

A1 Birtley to Coal House

Scheme Number: TR010031

Statement of Common Ground with Gateshead Council

Rule 8(1)(e)
Planning Act 2008

The Infrastructure Planning (Examination Procedure Rules) 2010
February 2020

Infrastructure Planning

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(Examination Procedure Rules) 2010**

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

STATEMENT OF COMMON GROUND WITH GATESHEAD COUNCIL

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Gateshead Council.

Signed.....

[NAME]

Project Manager

on behalf of Highways England

Date: [DATE]

Signed.....

[NAME]

[POSITION]

on behalf of [Gateshead Council]

Date: [DATE]

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1 INTRODUCTION

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground ("SoCG") relates to an application made by Highways England (the "Applicant") to the Secretary of State via the Planning Inspectorate (the "Inspectorate") under the Planning Act 2008 (the "2008 Act") for a Development Consent Order (DCO). If made, the DCO would grant consent for the A1 Birtley to Coal House (the "Scheme"). A detailed description of the Scheme can be found in **Chapter 2** of the Environmental Statement (ES) [APP-023].

1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Inspectorate website:
<https://infrastructure.planninginspectorate.gov.uk/projects/North%20East/A1-Birtley-to-Coal-House-Improvement-Scheme/>.

1.1.3 This SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Gateshead Council.

1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.

1.2.3 Gateshead Council is the Local Authority for the Scheme falling within Category A of section 43(1) of the Planning Act 2008. The Scheme falls entirely within the Council's administrative area.

1.3 Terminology

1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under Discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.

1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to Gateshead Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Gateshead Council.

2 RECORD OF ENGAGEMENT

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Gateshead Council in relation to the Application is outlined in **Table 2.1** below.

Table 2.1 - Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes
05/09/2017	Meeting with Andrew Haysey (Transport Planning Manager) and Neil Frier (Gateshead Council -Team Leader Traffic and Rights of Way)	Discussion on the provision (existing and future requirements) for walkers, cyclists and horse riders (WCH) including Longbank Bridleway, North Dene Footbridge, national cycle route 725 and crossings at junction 66 (Eighton Lodge) and junction 67 (Coal House).
31/10/2017	Gateshead Council (Planning Officer) and Environment Agency	<p>Discussion on opportunities for environmental betterments, particularly opportunities to reduce surface water flood risk (Environment Agency were also present at this meeting).</p> <p>Discussion around the Bowes Railway Culvert and that Gateshead Council frequently experience flooding at this location from the upstream catchment. Highways England to assess whether there is potential to undertake improvements to the crossing as part of the Scheme.</p> <p>The approach to surface water design was discussed and agreed, need to be aware of the potential updates in climate change allowances.</p> <p>Gateshead Council and the Environment Agency outlined their potential Flood Alleviation and Water Framework Directive Schemes in the area and how the construction phases may overlap. With Gateshead Council outlining their desire for runoff rate and water quality improvements.</p>
17/11/2017	Email and telephone call with Gateshead Council (various officers)	<p>Email: Discussions regarding the effect of the ground investigation which includes a woodland strip with some vegetation clearance undertaken to allow access.</p> <p>A call was set up with various representatives at Gateshead Council and Highways England to discuss the impacts of the compensation/mitigation requirements, which may</p>

Date	Form of correspondence	Key topics discussed and key outcomes
		be in the in the form of compensatory payment to fund a project or habitat management. No resolution was found on the call. Highways England took the discussions further, which enabled the Ground Investigation works to be carried out.
24/11/2017	Email from Peter Shield (Ecologist) and Telephone conversation with Neil Wilkinson (Spatial Planning and Environmental Manager)	Request from Gateshead Council for confirmation of residual impacts of vegetation clearance and site works. Request for contributed sum to facilitate off-site compensation measures.
08/12/2017	Email to Peter Shield	Following on from a call earlier that day an email was sent with an enclosed plan showing updated de-vegetation plan.
12/01/2018 – 17/01/2018	Email to Andrew Haysey	Uncertainty log seeking confirmation that the Transport Schemes (Kibblesworth housing site) aspect of the Updated Log is accurate. Confirmation was received from Andrew Haysey on 17/01/2018 that works to Coal House Junction are 'reasonably foreseeable' by 2023.
21/02/2018, 09/03/2018, 15/03/2018, 17/03/2018	Email to Chris Street (Contaminated Land Officer)	Discussion of scope of Ground Investigation in order that this was agreed prior to undertaking the assessment. Confirmation of no Regionally Important Geological and Geomorphological Sites (RIGS) being located within the Gateshead Borough and 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. Considered scope of Ground Investigation acceptable.
26/02/2018 16/03/2018	Email to Janet Charlton (Landscape Officer) Email from Andrew Softley (Senior Planner)	Enclosed a map of proposed viewpoints and requested confirmation that these are acceptable, to agree the location of the viewpoints for the purpose of the assessment of visual effects, in order that these were agreed prior to undertaking the assessment. Landscape officer commented proposing five new viewpoints and removal of three viewpoints. Detailed comments on viewpoints and general comments on the Scheme. Outcome was that the

Date	Form of correspondence	Key topics discussed and key outcomes
		number and location of the viewpoints was agreed prior to undertaking the assessment.
08/03/2018	Meeting with Claire Richardson and Rob Hindhaugh (Public Rights of Way Officer)	<p>Measures to enhance appreciation of Bowes Railway Scheduled Monument (SM). Drainage and public access to bridleway.</p> <p>Tree removal to improve views towards the Angel of the North and concerns about drainage and public access to Longbank Bridleway. Following Gateshead Council's request at the meeting, a meeting was set up with Historic England on 11 April 2018 to discuss their views on the physical impact of the works on the SM. Historic England made recommendations on investigation and mitigation in response to the impacts to the SM. These included a walkover survey and an elevation and plan of that section of retaining wall that is proposed for demolition. Mitigation proposals included dismantling undertaken by an archaeologist, evaluation trenching pre-construction and repair an equal section of the remaining wall to that being demolished.</p>
08/03/2018	Gateshead Council, Stakeholder Reference Group	Highways England provided an overview of the Scheme and the DCO process including the role of statutory consultees to support understanding.
15/03/2018 18/06/2019	Meeting with Gateshead Council Email from Peter Burrows (water)	<p>Flood Risk/Drainage - Discussion on the Scheme works that may affect the water environment including Kingsway Viaduct and River Team crossing, Allerdene Culvert and outfalls.</p> <p>Gateshead Council provided drainage records for Smithy Lane Culvert. Highways England investigations on the Bowes Railway Culvert suggest that this could be a result of agricultural practices.</p> <p>The need for ordinary watercourse consent will be required from Gateshead Council.</p> <p>The approach to the attenuation design was discussed and the installation of oil interceptors at all outfalls was agreed.</p> <p>Confirmation from Peter Burrows that he has no further comments on the water environment documents submitted to Gateshead Council.</p>

Date	Form of correspondence	Key topics discussed and key outcomes
11/04/2018	Meeting with Lee Mcfarlane (Historic England – Inspector of Ancient Monuments)	Discussed the Longbank Underpass extension. WSP stated that a contractor review determined that the existing Longbank Underpass will remain closed during the construction works. Historic England had no objections to the current design proposals for the underpass but recommended investigations to be undertaken by the Cultural Heritage team as part of ES. WSP to provide scope for the investigations and to provide information showing proposed location of boreholes to be carried out in the vicinity of Longbank Underpass.
18/04/2018 16/05/2018	Email to Andrew Softley (Senior Planner) Email from Andrew Softley (Senior Planner)	Enclosure of revised viewpoint locations and list of proposed photomontage locations sent to Gateshead Council for approval to progress the Landscape and Visual Impact Assessment (LVIA). Confirmation that photomontage locations are accepted and approval to progress the LVIA.
26/04/2018	Email from Andrew Softley (Senior Planner)	Formal response from Gateshead Council on the Scheme proposals.
27/04/2018 17/05/2018 11/06/2018 20/06/2018 21/06/2019 25/06/2019	Email to Environmental Health team at Gateshead Council via Andrew Softly (Senior Planner)	Proposal for an approach and methodology to undertake the Noise and Vibration assessment. The Council responded on the 01 July 2019 confirming that their Environmental Health Section are happy with the content of the noise and vibration consultation details provided and had no further comments at that time.
03/07/2018	Email to Andrew Softley (Senior Planner)	To discuss lighting options in the Longbank Bridleway Underpass in relation to established bats presence. The proposed solution put forward involved using security lighting therefore the underpass will be lit for anyone using it, but when not in use would remain a dark corridor for bats. The Council were reasonably satisfied a workable solution had been found.
24/10/2018	Email to Andrew Softley (Senior Planner)	Methodology for cumulative effects and “long list” of developments provided to Gateshead Council for comment. Request for details of additional relevant consented developments.

Date	Form of correspondence	Key topics discussed and key outcomes
01/04/2019	Email from Andrew Haysey (Transport Planning Manager)	Approach and justification to the ramp provision for the North Dene Footbridge. On the 01/04/2019 the Council responded that the 1:12 ramp does not comply with guidance, however Highways England prepared an 'Application for Departures from Standards' which was presented to Gateshead Council for agreement. It explained the reasons why this design has been proposed including a better gradient and more width to provide an elongated route and higher bridge. In light of this and with the design being supported by an accessibility statement, the approach seems reasonable.
12/03/2019	Meeting with Gateshead Council (various officers)	<p>Scheme update, programme update, Environmental Impact Assessment (EIA) findings and consultation (landscape, biodiversity, cultural heritage, water).</p> <p>The discussion on the water environment was limited to the Allerdene realignment and design preferences, however, given the design stage of the Scheme, these are to be considered during detailed design.</p> <p>It was agreed that the Angel of the North be included as a heritage asset.</p>
28/03/2019 01/07/2019	<p>Email to Andrew Softley (Senior Planner)</p> <p>Email from Andrew Softley (Senior Planner)</p>	Confirmation that Gateshead Council Environmental Health agrees with the content of the noise and vibration consultation details provided and offer no comments at this time.
12/03/2019	Meeting with Gateshead Council (various officers)	<p>Meeting to discuss Scheme overview, DCO Headline Programme, EIA Progress Update (Landscape and Visual, Biodiversity, Cultural Heritage and Water). Gateshead Council preferred the viaduct option over the embankment option for Allerdene Bridge. Landscape Mitigation and Scheme Extents, and Environmental Constraints were submitted to Gateshead Council to inform the Construction Environmental Management Plan (CEMP).</p> <p>Actions for WSP are to: issue water chapter figures to Gateshead Council and the Environment Agency; issue relevant draft Environmental</p>

Date	Form of correspondence	Key topics discussed and key outcomes
		Statement (ES) chapters to Gateshead Council; to consider gantries and their placement on the Scheme to minimise visual impact on the Angel of the North; to include sentence in the ES on Historic England's aim to list the Angel of the North as a SM; to send the landscape plan to inform Gateshead Council what planting has been proposed on their land and to gain agreement that they will manage these areas going forwards; to reissue the long list of developments used in the assessment of cumulative effects; and, to share Draft DCO Work Packages, Requirements, approach to discharge of conditions and SoCG with Gateshead Council.
07/06/2019 17/07/2019	Email to Andrew Softley (Senior Planner) Email from Andrew Softley (Senior Planner)	Agreement on the approach to air quality monitoring during Scheme construction and on the location of the receptors selected for use in the air quality assessment. Confirmed need for dust monitoring during construction phase and agreed that the duration and location of dust monitors is to be determined in the CEMP following consultation with Scheme contractor and Andrew Softley. Gateshead Council agreed on methodology for receptor selections and air quality assessment area will follow Design Manual for Roads and Bridges HA 207/07 and on the finalised modelled area and receptors.
01/07/2019	Email from Andrew Softley (Senior Planner)	Confirmation from Environmental Health section of agreement with noise and vibration consultation details provided and no comments offered at this time.
10/07/2019 23/07/2019	Email to Andrew Softley (Senior Planner) Email from Janet Charlton (Landscape Architect) and Andrew Softley (Senior Planner)	Seeking feedback on Landscape Mitigation and draft Landscape Strategy. Comments received on the draft Landscape Strategy. Confirms Gateshead Council agreed that the Scheme is generally acceptable but seeks additional information on overhead signage mitigation and expresses opinion that greater detail would be better.
24/07/2019 25/07/2019	Email to Peter Shield (Ecologist)	WSP requested data from Peter Shield on the presence of Otter within Coal House roundabout for use in EIA.

Date	Form of correspondence	Key topics discussed and key outcomes
	Email from Peter Shield (Ecologist)	Peter Shield provided Otter survey data for 2018 and 2019 and survey reports provided to inform the EIA biodiversity assessment.
01/11/2019	Meeting with Claire Richardson (Senior Conservation Officer), Neil Wilkinson, Andrew Softley, Janet Charlton, Nicola Wilkes, Andrew Williams, Sarah Proctor, and Jodie Rothwell	<p>Request single landscape scheme across all A1 schemes. Main objective is one landscape response across the A1 works and the immediate setting and use of the Angel itself, so both dovetail together in 2023.</p> <p>The Scheme needs to achieve no net loss of trees, onsite replanting is preferred, Sarah Proctor to look into this.</p> <p>Highways England agreed to check that Order limits along paths at the Angel and that DCO refers to path closures during construction works and alternative routes and arrange a larger plan to show what is proposed.</p> <p>Historic England, Highways England, Durham Wildlife Trust and Anthony Gormley are currently being consulted on the three options, feedback is expected by 15/11/2019.</p> <p>Next steps are internal reporting upwards to decide about way forward and public consultation. Recognised that there will be tensions between the artist and the climate change/ecology views.</p> <p>Visuals of the Scheme showing the completed landscape design would assist in developing the detailed landscape design and enable views to be managed alongside gantries and other infrastructure.</p> <p>Detailed landscape mitigation design likely to start in 12 months' time, after the DCO. This would be a condition, discharged by the LPA. WSP may not be delivering the detailed design. Highways England to speak to the potential delivery partner to bring them to the discussion about the options and working together.</p>
01/11/2019	Email from Clare Richardson (Senior Conservation Officer)	Email (following meeting on the same day) summarising Angel of the North meeting notes and intention to forward AutoCAD drawings once received. Ecology reports have already been forwarded and awaiting feedback on the options.

Date	Form of correspondence	Key topics discussed and key outcomes
07/11/19 and 11/11/19	Email from Jack Fenwick (WSP Principal Ecologist) to Peter Shield (Ecologist)	Email summarising conversation regarding a local wildlife site. Gateshead Council responded on 11/11/2019 by confirming that the data received from the Environmental Records Information Centre (ERIC North East) on Local Wildlife Site (LWS) boundaries, including Ravensworth Ponds and Woods, Dunkirk Pond and Dunkirk Farm West matches that of the Council data and therefore is suitable to inform the ecological impact assessment.
08/01/2020	Meeting with Andrew Softley (Senior Planner) and Andrew Haysey (Transport Planning Manager)	Meeting to explain DCO process to Gateshead Council to prepare them for the preliminary hearing in Jan 2020 and rest of the examination period. Gateshead Council shared Clean Air Plan following meeting. Meeting was for information purposes with no key outcome.
07/02/2020	Meeting with Rachel Grahame (Tyne and Wear Archaeology Officer)	Discussions covered the geophysical survey to the west of Bowes Incline Railway results and any further requirements. The meeting was arranged to agree the contents of the Written Scheme of Investigation (WSI) to be used as a work brief/scope for the archaeological contractor and to confirm the requirements for further work. The contents were broadly agreed but will formally approved on receipt of the WSI.
		General liaison meetings with Highways England, both individually as Gateshead Council and as part of the LA7/Joint Transport Committee arrangements at which overall progress on the scheme can be monitored.
19/02/2020	SOCG Meeting	Discussed design and environmental issues in light of previous conversations and written reps responses from the LPAs to agree a way forward.

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Gateshead Council in relation to the issues addressed in this SoCG.

3 ISSUES

3.1.1 This section sets out the 'issues' which are agreed, not agreed or are under discussion between Gateshead Council and Highways England.

Table 3.1 Issues related to the Draft Development Consent Order (DCO)

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
All	All	Under Discussion	The Draft Development Consent Order (DCO) [APP-013] has been drafted to a satisfactory standard.	Under Discussion
Articles 1-46	-	Under Discussion	The provisions stated in Articles 1- 46 of the DCO [APP-013] are acceptable.	Under Discussion
Requirements 1- 19	-	Under Discussion	The provisions stated in Requirements 1-19 of Schedule 2 of the DCO [APP-013] are acceptable. The Council are satisfied that they shall be consulted prior to discharge.	Under Discussion

Table 3.2 Issues related to Angel of the North

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Environmental Statement - Chapter 6: Cultural Heritage	6.8 Potential impacts	<p>In a meeting on 08/03/2018 on Gateshead Council's Conservation Officer asked Highways England to consider removal of trees along the A1 that currently obstruct the view of the Angel of the North. Removal of these trees is restricted for ecological reasons.</p> <p>Gateshead Council recognises tensions between artist, climate change and ecology views. Gateshead Council requested visuals of the proposed A1 works showing the landscape in its finished (post construction) massing would assist in developing the detailed landscape design and enable views to be managed alongside gantries and other infrastructure.</p> <p>The Council does not agree that there will permanent beneficial impacts on the setting of the Angel as a result of reduced planting, and the effect of the gantries will be significant.</p>	<p>Landscape Planting: There will be permanent beneficial impacts on the setting of the Angel of the North as a result of reduced planting giving greater potential for views which would improve the experience of the asset. This beneficial effect has been identified in a joint Gateshead Council Historic England study.</p> <p>Views from the road towards the Angel of the North would be slightly more restricted due to the installation of gantries but the effect would not be significant.</p> <p>Workshop to be arranged to discuss landscape and historic environmental issues affecting the setting of the Angel of the North.</p>	Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		<p>Agreed in November 2019 that a single joint landscaping scheme should be developed by Highways England and Gateshead Council. Discussions are ongoing.</p> <p>The appearance of the new underpass agreed by Gateshead Council.</p>		
Chapter 7: Landscape and Visual	7.4 Method of Assessment	<p>Gateshead Council considers that additional photomontages are required to show the appearance of the embankments and cutting around the Angel of the North.</p> <p>Requested an additional photomontage to be prepared for the Bowes Incline area.</p>	<p>Section 7.4 of ES Chapter 7: Landscape and Visual [APP-028] summarises the assessment methodology for impacts during construction and operation of the Scheme.</p> <p>Visual effect schedules have been prepared for receptors with a view of the Scheme, the typical view being demonstrated within representative viewpoints These representative viewpoints have been agreed with Gateshead Council. The findings of the detailed visual receptor assessments against the agreed representative locations have been</p>	Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
			<p>presented in standalone Visual Effects Drawings (VED)</p> <p>Agreed to produce an extra photomontage for Bowes Incline. Likely to be taken from one of the bridges as not easy to take photographs from A1 carriageway.</p> <p>Agreed to produce a cross section of the Bowes Incline area.</p> <p>Agreed to update the flythrough with additional details and advise how this will be submitted as part of the application.</p>	
Chapter 7: Landscape and Visual	7.10 Significance of Effects	<p>As set out above, Gateshead Council and Highways England each have the main objective that the landscaping appears as one scheme across the A1 works and immediate setting and use of the Angel itself, discussions are ongoing regarding the details of the landscaping scheme.</p> <p>GC has adopted a preferred landscape scheme on 19 February 2020.</p>	<p>Section 7.10 of ES Chapter 7: Landscape and Visual [APP-028] provides an assessment of the Scheme's likely significant effects.</p> <p>During construction there would be impacts on the views of 300 residential receptors as a result of the removal of vegetation as part of the Scheme.</p> <p>Once the Scheme is operational, there would be some visual changes to the character of the</p>	Under discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		GC Heritage to provide details of Chief execs decision and artist's landscape scheme to Highways England.	surrounding areas, however, these changes would only be significant for Landscape Character Area 1, Public Right of Way (PROW) P3 and Longacre Wood.	

Table 3.3: Issues related to Bowes Railway

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Environmental Statement - Chapter 6: Cultural Heritage	6.9 Mitigation	<p>Measures to enhance the appreciation of the Bowes Railway such as installation of information boards along the public right of way would be welcomed (08/03/2018 meeting). Such works have the potential to outweigh physical harm.</p> <p>GC confirmed that they will defer to the view of Historic England and Gateshead archeologist. They had no further comments on this matter</p>	<p>Section 6.9 of Chapter 6: Cultural Heritage of the ES [APP-027] sets out the construction phase mitigation measures for the Scheme.</p> <p>Prior to construction taking place within the field containing the ridge and furrow earthworks, adjacent to the Bowes Railway Hotel an archaeological topographic survey of the entire field would be undertaken in accordance with Historic England metric survey standards.</p> <p>It was agreed that Historic England should be involved in the discussions.</p> <p>A meeting was held on the 6th February 2020 with the Tyne and Wear Archaeological Officer to discuss Geophysical survey to the west of Bowes Incline Railway, results and any further requirements.</p>	Agreed

Table 3.4: Issues related to Landscape Mitigation

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Chapter 7: Landscape and Visual	7.8 Potential impacts	<p>Under discussion, seeking additional details on landscape design to mitigate for the overhead signage.</p> <p>To be discussed at workshop – flythrough showed impacts on views of Angel of North from highway. Gateshead Council requested further discussions to ensure this impact is minimised.</p> <p>The Council states that that there is a material and negative impact on the Angel resulting from the scale of the new footbridge and the number and position of the proposed gantries. This impact can be offset by the implementation of the ‘Revealing the Angel’ scheme in the ‘Options Appraisal for Managing and Enhancing the Angel’ report, on both Council and Highways England land, with offsetting of tree planting numbers on another site in the Borough, to be agreed with the Council.</p>	<p>Section 7.8 of Chapter 7: Landscape and Visual of the ES [APP-028] summarises the predicted construction and operation impacts of the Scheme.</p> <p>During construction, the Scheme the removal of roadside vegetation would, in places, expose views of the existing A1, associated construction activity and traffic management. The Landscape Mitigation Design, Figure 7.6 of the ES [APP-061] identifies where existing vegetation would be removed and where new planting would be created. The impact of vegetation removal would be minimised due to either the current shape of the land, retained vegetation within the adjacent landscape or existing buildings.</p> <p>During operation, the Scheme is operational there would be some changes to the character of the surrounding areas.</p>	Under discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Chapter 7: Landscape and Visual	7.9 Mitigation	Gateshead Council requested that this is secured by a requirement in the DCO to be discharged by the local authority. The wording of this Requirement is currently under discussion.	<p>Section 7.9 of Chapter 7: Landscape and Visual of the ES [APP-028] sets out the construction phase mitigation measures for the Scheme.</p> <p>The measures are detailed running north to south. They are referenced against chainages shown on Figure 7.6 Landscape Mitigation Design of this ES [APP-061].</p> <p>The Scheme needs to achieve no net loss of trees. Off-site replanting is an option but more difficult to deliver and subsequently manage. Onsite replanting is preferred.</p> <p>Three locations have been identified as potentially offering opportunities to improve or enhance the landscape within the highway boundary, in line with the Highways England's licence to achieve environmental improvements, enhancements and long-term development of the network. These include Banesley Lane, east of the</p>	Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
			<p>Allerdene embankment and south of the Angel of the North sculpture.</p> <p>Operational mitigation will be provided 12 months after the Scheme becomes operations, which might result in more significant short term effects.</p>	
Chapter 7: Landscape and Visual	7.10 Significance of Effects	<p>Gateshead Council has its own Landscaping Proposals. Gateshead Council's main objective is that the landscaping appears as one scheme across the A1 works and immediate setting and use of the Angel itself, one landscape response so both dovetail together in 2023.</p>	<p>Section 7.10 of Chapter 7: Landscape and Visual of the ES [APP-028] provides an assessment of the Scheme's likely significant effects.</p> <p>During construction there would be impacts of 300 residential receptors as a result of the removal of vegetation as part of the Scheme.</p> <p>Once the Scheme is operational, there would be some changes to the character of the surrounding areas, however these changes would only be significant for Landscape Character Area 1, PROW P3 and Longacre Wood.</p>	Under Discussion

Table 3.5: Issues related to Local Wildlife Site Boundary

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Environmental Statement - Chapter 7: Landscape and Visual	7.7 Baseline Conditions	A new Local Wildlife site that will directly affected by the Scheme has been designated since the submission of the DCO application.	<p>Section 7.7 of ES Chapter 7: Landscape and Visual [APP-028] summarises the baseline conditions. The area surrounding the Scheme is characterised by a combination of uses including residential, urban, rural, industrial, recreational and open space. Much of the area falls within designated Green Belt land, namely the Tyne and Wear Green Belt. The A1 and ECML sever the area and form strong visual and audible elements of the landscape. The assessment has considered impacts and their effects on the local character of the area (with the surrounding areas divided into five Landscape Character Areas) and visual impacts and their effects on existing residents, road users and those who use amenity areas such as footpaths.</p> <p>In November 2019, Gateshead Council highlighted a discrepancy of the boundaries of some of the other Local Wildlife Sites and the boundaries used in the ES</p>	Agreed

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
			including, but not limited to the boundaries of Ravensworth Ponds and Woods; and Dunkirk Pond (Fox's Pond) and Dunkirk West. These were subsequently submitted to Gateshead Council and agreed.	

Table 3.6 : Issues related to Noise Barriers

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Chapter 11: Noise and Vibration	11.9 Mitigation	<p>Noise barriers presented to Gateshead Council at meeting on 12/03/2019. No objections raised at the meeting on 19 February 2020.</p> <p>Queries about the appearance of the noise barriers and programme for installation. Can noise barriers be installed?</p>	<p>Section 11.9 of Chapter 11: Noise and Vibration of the ES [APP-032] sets out the operational and construction phase mitigation measures for the Scheme which includes the use of noise barriers at the operational phase.</p> <p>During construction the adoption of Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 (Ref. 11.5). Such measures have been included within the Outline CEMP [APP-174].</p>	Agreed

Table 3.7: Issues related to Sustainable Transport Contributions

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Appendix 7.3 Transport Assessment Report [APP- 173]	6. Walking, Cycling and Horse Riding (WCH)	<p>In their formal representation to the Inspectorate and under the title “Smarter Choices”, Gateshead Council has requested financial contribution for sustainable transport measures.</p> <p>Further details will be required to inform further discussions and confirm Highways England’s final position.</p>	<p>Within the vicinity of the Scheme is: one cycling route which provides a major link to Newcastle City Centre; and three sections which can accommodate pedestrian and cyclist movements, namely the A1 Birtley to Coal House, Junction 66 and 67 and Smithy Lane. However, public transport is very limited, there are no rail options available and bus routes only use the junctions of the A1.</p> <p>It is likely that WCHs would be directly impacted during the construction of the Scheme due to the requirement to temporarily close footpaths in the vicinity. Opportunities to provide potential improvements to the existing WCH infrastructure will be delivered as part of the Scheme.</p> <p>Highways England will advise further on this element of the Scheme.</p>	Under discussion

Table 3.8: Issues related to LLFA / Flood Risk / Drainage / Water Quality

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Environmental Statement – Road Drainage and the Water Environment	13.9 Mitigation	<p>The General Arrangement drawings show the detention basin as heavily engineered and uniform in plan form and profile, served by an excessive area of maintenance track. The basin should be amended to a more naturalistic design, incorporating more variation in form and profile to provide maximum potential for habitat development, and delivery of water quality and amenity benefits.</p> <p>The extent of the basin maintenance track and turning head area should be reduced to allow more scope for the provision of appropriate habitat space around the basin. These improvements must be incorporated prior to the detail design stage, to provide confidence that they will be delivered at that stage.</p> <p>Gateshead Council stresses need for further discussions prior to Detailed Design.</p>	<p>The Scheme would provide opportunities for enhancement including the Allerdene Burn culverts for ecological benefits and surface water drainage by installing oil interceptors and reductions in surface run off.</p>	Under Discussion
		<p>The re-aligned and opened-up sections of the Allerdene Burn shown on the General Arrangement drawings (all 3 options) are over-</p>		Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		<p>engineered, with not enough variation in form or profile. It goes against good flood risk management principles with an engineered design and disconnect from its floodplain. The drawings should be modified to show a more naturalised channel that would conform with paragraph 5.2.3 of the WFD Assessment (Appendix 13.2). There is space to incorporate some areas of widened channel with slackened bank profiles, pools, and possibly some connected floodplain areas. Although the Environmental Statement suggests that naturalised features could be considered at detail design stage, a firm commitment to them should be made now, to avoid them being overlooked or value-engineered out at detail design stage.</p> <p>Gateshead Council Stresses need for further discussions prior to Detailed Design.</p>		
		<p>Underground tank (Junction 65): It seems unnecessary to install an underground tank. A surface basin</p>		<p>Under Discussion</p>

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		<p>or pond that has the potential to provide habitat would be more in keeping with WFD, local and national policy requirements.</p> <p>Gateshead Council Stresses need for further discussions prior to Detailed Design.</p>		
		<p>Silt control vortex separators: There is only a firm commitment to provide a silt control mechanism at Long Acre Dene. A firm commitment to protect all affected watercourses should be made at this stage (prior to detail design) in order to avoid negative impact, and ideally provide betterment in water quality in line with WFD and local policy requirements.</p> <p>Gateshead Council Stresses need for further discussions prior to Detailed Design.</p>		Under Discussion
		<p>Inlet/outlet features: New Inlets and outlets should utilise naturalistic design features wherever possible and minimise the use of pre-cast concrete features through the use of gabion mattresses, vegetated</p>		Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		<p>features, and a commitment to a more environmentally sensitive design. This approach would conform with the principles of the WFD, and with the objectives of the River Team Catchment Partnership and the emerging Gateshead Local Plan policies MSGP Policy 30:1a and b.</p> <p>Gateshead Council Stresses need for further discussions prior to Detailed Design.</p>		
		<p>Ordinary Watercourses: The culverts at Bowes View, Leyburnhold Gill, Long Acre Dene, and the two at Smithy Lane should be clearly shown on the General Arrangement, and related drawings. This</p> <p>shall be to demonstrate that the works will not physically damage the culverts and their connecting watercourses, and that no extensions or alterations will be required to the culverts, or their connecting watercourses. Ordinary Watercourse Consent is required</p>		Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		from the LLFA for any alterations to culverts, or watercourse channels. Gateshead Council Stresses need for further discussions prior to Detailed Design.		
		The Council considers that there is a need to fully consider the potential impacts from mine water/ groundwater constraints on the proposed surface water drainage system. Gateshead Council Stresses need for further discussions prior to Detailed Design.		Under Discussion

Table 3.9: Issues related to Property and Asset Management

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		Based on the negative impact the Scheme would have on Council land in respect of ecology/biodiversity, the Council is concerned about the extent of Council land/rights to be acquired by the Scheme. The Council will seek assurance that appropriate ecology/biodiversity mitigation is provided as part of any compensation settlement.	Maintenance to be discussed and agreed.	Under Discussion

Table 3.10: Issues related to Structures

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		<p>Responsibility to repair and maintain Embankment: As the embankment supports the A1 at this point it is the Council's view that future maintenance responsibilities and liabilities should lie with Highways England, and confirmation of this is sought. Also, any design should incorporate features that offer scour protection at the headwall and within the underpass.</p> <p>The wider issue of the ponding effect of the embankment, and the damage this can cause to the Bowes Railway Path as a whole, will be considered in the Local Impact Report.</p>		Under Discussion

Table 3.11: Issues related to Scheme Design

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Structures Engineering Drawings and	Sheets 3, 4 & 5	. Gateshead Council prefer second viaduct design option. Highways England proposed Rochdale envelope approach that accesses the maximum and minimum parameters. However, there are still some	The viaduct and embankment options for Allerdene Bridge are both assessed in the ES [APP-021 – APP-170] and are presented as options in the Draft DCO [APP-013].	Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Sections [APP-011]		<p>outstanding issues as from a Water Framework Directive/ flood risk perspective, as the 6 pier option would be preferable.</p> <p>Gateshead Council confirmed on 3 December 2019 that they are supportive of the preferred route Option 1a (which was announced as the preferred route in July 2017) it involves replacing Allerdene Bridge south of its current location.</p>		
Structures Engineering Drawings and Sections [APP-011]	Sheets 10 & 11	Agreed. The non-compliant 1 in 12 gradient access ramp to the North Dene footbridge was agreed by Gateshead Council following discussions at a meeting on 12 March 2019. (usual standard 1 in 20).	A 1:12 ramp at North Dene Footbridge is included in the Scheme design. The reasons for opting for a non-compliant 1:12 ramp includes improvement to the current situation (e.g. a better gradient, more width). A 1:20 ramp would provide an elongated route and higher bridge.	Agreed
Works Plans [APP-007]	Sheets 3, 4, 5, 6 & 7	Under discussion post DCO decision. Workshop to be arranged prior to Deadline 3 (10 March 2020)	Gantries will be provided along the Scheme, although at this stage, their locations along the Scheme are not fixed to allow flexibility in later design stages. Cannot reduce number of gantries. Minimal flexibility in location.	Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
ES Chapter 2: The Scheme [APP-023]	2.5 Scheme Description	<p>The minutes of the meeting on 12 March 2019 note that there is still some ongoing discussion over who will eventually own/maintain the lighting scheme of the underpass (Highways England and Gateshead Council).</p> <p>Details to be discussed with Highways England and Gateshead Council ecologist prior to Deadline 3 (10 March 2020)</p>	<p>Lighting of the Longbank Bridleway underpass will be provided and will be sensitive to the bats surveyed using the underpass. Lights will be provided on sensors, that will not trigger when the bats pass them. Refer to Table 2.1 above for record of engagement relating to lighting the underpass.</p>	under Discussion
ES Chapter 12: Population and Human Health [APP-033]	12.8 Potential Impacts	<p>The red line boundaries along paths at the Angel of the North refers to path closures during construction works and alternative routes. Gateshead Council requested a larger plan to show exactly what is proposed</p> <p>Gateshead Council have expressed concerns that the Coal House Roundabout is highlighted by pedestrians and cyclists as a major obstacle to trips into Team Valley with no facilities to help these sustainable modes enter or exit the team valley trading estate. This is of particular concern to residents of Lady Park who believe they are cut off from bus services and local shopping opportunities.</p> <p>Eighton Lodge Roundabout is highlighted by pedestrians and cyclists as a major</p>	<p>Highways England will provide temporary diversions for PROWs.</p> <p>There would not be any PROW diversions required during operation and it is intended that WCH facilities and connectivity would be improved as a result of the Scheme.</p> <p>ES [APP 12.1] Walking Cycling and Horse Riding Assessment Paragraph 2.6.3. states, <i>“Pedestrians originating from the Lady Park area of Gateshead, wishing to access local bus routes and supermarket provisions in Team Valley are concerned about walking routes/crossing opportunities around the Coal House Interchange”</i></p>	Under Discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		<p>obstacle to trips on national cycle network route 725 (Great north cycleway) with no facilities to help these sustainable modes to cross the junction. This is of particular concern to residents of Birtley who believe they are cut off from Gateshead and Newcastle. The Scheme needs to consider the impact these junctions have on the local community and that the Scheme includes facilities which stops the A1 from being an obstacle to sustainable modes.</p> <p>Bowes Mineral Line PROW (Regional Route 11) is an important public right of way which also acts as a regional cycle route and has suffered from flooding with water exiting the A1 on to the PROW. The Scheme should ensure that this cause of flooding is prevented with the drainage design of the new Scheme. The extension of the tunnel will also require a lighting system to be considered for the PROW. The proposed footpath diversions to the north of the A1 and linking to RR11 should conform to the equalities act.</p> <p>The footway from Eighton Lodge to Crathie is a now a multiuser path for</p>	<p>North Dene Footbridge forms a link on Gateshead Council's cycle network and links the highway to the PROW network. Recently Gateshead Council worked with Highways England to improve the bridge with a cycle wheel ramp but the new design should allow the use of the bridge without cyclists having to dismount. Details to be discussed with Gateshead Council.</p>	

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
		pedestrians and cyclists and as such any alterations should be designed to include both modes with signage and minimum width. The Scheme needs to consider the impact of improving the entire length of the path to assist the local community to link to other parts of the local cycle network.		

Table 3.12: Issues related to Green Belt Considerations

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Planning Statement [APP-171]	5.4 Green Belt Policy	At meeting on 12 March 2019, Gateshead Council agreed that the Green Belt approach sensible, particularly where widening into the green belt was being proposed to negate impacts on residents at Crathie etc	The National Planning Policy Framework (NPPF) defines development and its impact on openness is either 'appropriate' or 'inappropriate'. It is accepted that the Scheme is inappropriate but there are very special circumstances to justify the development in the Green Belt which outweigh the limited degree of harm identified.	Agreed

Table 3.13 Issues related to the Outline Construction Environmental Management Plan (Outline CEMP)

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Outline CEMP [APP-174]	All	<p>Gateshead feedback on Cultural Heritage, Landscape and Visual, Biodiversity, and Road Drainage and the Water Environment chapter submitted to Gateshead Council informed the production of the Outline CEMP.</p> <p>Discussions regarding the CEMP itself have not yet taken place. Relevant details are set out in the environmental assessment section above.</p>	<p>The Outline CEMP provides details of environmental roles and responsibilities, details of consents and permissions, collection and submission of environmental data, environmental maintenance and monitoring requirements including procedures for monitoring and reviewing compliance with the CEMP.</p> <p>Ongoing discussions with GC will inform the content of the CEMP.</p>	Under discussion
Chapter 1: Introduction and Background to the Scheme, Outline CEMP [APP-174]	Table 1-1	Under discussion.	<p>Indicative Construction Programme Northern Gas Network – spring 2020-spring/summer 2021; Site Mobilisation – Winter 2020/21 Main construction works – winter 2020/21- Winter 2023/24 Site demolition and reinstatement – Winter 2023/24</p>	Under discussion
Chapter 3: Record of Environmental Actions and Commitments – Included within Outline CEMP	G4	<p>Under discussion. Agreed with the hours proposed by Highways England. Seeking further details likely exceptions and overnight working.</p>	<p>Hours of Work Weekdays 07.00-19.00; Saturdays 07.30-13.00; Sundays and bank holidays, no working unless agreed by exception. Typical exemptions might include online installation of the replacement</p>	Under discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
[APP-174]			pedestrian bridge that can only be carried out whilst the A1 is closed and full closures can only occur at night.	
Appendix B: Construction Traffic Management Plan– Included within Outline CEMP [APP-174]	2. Site Access	Under discussion.	Two main construction compounds and 2 working construction compounds. Access routes, signage and PROW are set out in the document.	Under discussion
Appendix B: Construction Traffic Management Plan– Included within Outline CEMP [APP-174]	4.Construction Traffic Impact	Under discussion	Peak construction traffic generation will be Q3 2021. Trips assumed to originate from Junction 66. Average number of trips generated by construction traffic commuting assumed to be 200 per day.	Under discussion

Section	Sub-section	Gateshead Council Position	Highways England Position	Status
Appendix B: Construction Traffic Management Plan– Included within Outline CEMP [APP-174]	5.5 Mitigation	Under discussion.	<p>Main contractor will produce an Access Route Survey Report to identify pinch points requiring mitigation such as temporary removal of street furniture and safety barriers.</p> <p>Further assessments will be undertaken to determine the exact temporary mitigation as well as agreement of traffic management and coordination and deliveries with Highways England and local authorities.</p> <p>Consideration will also be given to diversions, construction staff parking, lay down areas. temporary full overnight closures and diversions, construction staff parking, lay down areas.</p>	Under discussion

