highways england

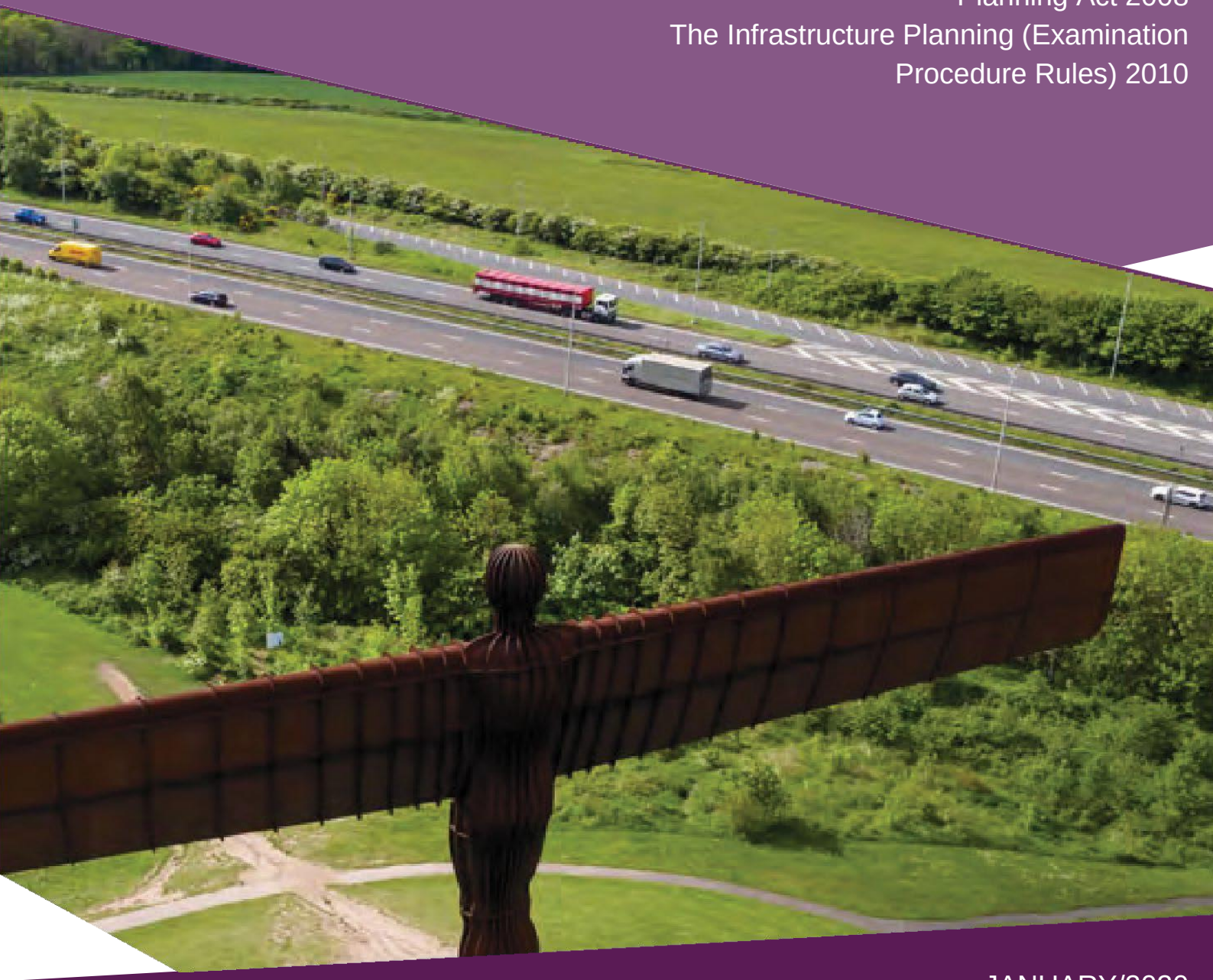
A1 Birtley to Coal House

Scheme Number: TR010031

Summary of Proposed Changes to Application January 2020

Planning Act 2008

The Infrastructure Planning (Examination Procedure Rules) 2010



JANUARY/2020

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure Rules) 2010

The A1 Birtley to Coal House

Development Consent Order 20[xx]

Submission in relation to changes to application TR010031

Summary of Proposed Changes to Application January 2020

Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	TR010031/TBC
Author:	A1 Birtley to Coal House Project Team, Highways England

Version	Date	Status of Version
1	14 January 2020	Final

CONTENTS

1 INTRODUCTION

1.1 Purpose of this document

1.1.1 This document supports a request to amend an application for development consent.

1.1.2 On 14 August 2019 an application having reference number TR010031 (Application) was made by Highways England (the "Applicant") to the Planning Inspectorate (the "Inspectorate") under the Planning Act 2008 (the "2008 Act") for a Development Consent Order (DCO). If made, the DCO would grant consent to the Applicant to undertake the A1 Birtley to Coal House Scheme (the "Scheme").

1.1.3 On 10 September 2019, the Inspectorate confirmed that the Application had been accepted for examination. This document has been produced in response to the Rule 6 Letter – *Notification of the Preliminary Meeting and matters to be discussed*, which was published 10 December 2019 and in which the Examining Authority (ExA) requests that the Applicant submit any updated examination documents by 14 January 2020, which is in advance of the preliminary hearing which is being held on 21 January 2020.

1.1.4 The applicant has separately submitted updated application documents as set out in Rule 51 advice given by the ExA on acceptance.

1.1.5 As is normal in relation to any engineering project, further design development has continued to be undertaken by the Applicant and its advisers since the application for DCO was made in order to release efficiencies and design benefits. This is particularly important in optimizing a scheme being delivered by the public sector in the public interest. Consequently, the Applicant wishes to include certain refinements to the DCO application accordingly and this document sets out any amendments to accommodate them and – with the leave of the ExA - the proposed procedure for doing so.

1.1.6 The proposed amendments to the Application are detailed further in this document and comprise the following:

1. The inclusion of further design flexibility in relation to the proposed replacement Allerdene railway bridge. The draft DCO (**Application Document Reference: TR010031/APP/3.1**) currently allows for the replacement of Allerdene Railway bridge by a single span integral bridge or a 6/7-span viaduct. It is further proposed to enable the inclusion of a design for a 3-span viaduct under the DCO.
2. Providing flexibility as to the formation and the road layout of the Scheme to enable narrower lanes to be provided between the existing narrow lanes north of junction 67 and approximately chainage 11150 over Kingsway Viaduct at junction 67. The current scheme proposes full width lanes. The new proposal is to allow narrower lanes extending over approximately 750m of the length of the Scheme to be introduced.
3. The inclusion of additional land within the application at junction 67 for an extension of the existing site compound, to be used for material stockpiling. This land currently sits outside the proposed Order limits and it is proposed that powers of temporary occupation are extended to the land during construction of the Scheme.

1.1.7 The Applicant confirms that the Scheme is deliverable regardless of whether the proposed changes are included. However, these changes provide the ability to optimize the Scheme in the public interest.

2 Proposed Changes to the Application

1. Three-span Viaduct

2.1.1 The Applicant proposes to amend the Application to enable a 3-span viaduct with reinforced embankments to be constructed to provide the new alignment for the A1 over the East Coast Main Line and replacement for Allerdene Railway Bridge. It is proposed that this option should be provided for within the Application in addition to the single span integral bridge and 6/7 span viaduct that are currently provided for within the DCO and other application documents.

2.1.2 The 3-span viaduct proposal would comprise a central span (of approx. 65m in length), which would pass over the railway, with back spans to the east and west of the railway (each approx. 45m in length). The form of the superstructure would be a composite deck comprising a reinforced concrete deck slab atop steel girders as for the other options. This form is unchanged from the DCO application design.

2.1.3 It is also proposed that reinforced soil is used to form the approach embankments to the east and west of the railway. This would result in slopes being steepened to a suggested maximum angle of 60 degrees (from the current 1 (vertical) in 3 (horizontal) slope within the DCO application).

2.1.4 The reinforced earth slopes would be seeded with a species rich grass mix appropriate to the location. The seed specification and final seed mix would include a nursery crop for quick establishment as well as slower growing species. The design of the grass mix will support minimal frequency maintenance to encourage biodiversity interest over time. An example of what this may look like is shown in drawing 1 below.

Drawing 1 – seeded reinforced earth embankment

2.1.5 A road restraint system, in the form of a bridge parapet atop a concrete ground beam, would be required to extend over the length of the steepened earth embankment. The bridge substructure at the intermediate piers would be reinforced concrete leaf piers supported by piled foundations, following the engineering principles in for the 6/7 span viaduct contained in the Application.

2.1.6 Abutments would be similar in appearance to the design contained in the Application, with reinforced concrete vertical walls supported by piled foundations.

The only change would arise from the interface between the structure and the approach embankments due to the introduction of reinforced earth, which is internal to the structure and embankment.

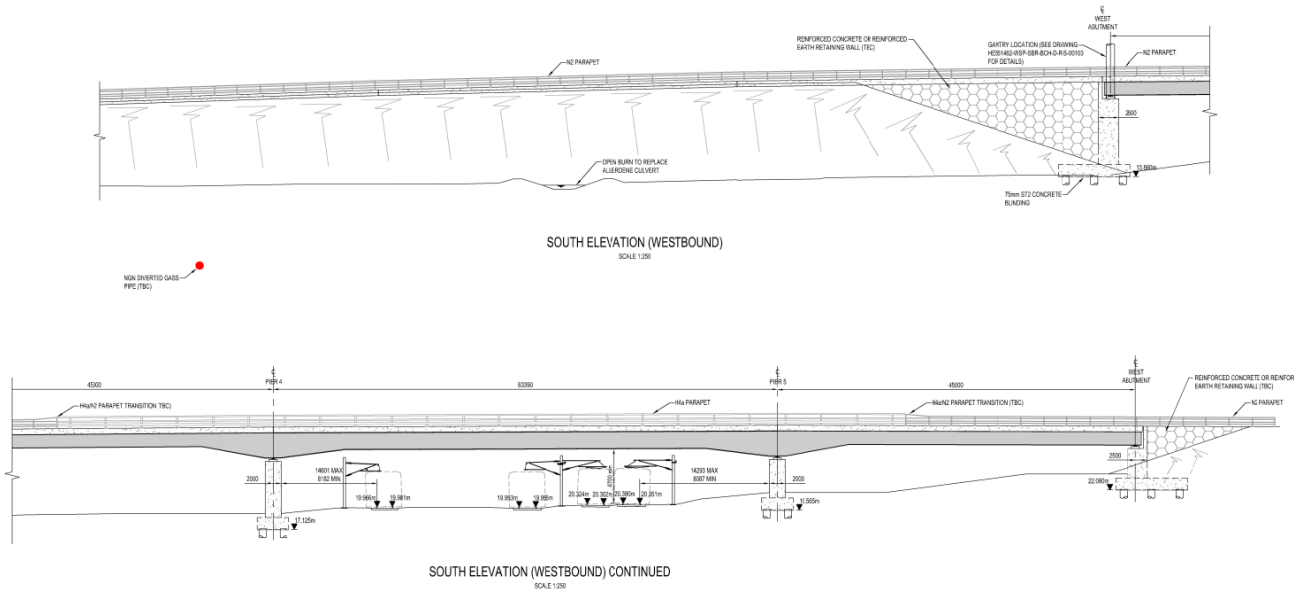
2.1.7 The changes to the application documents, which would be set out in a report and substitute documents, are likely to include:

- The Order (**Application Document Reference: TR010031/APP/3.1**)– Schedule 1 (specifically Work No 5a) and Schedule 2 (Requirement 14 relating to options);
- An addendum to the Statement of Reasons (**Application Document Reference: TR010031/APP/4.1**) - Paragraphs 2 and 5 in order to accommodate all options;
- An addendum to the Planning Statement (**Application Document Reference: TR010031/APP/7.1**) – Paragraph 2.4.3 to address all options;
- Text to be included in a further iteration of the CEMP (**Application Document Reference: TR010031/APP/7.4**) – to address the bridge/viaduct options; and
- Replacement/additional Structures Engineering Drawings and Sections (**Application Document Reference: TR010031/APP/2.7**) – these will need to describe the 3-span viaduct option.

2.1.8 For the purposes of understanding how the proposed additional option differs from those already contained in the Application, the illustrative design should be compared with the elevations contained in document 2.7 Structures Engineering Drawings and Sections (**Application Document Reference: TR010031/APP/2.7**), in which the Embankment/Bridge option is on Sheet 3 TR010031/APP/2.7(D), the 6-span option is on Sheet 4 TR010031/APP/2.7(E); and the 7-span option is on Sheet 5 TR010031/APP/2.7(F).

2.1.9 The alignment of the proposed structure will be unchanged. The footprint would change so as to reflect the division between embankment and bridge/viaduct, and the embankment would also be altered as a result of the steepening of its slopes as described at paragraph 2.1.3 above. The culvert which carries Allerdene Burn will appear as shown on Sheet 3 of the Structures Engineering Drawings and Sections (**Application Document Reference. TR010031/APP/2.7**)

Drawing 2 – Illustrative elevation of 3-span viaduct design



2.1.10 The benefits for this proposed change would be to:

- The 3-span arrangement with reinforced earth approach embankments, particularly when deployed in with temporary possession of the additional land identified for stockpiled material (see paras 2.1.26-2.1.41 below), provides a more efficient option in terms of construction activities and duration which, in turn, provides environmental benefits.
- It would reduce the amount of material required to construct the approach embankments by approximately 60,000m3 when compared to the single span arrangement. This would reduce the construction programme by an estimated 6 months period (from 36 months for the single span option within the Application to 30 months for the 3-span arrangement). This would result in fewer associated construction vehicle movements which equates to a reduction of an estimated 6,900 deliveries of fill material in 8-wheeled tipper wagons based on an approximate overall import delivery rate of 500m3 per day.
- Reduced duration of traffic delays to road users due to the shorter construction period, with associated savings in carbon and other emissions. Similarly, the capacity and safety benefits associated with the scheme would be delivered sooner by an equivalent amount.
- The 3-span alternative would provide an efficient superstructure design, reducing the steelwork tonnage required to support the bridge deck. This also simplifies deliveries to site, and reduces the construction risk and complexity of lifting beams into place above the railway.
- As the footprint of the embankments would reduce due the steepened earth slopes, fewer rigid inclusions would be required to stabilise the ground. This would reduce construction noise pollution and the volume of concrete materials required.
- The use of a 3-span structure alternative would combine benefits associated with both the 6/7 span and single span options as included in

the Application such as:

- Eliminating risk associated with potential settlement or heave on the railway caused by new loads from the approach embankments that would be in close proximity in the case of the single span option.
- Removal of complex temporary works to construct the western abutment in close proximity to the A1 that would be required for the 6/7 span option to keep the A1 operating during the works.

2.1.11 Further work is currently being undertaken to confirm the detail required so that further appraisals can be undertaken on the 3-span viaduct. This will include confirmation of the footprint of the viaduct, the pier locations, the reinforced earth system and any requirement for any landscape mitigation.

2.1.12 A sensitivity appraisal of the impact of including this 3-span option for the Allerdene Railway Bridge in the powers contained within the proposed DCO will be undertaken to enable the consequences in terms of the environmental impacts already assessed to be understood. The aim of the appraisal will be to consider whether the proposed 3-span viaduct solution would alter the conclusions of the environmental impact assessment already undertaken. This will be concluded by and reported at Deadline 1.

2.1.13 The scope of this sensitivity appraisal and expected outcomes is shown in table 1 below, which represent preliminary indications subject to a fuller appraisal:

Table 1 - Three span viaduct option desktop sensitivity test

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Air Quality			
Dust and particulate matter from construction of embankments	Construction	N	N
Emissions from construction traffic	Construction	N	N
Emissions from operational traffic	Operation	N	N
Cultural Heritage			
Lamesley Conservation Area	Operation	N	Y
Landscape and Visual			
Landscape Character	Construction	N	N

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Landscape Character	Operation	N	Y
Visual Amenity	Construction	Y	Y
Visual Amenity	Operation	Y	Y
Biodiversity			
Statutory and non-statutory sites	Construction	N	N
Habitats	Construction	Y	Y
Protected and notable species	Construction	N	N
Geology and Soils			
Pollution to controlled water bodies	Construction	N	Y
Material Resources			
Consumption of materials	Construction	N	N
Generation and disposal of waste to landfill	Construction	N	N
Consumption of Material Resources	Operation	N	N
Generation and disposal of waste to landfill	Operation	N	N
Noise and Vibration			
Noise from construction	Construction	N	Y
Vibration from construction	Construction	N	N
Noise from construction traffic	Construction	N	N
Operational noise	Operational	N	N
Population and Human Health			
Rail Travellers	Construction	N	Y

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Human health	Construction	N	N
Road Drainage and the Water Environment			
Road Drainage and the Water Environment	Construction	N	Y
Climate			
Effect of the Scheme on climate (Carbon / GHG)			
Consumption of materials and transportation of materials	Construction	N	N
Operational (end-user traffic and maintenance, repair and refurbishment)	Operation	N	N
Vulnerability of the Scheme to climate change			
Vulnerability to climate change associated with climate and weather	Construction	N	N
Vulnerability to climate change associated with climate and weather	Operation	N	N
Combined and Cumulative Assessment			
Assessment of Combined Effects	Construction	N	Y
Assessment of Combined Effects	Operation	N	Y
Assessment of Cumulative effects	Construction	N	N
Assessment of Cumulative effects	Operation	N	N

2.1.14 The Applicant proposes to consult relevant statutory bodies, including Network Rail and the local planning authority on the inclusion of the proposals for an additional 3-span option for the construction of the new Allerdene Railway Bridge.

2**:** Narrower Lanes over Kingsway Viaduct, junction 67

2.1.15 The Application currently provides powers to provide full width lanes through the entire length of the Scheme within the DCO. To the north of junction 67, the recently implemented A1 Coal House to Metro Scheme already provides narrower lanes, and the transition from narrower lanes to full width lanes is currently expected to take place to the north of junction 67. The Applicant is now proposing to amend the Application to allow provision for narrower lanes to be extended by up to 750m southwards through the Scheme at junction 67 and over Kingsway Viaduct. The transition between full width lanes and narrower lanes would then commence immediately south of Kingsway Viaduct at approximately chainage 11150.

2.1.16 The table below presents the cross-sectional widths of the carriageway components that would comply with the Design Manual for Roads and Bridges in this situation (Scenario A), which have been carried through into the Application design (Scenario B) as is also illustrated on the relevant Structures Engineering Drawing and Sections plan (**Application Document Reference: TR010031/APP/2.7**).

		Southbound Carriageway					**Northbound Carriageway**				**Widening required to Kingsway Viaduct**
Design Scenario	Description	Verge	Lane 1	Lane 2	Lane 3	C/R	Lane 3	Lane 2	Lane 1	Verge	
A	DMRB compliant standard	2m	3.65 m	3.7 m	3.65 m	1.8 m	3.65 m	3.7 m	3.65 m	2m	6m
B	Current Application	2.5m	3.65 m	3.7 m	3.65 m	1.8 m	3.65 m	3.7 m	3.65 m	2.5m	7m
C	Proposed Option	0.6m	3.65 m	3.5 m	3.2m	1.8 m	3.2m	3.5 m	3.65 m	0.6m	2.1m

2.1.17 The proposed narrow lane option would reduce the width of the cross-sectional components, which is a common approach taken to modern highway improvement schemes in order to maximise the use of existing infrastructure assets such as bridge structures. However, this will require a departure from standards from the DMRB through detailed design, so exact details of the cross-sectional dimensions and therefore the extents of any necessary widening to the structure cannot be fully determined at this stage. However, the cross-section configuration shown

above as Scenario C is considered to be an appropriate basis for appraising the sensitivity of assessments already undertaken to this proposed change. The minimum widths shown in the table may increase during detailed design when the alignment and structure are detailed.

2.1.18 Depending on the amount by which lanes are to be narrowed in adopting a narrow lane option, it may also be necessary to amend the existing Traffic Regulation Order No. 1013 The A1 Trunk Road (Gateshead/Newcastle Western Bypass) (Width Restrictions) Order 2016 (TRO), which prohibits heavy goods vehicles from the offside lane and extend this to the south into the scheme extents. It is proposed that pursuant to the proposed DCO, the existing TRO would be extended to the merge / diverge nosing on the south facing slip roads at Junction 67 at approximately chainage 11150.

2.1.19 Applying this constrained cross section would reduce the structural widening at Kingsway Viaduct by approximately 5m (2.1m compared to 7m in the DCO application design). The benefits of this are examined further below.

2.1.20 In order to enable the final cross-section of the Scheme in this location to be determined prior to construction, changes to the Application documents will be required. This may need to be supported by a sensitivity analysis in respect of the effect of changes on the assessments undertaken and reported in the Application. Including this option also entails that flexibility is shown on updated DCO application drawings.

2.1.21 The changes to the application documents which would be set out in a report and substitute documents, are likely to include:

- The Order (**Application Document Reference: TR010031/APP/3.1**) – Article 18 (to describe any TRO affecting traffic operating in narrower lanes on either the northbound or southbound carriageways) Schedule 3 (Classification of Roads (relating to Traffic Regulation Order), affected by narrow lanes);
- An addendum to the Transport Assessment Report (**Application Document Reference: TR010031/APP/7.3**); and
- Changes to the General Arrangement Plans (**Application Document Reference: TR010031/APP/2.6**).

2.1.22 The benefits for this proposed change would be:

- Significantly reducing the construction work and impacts on road users without adversely affecting the ultimate traffic capacity on the A1 achieved by the DCO application design.
- The proposal reduces or removes the realignment works to Coal House that would be required as part of the DCO application design. This work is required to ensure the circulatory carriageway avoids the widened structural pier. Removing this activity would reduce the disruption to road users and minimise safety risk to construction workers.
- There is potential for improved driver behaviour and compliance with mandatory speed limit due to the increase perception of speed caused by the narrowing of the lanes, with drivers thereby applying greater caution.
- Anticipated operational safety benefits to road users in locating the transition between narrower and full width lanes intra-junction. This would act to

prepare northbound vehicles for the reduced standard before the merge point, and similarly southbound to adjust drivers to the full width cross-section in advance of the merging traffic.

2.1.23 The need for a sensitivity appraisal of the impact of including this narrow lane option for the Kingsway Viaduct in the powers contained within the proposed DCO has been considered to enable the consequences in terms of the environmental impacts already assessed to be understood. It is assumed that there are no changes to traffic flows as a result of narrow lanes over Kingsway Viaduct, and so there would be no impact to the environmental impact assessment already carried out and reported in the Environmental Statement (**Application Document Reference: TR010031/APP/6.1**). As such no need for additional assessment or appraisal has been identified

2.1.24 Should the traffic data change materially as a result of narrow lanes being implemented, an assessment would need to be carried out, but this is not currently indicated. The likelihood of any change to traffic data will be confirmed during the Examination.

2.1.25 The Applicant will consult relevant statutory bodies, particularly the local planning authority and local highway authority on the proposed changes to the works proposed at Kingsway Viaduct.

3: Additional Land

2.1.26 The Applicant is proposing to seek temporary possession powers over additional land to accommodate a temporary material stockpile during construction of the Scheme. This provision will enable the appointed delivery partner, which will construct the Scheme, to optimise the programme for construction of the proposed earth embankment for the new Allerdene Bridge to the west of the East Coast Mainline.

2.1.27 The Application currently provides for two locations, which can be used for site compounds accommodating stockpiles, laydown areas and other facilities. A review of these two sites alongside other areas of land within the red line boundary was undertaken with a view to optimizing the location of the proposed stockpile. It has been concluded that the site compound at junction 67 adjacent to the new bridge/embankment does not have sufficient space to accommodate this optimized stockpile. The other areas are not suitable due to distance from Allerdene Bridge and location of the proposed embankments. Also, they do not have sufficient space as the identified area and are not directly adjacent the works area, but would result in smaller stockpiles away from Allerdene which would require further double handling of material to transport it to the works area via the local road network.

2.1.28 A larger material stockpile area adjacent to the redline boundary at Allerdene would reduce the number the vehicle movements on the A1 should further smaller stockpiles be adopted along the corridor of the A1. The just-in-time delivery approach for the embankment fill material would increase the peak vehicle movements on the A1. The use of a larger stockpile area being created over a longer period of time adjacent the works, would remove the peak construction traffic on the A1, but 'smooth' it over a longer period of time lessening the impact on the customer and stakeholders. The larger stockpile would enable large construction plant used for earthworks operations to work more efficiently therefore producing less emissions than placing the same material at a much slower rate when relying upon the material to be transported to the deposition area at a just-in-time fashion

2.1.29 However, a plot of land of sufficient size to accommodate an optimized material stockpile has been identified adjacent to the existing site compound at junction 67 and adjoining the current Order limits to the south of plot 3/6c ("additional plot"). The additional plot is approximately 5 hectares in area and would be able to accommodate the stockpiled material. Alongside this a temporary construction access road would be required for access to this additional plot from the current proposed site compound area and a wheel wash facility and temporary water management control would be required for the import of fill material by road.

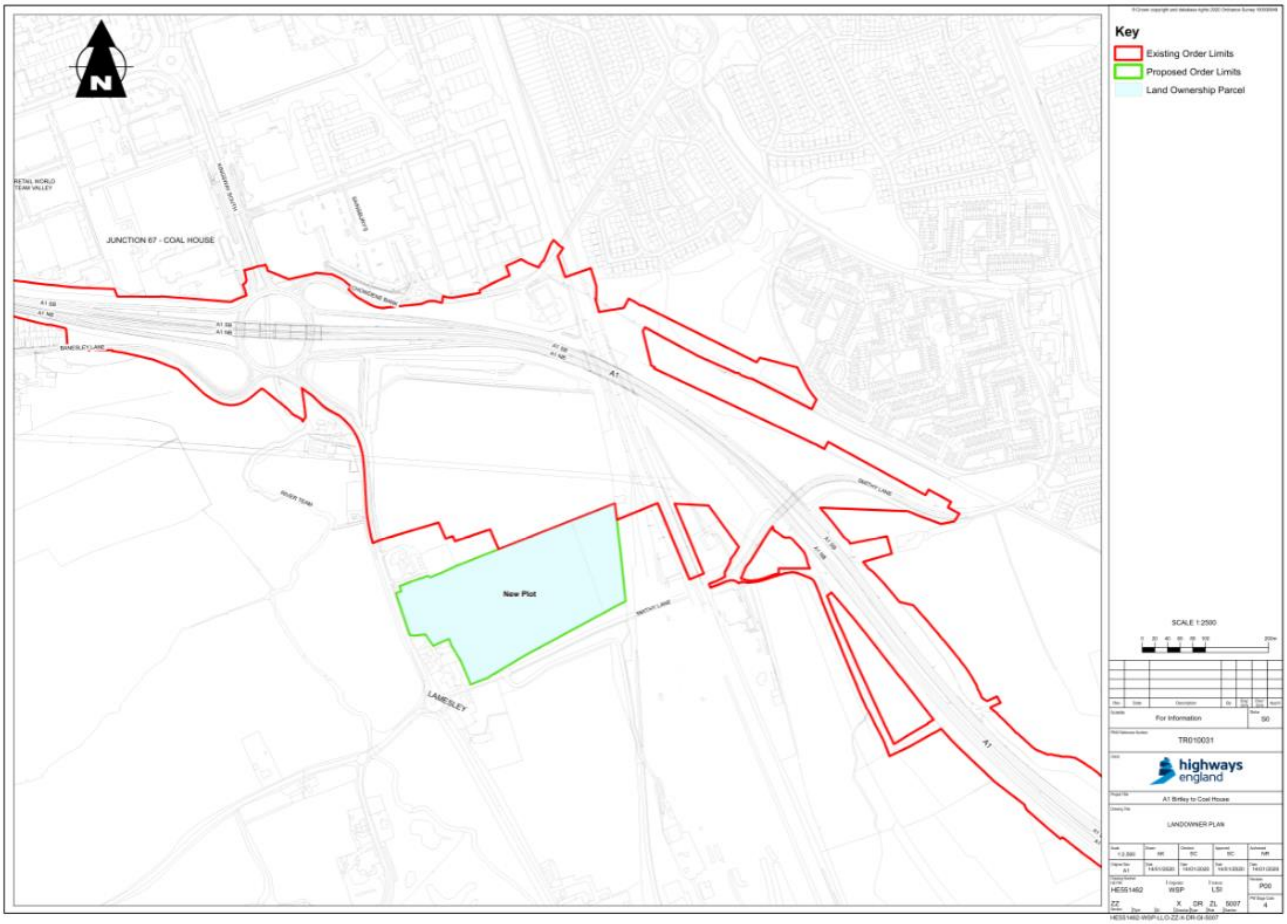
2.1.30 An appraisal of the usage of the additional plot is currently being undertaken which will consider the height of the stock pile (expected to be no more than 2m, any mitigation measures to screen the stockpile (expected to be no more than 3m high) and measures to mitigate noise impacts arising from operations on the additional plot. Construction traffic access to the additional plot, the type of plant required and working hours will also be considered.

2.1.31 Including powers for the temporary possession of the additional plot in to the

Application would:

- extend the Order limits as shown on the Works Plans (**Application Document Reference: TR010031/APP/2.3**), Land Plans (**Application Document Reference: TR010031/APP/2.2**), Location Plan (**Application Document Reference: TR010031/APP/2.1**), Structures Engineering Drawings and Sections (**Application Document Reference: TR010031/APP/2.7**), Engineering Section Drawings (**Application Document Reference: TR010031/APP/2.5**), General Arrangement Plans (**Application Document Reference: TR010031/APP/2.6**), Special Category Land Plan (**Application Document Reference: TR010031/APP/2.8**) and Streets, Rights of Way and Access Plans (**Application Document Reference: TR010031/APP/2.4**);
- require an addendum to the Statement of Reasons (**Application Document Reference: TR010031/APP/4.1**) to explain the reasons for the inclusion of the additional land;
- require an update to the Book of Reference (**Application Document Reference: TR010031/APP/4.3**) and drawings; and
- require an addendum to the Environmental Statement (**Application Document Reference: TR010031/APP/6.1**) to describe the effects of the proposed use of the additional plot.

2.1.32 The drawing below shows the location of the additional plot and its relationship to the Scheme.



2.1.33 Temporary possession of the additional plot will enable the overall construction programme being reduced by up to six months, resulting in a thirty month construction programme, as compared to the thirty six month construction programme as assessed in the ES.

2.1.34 The changes to the application documents, which would be set out in a report and substitute documents, are likely to include:

- The Order (**Application Document Reference: TR010031/APP/3.1**) – amended Schedule 1 (to describe the works necessary for construction of the materials stockpile on the additional plot) insofar as these are not already listed in Schedule 1;
- The Order (**Application Document Reference: TR010031/APP/3.1**) – amended Schedule 6 (to detail any new rights to be acquired) and Schedule 8 (to describe the additional plot over which temporary possession may be taken);
- Environmental Statement (**Application Document Reference: TR010031/APP/6.1**) – an addendum to describe the effects of the proposed use of the additional plot;
- Statement of Reasons (**Application Document Reference: TR010031/APP/4.1**) - an addendum to explain the reason for the inclusion of the additional plot within the powers for temporary possession;
- Book of Reference (**Application Document Reference: TR010031/APP/4.3**) – an addendum to include the additional plot;
- CEMP (**Application Document Reference: TR010031/APP/7.4**) – to the extent that it is necessary to reference the materials stockpile within the existing construction methodology;
- Location Plan (**Application Document Reference: TR010031/APP/2.1**) – to include the changed Order limits;
- Land Plans (**Application Document Reference: TR010031/APP/2.2**) – to include the additional plot and changed Order limits;
- Works Plans (**Application Document Reference: TR010031/APP/2.3**) – to include the changed Order limits;
- Structures Engineering Drawings and Sections (**Application Document Reference: TR010031/APP/2.7**) – to include the changed Order limits;
- Engineering Section Drawings (**Application Document Reference: TR010031/APP/2.5**) – to include the changed Order limits;
- General Arrangement Plans (**Application Document Reference: TR010031/APP/2.6**) – to include the changed Order limits;
- Special Category Land Plan (**Application Document Reference: TR010031/APP/2.8**) – to include the changed Order limits; and
- Streets, Rights of Way and Access Plans (**Application Document Reference: TR010031/APP/2.4**) – to include the changed Order limits.

2.1.35 The benefits for this proposed change would be to:

- reduce the impact to road users as the duration of the temporary traffic management and road works on the A1 main line will be reduced accordingly. This will enable road users to enjoy the journey time savings from the new road six months earlier than planned.

- reduce the length of disruption to residents and in particular those who live alongside the A1.

- reduce the length of time that the scheme requires possession of other temporary land. This will enable the scheme to return the land back to its original state and the land owners to recommence enjoyment of their land up to 6 months earlier than originally planned.

- realise the economic benefits that the scheme will deliver to the local area, and in support of the local plan, up to six months earlier than originally planned.

2.1.36 A sensitivity appraisal of the impact of including temporary possession of this additional plot in the powers contained within the proposed DCO will be undertaken to enable the consequences in terms of the environmental impacts already assessed to be understood. The aim of the appraisal will be to consider whether the proposed temporary possession and use of the additional plot would alter the conclusions of the environmental impact assessment already undertaken. This will be concluded by and reported at Deadline 1. Since the land has not been the subject of assessment to date, it is expected that an addendum to the Environmental Statement (**Application Document Reference: TR010031/APP/6.1**) will be required, which will be supplied at Deadline 2.

2.1.37 The scope of the sensitivity appraisal and expected outcomes is shown in table 2 below, which represent preliminary indications subject to a fuller appraisal/assessment:

Table 2 - Additional Land at Junction 67

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Air Quality			
Dust and particulate matter from construction compound	Construction	N	N
Emissions from construction traffic	Construction	N	N
Cultural Heritage			
Lamesley Conservation Area	Construction (temporary)	N	Y

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Ridge and Furrow (4929)	Construction (permanent)	Y	Y
Landscape and Visual			
Landscape Character	Construction	N	Y
Visual Amenity	Construction	N	Y
Biodiversity			
Lamesley Meadows LWS / Lamesley Pastures SNCI	Construction	N	Y
Habitats	Construction	N	Y
Wintering Birds	Construction	N	Y
Geology and Soils			
Agricultural Soil Reduction in Soil Quality.	Construction,	N	Y
Material Resources			
Consumption of material resources	Construction	N	N
Generation of waste	Construction	N	N
Noise and Vibration			
Noise from construction compound	Construction	N	Y
Vibration from construction compound	Construction	N	N
Noise from construction traffic	Construction	N	N
Population and Human Health			
Private Land take	Construction	N	Y
Human health	Construction	N	N

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Road Drainage and the Water Environment			
Water Quality	Construction	N	Y
Climate			
Effects of the scheme on climate			
Consumption of materials and transportation of materials	Construction	N	N
Vulnerability of the scheme to climate change			
Vulnerability to climate change	Construction	N	N
Combined and Cumulative Assessment			
Assessment of Combined Effects	Construction	N	Y
Assessment of Cumulative effects	Construction	N	N

2.1.38 At this stage, prior to the commencement of the Examination of the Application, because this land is adjacent to the site compound already identified and assessed within the Application, it is anticipated that the assessment will show no change to the outcomes of the assessment contained in the Environmental Statement (**Application Document Reference: TR010031/APP/6.1**) in terms of significance. However, this is dependent upon the work described above.

2.1.39 Land referencing has been undertaken to identify the owner of the additional plot and any other body having an interest in this land. Contact is currently being made with all affected parties and a targeted consultation with the affected parties and other stakeholders will be undertaken once the outcome of the environmental assessment is known. This consultation will include serving a notice pursuant to Regulation 7(2) of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ("2010 Regulations") ("Notice") on all relevant persons listed in Regulation 7(1) of the 2010 Regulations and will specify a period of at least 28 days for representations immediately following Deadline 1 – i.e. on 4 February 2020.

2.1.40 Targeted consultation will also involve the following measures pursuant to Regulation 8(1) of the 2010 Regulations:

- The publishing of a Notice for at least two successive weeks in one or more local newspapers circulating in the vicinity of the additional land;
- The publishing of a Notice once in a national newspaper; and
- The publishing of a Notice once in the London Gazette.

2.1.41 The consultation will also be consistent with the procedures under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

3 Conclusion and proposed next steps

3.1.1 It is proposed that:

- The Applicant submits its procedural proposal to PINS setting out its changes to the Application in document **TR010031** – (14 January 2019)
- The Examining Authority should consider this procedural proposal and issue a procedural ruling at/following the preliminary meeting – (21 January 2020)
- Sensitivity appraisals of the 3-span viaduct and the proposed narrow lanes at Kingsway Viaduct, as well as an initial desk-top assessment of the inclusion of the additional plot will be provided at Deadline 1 – (4 February 2020) Formal drawings of the 3-span viaduct will be provided at Deadline 1 – (4 February 2020)
- Other full substitute application documents to be provided at Deadline 1 – (4 February 2020) Submission of targeted statutory consultation (including local and national newspapers and the London Gazette) immediately following submission of sensitivity appraisals and the desk-top assessment at Deadline 1 – (5 February 2020)
- The final assessment of the inclusion of the additional plot be provided at Deadline 2 – (25 February 2020)
- Targeted statutory consultation period ends – (4 March 2020)
- Deadline for receipt by the ExA of any additional information on the proposed amendments to the application, amended application documents and consultation by Deadline 3 – (10 March 2020)

3.1.2 Following completion of various consultations set out above, the Applicant will submit a consultation statement to explain how it is proposed that account should be taken of the various responses by Deadline 4 – (20 April 2020)