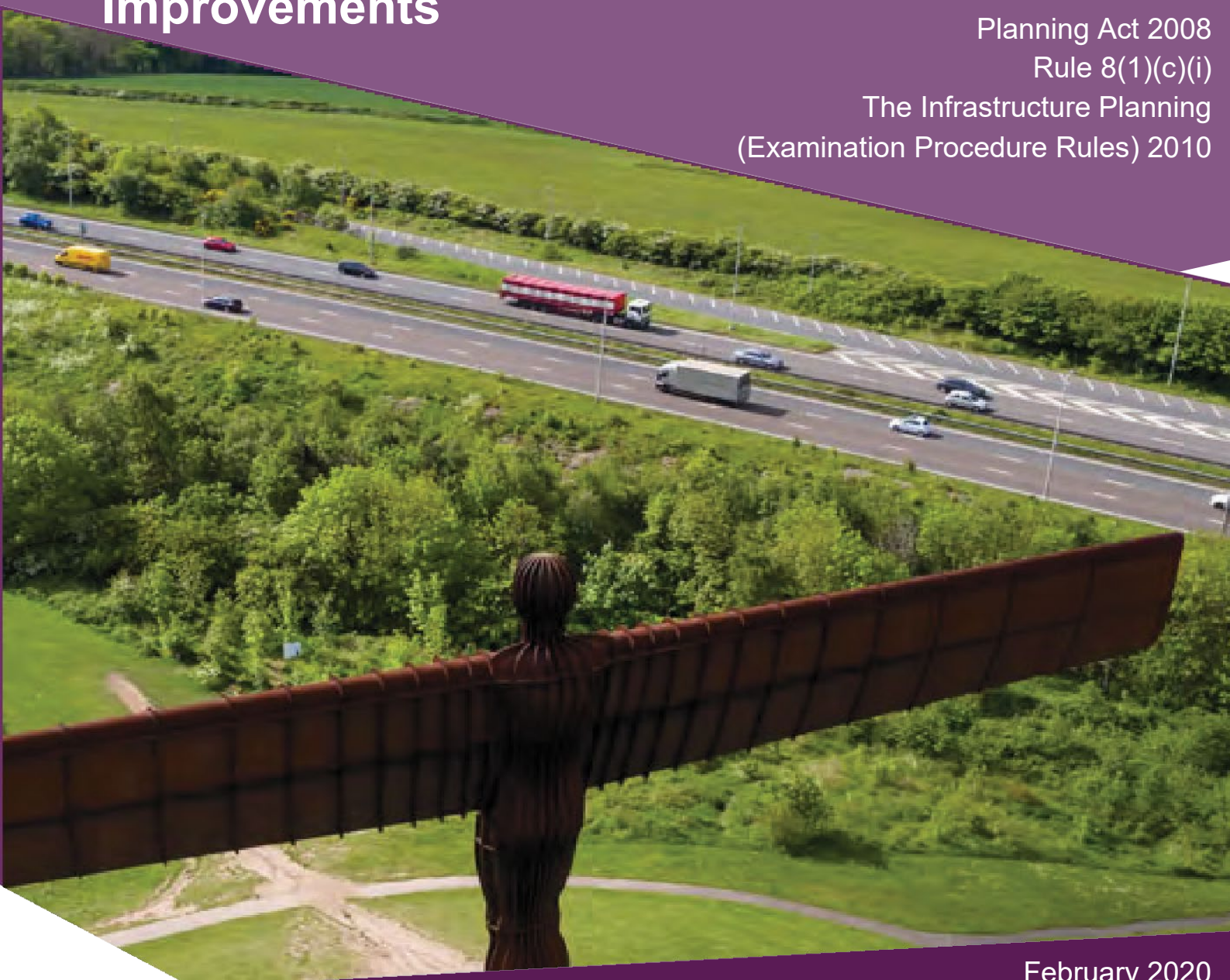


A1 Birtley to Coal House

Scheme Number: TR010031

**Applicant's Responses to ExA's First Written
Questions – Appendix 1.9.C - WCH
Improvements**

Planning Act 2008
Rule 8(1)(c)(i)
The Infrastructure Planning
(Examination Procedure Rules) 2010



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure Rules) 2010**

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

**APPLICATION'S RESPONSES TO EXA'S FIRST
WRITTEN QUESTIONS – APPENDIX**

Rule Number:	Rule 8(1)(c)(i)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	n/a
Author:	A1 Birtley to Coal House Project Team, Highways England

Version	Date	Status of Version
Rev 0	25 February 2020	For Issue

No	Identified Issue	Improvements	Secured in the Application
1	There is no boundary fence treatment between the Northside Footway and the A1 mainline.	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	Fencing in this location is secured as part of the Authorised Development described in the draft DCO [APP-013] Schedule 1 Work number 6b and following text "and in connection with the construction of any of those works..." part j. This is shown on Sheet 6 and 7 of the General Arrangement Plans [APP-010].
2	The North Dene Footbridge deck and ramp is substandard in width (on both the eastern and western sides) in light of its use by both pedestrians and cyclists. North Dene Footbridge is designated as 'a National Cycle Network off-road cycle path' and is identified as Route 11 a 'Regional Cycle Network' on the Gateshead Cycle Map.	Provision of a 3.5m (unsegregated) pedestrian/cycle path over the bridge deck (with a 1.4m high parapet fence).	North Dene footbridge is secured as part of the Authorised Development described in the draft DCO [APP-013] Schedule 1 Work number 18 and shown on Sheet 10 and 11 of Structures Engineering Drawings and Sections [APP-011]. On Sheet 11 Elevation B and the Typical Section the width of the ramp and deck and height of the parapets are clearly shown.
3	North Dene Footbridge is accessed via a stepped ramp with a single landing, which features a 1 in 6 gradient between ground level and the bridge deck.	Provision of a 1 in 12 (minimum) gradient ramp to provide improved access for WCHs.	North Dene footbridge is secured as part of the Authorised Development described in the draft DCO [APP-013] Schedule 1 Work number 18 and shown on Sheet 10 and 11 of Structures Engineering Drawings and Sections [APP-011]. On Sheet 10 the gradient of the ramp is defined as 1:12.
4	The bridge deck and ramp landings on either side do not currently benefit from tactile paving provisions.	Installation of corduroy tactile paving to aid the movement of partially sighted WCHs.	Paved area works, which includes tactile paving, in this location is secured as part of the Authorised Development described in the draft DCO [APP-013] Schedule 1 Work number 18 and following text "and in connection with the construction of any of those works..." part u.
5	The condition of the concrete post and wire-mesh fencing between the North Dene to Longbank Footway and the A1 mainline is poor.	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	Fencing in this location is secured as part of the Authorised Development described in the draft DCO [APP-013] Schedule 1 Work number 6b and following text "and in connection with the construction of any of those works..." part j. This is shown on Sheet 5 and 6 of the General Arrangement Plans [APP-010].
6	The Longbank Bridleway Underpass is an unlit 80.0m long, domed corrugated-steel lined structure, which is intimidating to pedestrians and cyclists.	Longbank Bridleway Underpass will be lit.	As described in Work 19 Schedule 1 of the DCO [APP-013].
7	The eastern headwall of the Longbank Bridleway Underpass is located between a brick built parapet wall and 2.0m high wooden close-board fence treatment, with the available width varying between approximately 1.5m (substandard) and 3.0m	Provide a higher wooden close-board fence treatment to ensure that horses are not exposed to oncoming traffic and ensure a standard 3.0m wide passage is available across the entire width of the headwall.	The provision of 2.5m high close-boarded fence and 3.0m wide path has been assessed as Primary Mitigation as described in Para 2.7.1 of the Environmental Statement [APP-023].
8	The condition of the concrete post and wire-mesh fencing between the Longbank to Eighton Lodge Footway and the A1 mainline is poor.	Installation of a fence to restrict access to the northbound carriageway for pedestrians and animals.	Fencing in this location is secured as part of the Authorised Development described in the draft DCO [APP-013] Schedule 1 Work number 7c and following text "and in connection with the construction of any of those works..." part j. This is shown on Sheet 5 of the General Arrangement Plans [APP-010].

