is considered to be an in-combination cumulative effect associated with direct employment opportunities of minor beneficial significance.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
2	DC/15/01137/OUT	Erection of two B2/B8 use class units with associated car parking, landscaping and access.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: There is considered to be an in-combination cumulative effect associated with direct employment opportunities of minor beneficial significance.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
3	DC/17/01054/FUL	Development of a 49.99 MW gas fired electricity generating facility, with associated infrastructure and landscaping.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
4	DC/17/00170/FUL	352 dwellings including ecological habitat creation, new park and ride facility and associated open spaces, drainage and highways infrastructure and partial diversion of Public Right of Way (number WH66/2) through public open space and for up to 230 dwellings with associated landscaping, highways and drainage infrastructure.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: There is considered to be an in-combination cumulative effect associated with direct employment opportunities of minor beneficial significance.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
5	DC/16/00867/FUL	Construction of a car park and formation of parking spaces, adjacent to the internal access road to create 100 additional car parking spaces.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
6	DC/16/00924/FUL	Erection of 60 no. 2, 3 and 4 bedroom two-storey dwellings with associated works.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
7	DC/17/01010/FUL	Erection of 36 houses (C3 residential) and all associated services and infrastructure (amended and additional information received 04/12/17).	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
8	DC/16/01207/OUT	225 dwellings including associated infrastructure, open space and sustainable urban drainage systems and the demolition of farm buildings and commercial properties.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>

9	DC/17/00172/REM	52 dwelling houses, with associated car parking and landscaping.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
10	DC/15/00817/REM	45 dwellings including 4 lifetime compliant dwellings and 1 wheelchair designed dwelling, alongside associated hard and soft landscaping works.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
11	DC/17/00963/FUL	Demolition of the existing health club building and redevelopment to provide 22 apartments, associated car parking area and landscaping.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
12	N/A	A1 Scotswood to North Brunton Improvement Scheme to upgrade the A1 between junction 74 (Scotswood) and junction 79 (North Brunton), lanes to be widened in each direction.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination effect cumulative associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
13	N/A	A1 in Northumberland: Morpeth to Felton Scheme will upgrade the A1 to a dual carriageway between Morpeth to Felton. Other improvements on the scheme include three new junctions with bridges over the A1 and the provision of access tracks.	<p>Operation: no impacts predicted.</p> <p>Construction: There is likely to be a positive socio-economic effect associated with direct temporary construction employment generated. In addition, multiple effects are anticipated during the construction stage, both in terms of the sourcing of local supplies (indirect employment across wider supply chains), and local spend by on-site workers (induced employment).</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: No mitigation proposed.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: There is considered to be an in-combination cumulative effect associated with direct, indirect and induced employment opportunities of minor beneficial significance.</p>
ROAD DRAINAGE AND THE WATER ENVIRONMENT					
1	DC/16/01335/FUL	Erection of new commercial units within existing car park, new pedestrian walkways, landscaping and alterations to car park layout.	<p>Operation: no impacts predicted.</p> <p>Construction: Cumulative effects relate to impacts to surface water receptors from site derived physical and chemical pollutants where works on concurrent development schemes.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Temporary surface drainage water strategy will be implemented along with the measures outlined in the CEMP, as appointed by the Principal Contractor.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: risk of additive adverse cumulative effects where works on concurrent schemes, with application of good construction pollution prevention control practices mean the cumulative effect should be Negligible.</p>
2	DC/15/01137/OUT	Erection of two B2/B8 use class units with associated car parking, landscaping and access.	<p>Operation: no impacts predicted.</p> <p>Construction: Cumulative effects relate to impacts to surface water receptors from site derived physical and chemical pollutants where works on concurrent development schemes.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Temporary surface drainage water strategy will be implemented along with the measures outlined in the CEMP, as appointed by the Principal Contractor.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: risk of additive adverse cumulative effects where works on concurrent schemes, with application of good construction pollution prevention control practices mean the cumulative effect should be Negligible.</p>
3	DC/17/01054/FUL	Development of a 49.99 MW gas fired electricity generating facility, with associated infrastructure and landscaping.	<p>Operation: no impacts predicted.</p> <p>Construction: Cumulative effects relate to impacts to surface water receptors from site derived physical and chemical pollutants where works on concurrent development schemes.</p>	<p>Operation: No mitigation proposed.</p> <p>Construction: Temporary surface drainage water strategy will be implemented along with the measures outlined in the CEMP, as appointed by the Principal Contractor.</p>	<p>Operation: no significant cumulative effects are anticipated.</p> <p>Construction: risk of additive adverse cumulative effects where works on concurrent schemes, with application of good construction pollution prevention control practices mean the cumulative effect should be Negligible.</p>

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