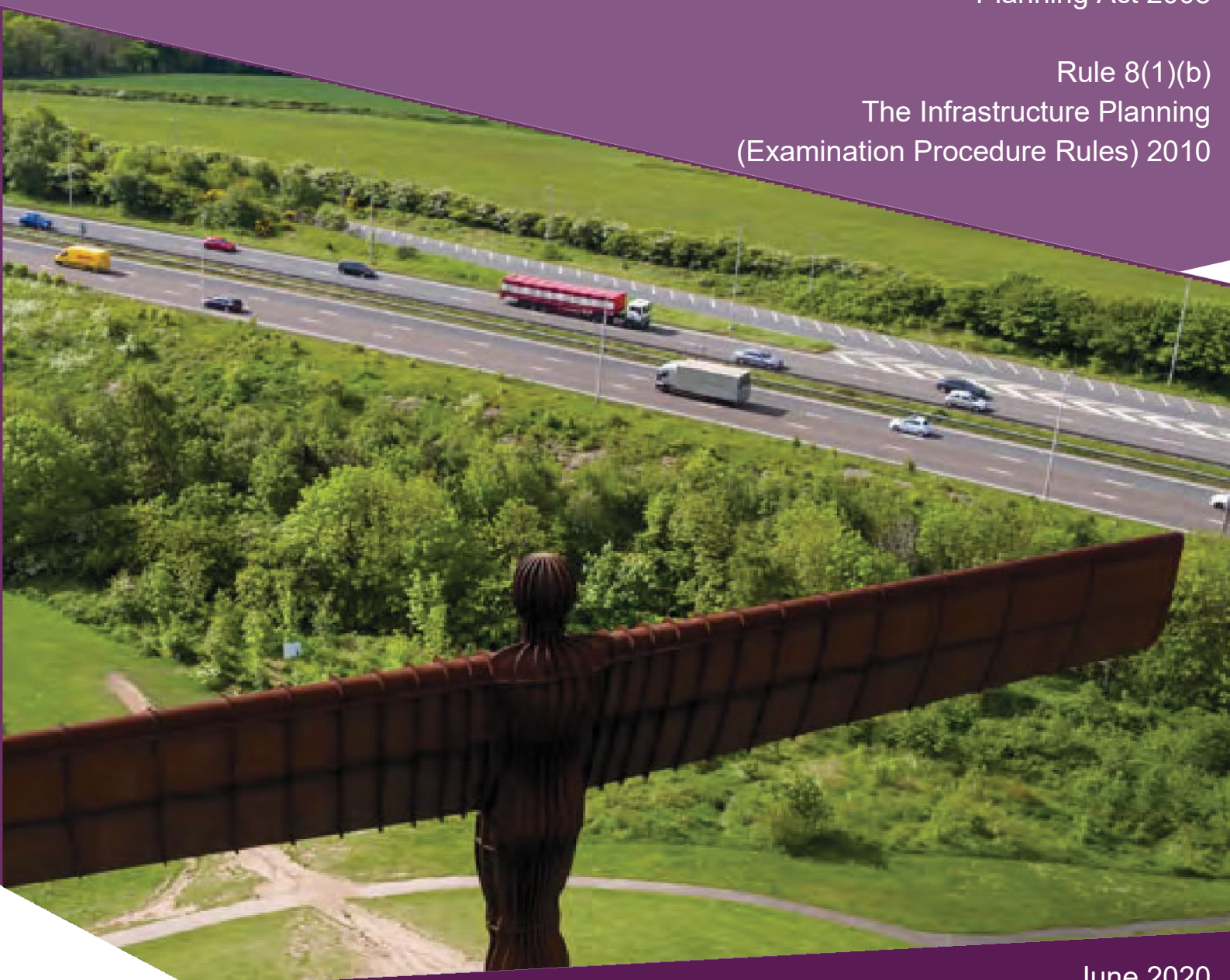


A1 Birtley to Coal House
Scheme Number: TR010031

Applicant's Response to ExA's Third Written
Questions

Planning Act 2008

Rule 8(1)(b)
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]**

Applicant's Response to ExA's Third Written Questions

Rule Number:	Rule 8(1)(b)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	Applicant's Response to ExA's Third Written Questions
Author:	A1 Birtley to Coal House Project Team, Highways England

Version	Date	Status of Version
Rev 0	9 June 2020	For Issue

CONTENTS

1	Applicant's Response to ExA's Third Written Questions.....	1
	Table 3.0 – General and Cross-topic Questions	2
	Table 3.3 – Compulsory Acquisition	8
	Table 3.4 – Draft DCO	9
	Table 3.5 – Cultural Heritage.....	11
	Table 3.6 – Landscape and Visual.....	12
	Table 3.7 – Noise and Vibration	18
	Table 3.8 – Economic and Social Effects.....	19
	Table 3.9 – Transport and Traffic	19
	Table 3.10 – Water Environment.....	21

1 Applicant's Response to ExA's Third Written Questions

Table 3.0 – General and Cross-topic Questions

Ref No:	Question to:	Question: General and Cross-topic Questions	Response:
3.0.1	The Applicant and Gateshead Council	<p>Appendix A of the Outline Construction Environmental Management Plan (CEMP) [REP6-08] includes proposed layouts of the two main construction compounds.</p> <p>Should the final proposed layouts of the main construction compounds be secured for approval through the final CEMP? Please explain your reasoning for this and set out how this would be secured as appropriate.</p>	<p>The Applicant agrees that the final layout of the main construction compounds at Junction 67 and Eighton Lodge should be secured for approval in a form substantially in accordance with those contained in the Outline CEMP when the final CEMP is approved. However, it should be noted that the layout of the main compound at Eighton Lodge has not been the subject of debate in the Examination.</p> <p>The Applicant submitted a Technical Note setting out the justification for the proposed layout and usage of plot 3/6c as a construction compound at Junction 67 - refer to the Applicant's Response to Second Written Questions, Appendix 2.3A – Technical Note on Junction 67 [REP4-082]. This addresses the layout of the construction compound based upon the assumption that the additional land comprised in the material change request submitted at Deadline 4 (20 April 2020) is not available to the Applicant.</p> <p>The change requested includes a proposal to include additional land comprised in plot 3/13a, which will enable a material stockpile to be provided adjacent to plot 3/6c.</p> <p>Both the relevant plan of the compound layout comprising plot 3/6c and that comprising 3/13a are contained in Figure 1/AL Site Compound Plan in Appendix A of the Outline CEMP [REP6-08 and 19]. An updated version of this was submitted at Deadline 8 (09 June 2020). The updated version of Figure 1 is appended to the Outline CEMP and is referred to as Figure 1/AL.</p> <p>The site layout for the Junction 67 works compound shown on Figure 1/AL without the inclusion of the additional land comprised in plot 3/13a has been prepared and reviewed by an expert contractor, Costain Group plc. It is based upon industry best practice and the knowledge and experience of the contractor, for a compound that will be required to support a scheme of this nature, duration and size. It is of a level of detail appropriate to the design of the Scheme at this stage.</p> <p>It is appropriate to finalise and fix the layout of the Junction 67 construction compound (whether including plot 3/6c or also including plot 3/13a) at the pre-construction stage. This is because the final Construction Design and Management (CDM) plans for the construction compounds will be produced for the Scheme at that point, meaning that the final design is most appropriately carried out at this stage. This is so that the CDM design, which is relied upon for site safety, marries with that required for the final CEMP.</p> <p>The process is that Figure 1/AL: Site Compound Plan (Appendix A of the Outline CEMP [REP6-08 and 19]) will be updated for the final CEMP and this will be informed by the CDM plan. It will be tailored to include those details appropriate for the final CEMP, for example, materials storage, road sweepings management, facilities to wash vehicles and plant and vehicle maintenance areas, location of drains, provision of spill mitigation and location of waste management facilities. This plan will be</p>

Ref No:	Question to:	Question: General and Cross-topic Questions	Response:
			<p>included in the final CEMP which would then be submitted for approval by the Secretary of State. In order to secure this, a new action [G12] has been added as follows into the Outline CEMP [REP6-08 and 19] "The final proposed layout of the construction compounds to be sited at Junction 67 and Eighton Lodge will be included in the CEMP and must be in substantial accordance with Appendix A - Figure 1/AL Site Compound Plan of the Outline CEMP".</p>
3.0.2	The Applicant	<p>Appendix A (site compounds) of the latest version of the outline CEMP [REP6-08] does not include the additional land to be used for material stockpiling.</p> <p>a) Can the Applicant include this additional land in the outline CEMP?</p>	<p>The new version of Appendix A - Figure 1 Site Compound Plan of the Outline CEMP [REP6-08 and 19] has been prepared that has been updated to include the additional land to be used for material stockpiling. This has been submitted as a new figure within Figure 1/AL, namely "Site Compound Plan Detailed View, Junction 67 (Additional Land)". This is contained within Figure 1/AL Site Compound Plan in Appendix A of the Outline CEMP [REP6-08 and 19], an updated version of which has been submitted as part of Deadline 8 (09 June 2020).</p> <p>In order to address the circumstances where the Secretary of State decides to grant compulsory powers over plot 3/13a, which is the additional land, the Outline CEMP [REP6-08 and 19], an updated version of which was submitted as part of Deadline 8 (09 June 2020), has been amended to provide that:</p> <p><i>"The final proposed layout of the construction compounds to be sited at Junction 67 and Eighton Lodge will be included in the CEMP and must be in substantial accordance with Appendix A - Figure 1/AL Site Compound Plan of the Outline CEMP. Where parcel 3/13a is included in the powers granted by the made DCO, the layout of the construction compound to be sited at Junction 67 shall be in substantial accordance with the image in Figure 1/AL Site Compound Plan Detailed View, Junction 67 (Additional Land)".</i></p>
		<p>b) For clarity, please provide an up to date list of all the specific measures within the CEMP that would be relevant for managing and limiting the impacts from i) the use of this additional land during the construction process (including site set up and de-mobilisation) and ii) the Allerdene Three Span Viaduct Option.</p>	<p>Table 3-1 Register of Environmental Actions and Commitments (REAC) of the Outline CEMP [REP6-08 and 19] contains measures to avoid, prevent, reduce or, where possible and appropriate, offset the potential environmental impacts associated with the construction of the Scheme, including the additional land and Allerdene three span viaduct option. An additional document - Appendix 3.0 B - Measures within the Outline CEMP in relation to the additional land and Allerdene three span viaduct option - has been produced which comprises two tables. These list all of the specific measures within Table 3-1 REAC of the Outline CEMP [REP6-08 and 19] that would be relevant for managing and limiting the impacts from i) the use of the additional land (parcel 3/13a) during the construction process (including site set up and de-mobilisation) (Table 1) and ii) the Allerdene three span viaduct option (Table 2).</p> <p>It should be noted that, following acceptance into the Examination, those specific measures identified for managing and limiting the impacts from the additional land and Allerdene three span viaduct option, as detailed in Table 1-1 of Appendix F of ES Addendum: Additional Land [REP4-058] and Table 1-1 of Appendix E of ES</p>

Ref No:	Question to:	Question: General and Cross-topic Questions	Response:
			<p>Addendum: Allerdene Three Span Viaduct Option [REP4-060] respectively, have been added to Table 3-1 REAC of the Outline CEMP.</p> <p>In relation to the additional land, the following new actions have been added:</p> <ul style="list-style-type: none"> • [G13] - inclusion of a 3m topsoil bund; • [G14] - reinstatement of land to its pre-existing condition (including all hedgerow loss); • [CH11]- no intrusive groundwork to be undertaken within Lamesley Conservation Area; • [L18] - retention of the existing hedgerow within the additional land except for 10-15m section required for access; • [PH13] - minimise land take and ensure that the remaining land area outside the additional land continues to be viable for keeping horses. <p>In relation to Allerdene three span viaduct option, the following action has been updated: [B1] - permanent loss of priority habitats will be avoided where possible.</p>
3.0.3	The Applicant	<p>The Applicant states that the Allerdene three-span viaduct option in combination with the additional land for material stockpiling would reduce the overall construction duration by up to six months, in addition to creating several other benefits.</p> <p>a) Please could the Applicant confirm that the benefits listed would only arise from the additional land for material stockpiling in combination with the three-span viaduct option, or whether any benefits would also arise in connection with any of the other viaduct options?</p>	<p>The additional land would benefit the three span bridge viaduct option, but not the single span or the six span viaduct.</p> <p>The earthwork volumes and programme outputs originally calculated and used in designing the Scheme have been developed further. The additional land requested to a material stockpile provides a programme saving of six months for the three-span and the single span/embankment design solution. This is due to the volumes and rate which the imported material can be brought to site in road wagons. The additional land would allow the three span bridge with reinforced earth approach embankments. This requires a much smaller volume of fill but requires the fill material to be alongside the embankment. Furthermore, the rate of vertical rise on a reinforced earth embankment is quicker than that of traditional methods and is less weather susceptible due to the nature of the fill being used (granular).</p> <p>This time saving would not benefit the six-span Allerdene Viaduct option because the construction of that structure would be carried out without the use of such significant volumes of earth fill. Consequently, there would not be a need for stockpiling of earth and hence no time saving as a result of additional stockpiling. The duration of the six-span viaduct works would remain longer than the period for the three span viaduct option.</p>
		b) Please provide further explanation and details of the benefits that are stated to arise from i) the reduction in the duration of temporary traffic management and road works on the A1 and ii) the reduction in the	Due to the reduced duration of the works, there would be a consequent reduction of time of the period within which temporary traffic management would be required. The benefit from this would be realised by road users both on the A1 and the connecting

Ref No:	Question to:	Question: General and Cross-topic Questions	Response:
		duration of disruption to residents (including any changes to the routing and frequency of construction traffic movements).	<p>local roads and improved journey time reliability. See the Summary of Proposed Changes to the Application [AS-009] which outlines the benefits of each proposed change.</p> <p>As noted in paragraph 2.1.10 of AS-009, the three span viaduct option would have a shorter construction period than the other options which means the capacity and safety benefits would be delivered sooner. The three span viaduct option would also remove the complex temporary works required to construct the western abutment in close proximity to the A1 that would be required for the six and seven-span viaduct options to keep the A1 operating during the works.</p> <p>There would be no change to the routing of construction traffic. However, the traffic volumes associated with a smaller earthworks footprint would mean that there would be fewer HGV movements associated with the delivery of imported fill for the embankment core and concrete associated with the piled embankment foundations. This in turn would reduce vehicle emissions in comparison to the six span viaduct option.</p>
3.0.4	The Applicant	The final sentence of the Applicant's response to ExQ2.0.2(c) includes reference to Appendix 2.0 A 'Appraisal of the Harm on Openness of Green Belt' [REP4-081] and states that 'consequently, because this is a separate assessment, this can be used in approvals of and under the CEMP'. For clarity, please provide further explanation of what is meant by this comment?	The operational and construction impacts of the Scheme on the Green Belt have been assessed in Chapter 7: Landscape and Visual [APP-028] of the ES and in the Appraisal of the Harm and Openness of the Green Belt [REP4-081]. The CEMP will provide a mechanism for securing approval for the detailed design of the Scheme should any further details require consideration in the future. The Appraisal of the Harm and Openness of the Green Belt [REP4-081] document can be used to assist in the consideration of any further required approvals.
3.0.5a	The Applicant and Gateshead Council	<p>The Applicant's response to ExQ2.0.4 [REP4-052] outlines measures that could be developed further during detailed design to ensure that the level of good aesthetics sought by the National policy statement for National Networks (NPSNN) is achieved and that this would be secured through a Requirement in the dDCO or provision in the Register of environmental actions and commitments (REAC).</p> <p>a) The Applicant is requested to provide proposed drafting of both the suggested dDCO Requirement and provision within the REAC as suggested above.</p>	<p>Revised wording has been incorporated in the requirements contained in the DCO to address this at Requirements 5(3)(f) and 12.</p> <p>Good aesthetics and design have been considered in the development of the design of the Scheme. This is identified in the National Policy Statement for National Networks (NPSNN) Accordance Table submitted with the Application [APP-172], in particular in response to paragraph 4.28 - 4.29 of the NNNPS (Criteria for "good design for national network infrastructure") which directs to the Planning Statement [APP-171] which sets out how the design evolved. Chapter 3: Assessment of Alternatives of the ES [APP-024] describes the Scheme's development and the options considered.</p> <p>The Consultation Report [APP-019] sets out further design changes made as a result of both non-statutory and statutory consultation.</p> <p>The Scheme and environmental mitigation proposals were designed with reference to</p>

Ref No:	Question to:	Question: General and Cross-topic Questions	Response:
			<p>guidelines in Design Manual for Roads and Bridges (DMRB) Environmental Design and Management, Volume 10; Section 0, Parts 2, 3 and 4, Section 1, Part 2 and Section 4, Parts 1 – 7 (and which has been superseded in the intervening period DMRB LD 117, 118 and 119). The Scheme design has considered aesthetic appearance as well as function and cost. In addition, design options for structures and drainage, and route options for road design were assessed by Highways England's environmental specialists including the landscape team and their recommendations informed the design choices. This 'embedded mitigation' is outlined within Chapter 5 – Chapter 15 of the Environmental Statement (ES) [APP-026 – APP-036]. In particular, Chapter 7: Landscape and Visual of the ES [APP-028] states that the proposed Allerdene Embankment option and Allerdene Viaduct option have been subject to a design process aimed at providing a structure that acknowledges its potential impacts on the wider landscape as a prominent new structure. This has included consideration of the overall height and form that the Allerdene bridge takes.</p> <p>In addition, the design of the North Dene Footbridge has been subject to a review of design options, aimed at providing an aesthetically pleasing design, as set out in Applicant's Responses to ExA's Second Written Questions - Appendix 2.01 - Structure Options Report 7 - North Dene Footbridge [REP4-036]. This design can be investigated further during the detailed design stage, and this is secured through action [PH3] in Table 3-1 Register of Environmental Actions and Commitments (REAC) of the Outline CEMP [REP6-08 and 19], an updated version of which has been submitted at Deadline 8 (09 June 2020).</p> <p>Landscape mitigation has been designed to deliver good aesthetics, providing screening where appropriate, and integration with the surrounding landscape. This is illustrated on Figure 7.6: Landscape Mitigation Design of the ES [APP-061] and is secured through actions [L4 – L11], within Table 3-1 REAC of the Outline CEMP [REP6-08 and 19].</p> <p>The Applicant has taken into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the Scheme's contribution to the quality of the area in which it would be situated). The aesthetic aspects that have contributed to the design of features and structures, are described in the relevant structures reports submitted at Deadline 4 (20 April 2020) [REP4-030 - REP4-033; REP4-036; and REP4-038 –REP4-039]and subsequently assessed in Chapter 7: Landscape and Visual of the ES [APP-028], in so much as they replace existing features e.g. North Dene Footbridge, refer to 7.8.54 and 7.8.56, or contribute to the screening of structures e.g. Allerdene embankment option, refer to 7.9.4 which identifies how the design of the structures, including their height and form would influence the perception of landscape character. Furthermore, consultation has been carried out with statutory and non-statutory stakeholders which led to design changes which are presented in Table 20 of the Consultation Report [APP-019].</p>

Ref No:	Question to:	Question: General and Cross-topic Questions	Response:
			<p>However, the opportunities for integrating aesthetic design into the Scheme are limited. This is because the Scheme proposes changes to an existing highway, which is constrained by the limitations of the existing road corridor and the design approach adopted at the time of the original design and construction. In reflecting landform and vegetation patterns, the original design achieved a high level of integration with the landscape, and structures associated with junctions and the crossing of the East Coast Main Line Railway avoided unnecessary height or prominence within the landscape. The Scheme has taken into account the location and positioning of the road, and has designed bridges, structures, embankments and cuttings similarly to achieve a good fit with the landscape.</p> <p>In this regard, the aesthetic approach of the Scheme continues to reflect the original design approach of the existing road. The Applicant has, in designing new or replacement structures, such as the North Dene Footbridge, or in designing the profile of earthworks and landscape strategy, considered where appropriate good design and the aesthetic qualities of proposed changes within the corridor. This is evidenced and secured through Table 3-1 REAC of the Outline CEMP [REP6-08 and 19]. Specifically, actions:</p> <ul style="list-style-type: none"> • [L4-L11] - these actions require the implementation of the landscape strategy as set out in Figure 7.6 Landscape Mitigation Design of the ES [APP-061], that has been developed to mitigate the effects of, and replace landscape features removed by the Scheme, retaining the original design where possible. • [G6] – the lighting will be designed so as to minimize light spill, reducing the effect on nearby receptors. • [B2] – the landscape strategy set out in Figure 7.6: Landscape Mitigation Design of the ES [APP-061], will require the formation of wildlife corridors and links to habitats within the wider landscape. • [PH3] – designing the North Dene Footbridge so as to reduce its potential impacts on the views of the Angel of the North. <p>[W10] – the inclusion of natural design features as part of the channel design for realigned watercourses.</p>
		<p>b) In its response to ExQ2.04 Gateshead Council [REP4-063] states that securing further details via Requirements is considered to be sufficient. Could Gateshead Council comment on the additional details that the Applicant suggests could be provided in its response to ExQ2.0.4?</p>	<p>Noted.</p>

Ref No:	Question to:	Question: General and Cross-topic Questions	Response:
3.0.6	The Applicant	<p>The Applicant's response to ExQ2.0.13 [REP4-052] sets out the Applicant's approach to any future updates that may be required to the CEMP following its approval under Requirement 4 of the dDCO.</p> <p>The Applicant is requested to consider what further wording could be added to paragraphs 1.2.5 and/or 1.2.6 of the draft CEMP [REP6-08] to make it clear what the process would be in the event that further changes are required to the CEMP and its supporting management plans.</p>	<p>The Outline CEMP [REP6-08 and 19] has been updated and submitted at Deadline 8 (09 June 2020) to include a new paragraph (1.2.7), as follows: <i>"The construction of the authorised development must be carried out in accordance with the approved CEMP. Should the changes described in paragraph 1.2.5 above mean that the approved final CEMP cannot be complied with, or an alternative approach is preferred, the final CEMP is to be amended/revised and submitted for approval by the Secretary of State. Such an amendment to or revision of the final CEMP must be substantially in accordance with the outline CEMP referred to the DCO. The approval of an amended or revised CEMP must only take place following consultation with the relevant planning authority, the Environment Agency and Historic England to the extent that it relates to matters relevant to its function".</i></p>
3.0.7	The Applicant	<p>Several updated versions of the draft CEMP have been submitted with the latest being provided at Deadline 6 [REP6-08].</p> <p>For clarity and to assist Interested Parties and the ExA in keeping track of the changes that have been made to the draft CEMP since the submission of the application, please provide a schedule of the changes that have been made to the draft CEMP at each Examination Deadline. Please also update this schedule at each future Examination Deadline where the draft CEMP is amended.</p>	<p>Appendix 3.0 C - Schedule of Changes to the CEMP has been provided which comprises four tables detailing the changes that have been made to the Outline CEMP at each Examination Deadline (Deadline 2 (25 February 2020) [REP2-050 and 051], Deadline 4 (20 April 2020) [REP4-022 and 023], Deadline 6 (19 May 2020) [REP6-08 and 19] and Deadline 8 (09 June 2020)) where the Outline CEMP has been updated. This will be updated for each future Examination Deadline where the Outline CEMP is amended.</p>
3.0.8	The Applicant	<p>Since the submission of the application, a number of the original application documents have been revised and new documents submitted. Please can the Applicant provide (and update at each subsequent Deadline as required) an Application Document Tracker providing a full list of all the documents submitted to date, making clear the latest version of each document as appropriate and the relevant Planning Inspectorate Examination Library reference.</p>	<p>An Application Document Tracker is provided at Appendix 3.0 D.</p>

Table 3.3 – Compulsory Acquisition

Ref No:	Question to:	Question: Compulsory Acquisition	Response:
3.3.1	The Applicant	<p>The Applicant's Funding Statement [APP-017] was submitted with the application.</p> <p>Taking into consideration the time that has elapsed since the preparation of the Funding Statement, including the formation of a new Government, please provide details of any additional matters that may be of relevance to the funding of the Proposed</p>	<p>In March 2020, the Government published the second Road Investment Strategy (RIS2) which covers the period April 2020 to March 2025 (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/872252/road-investment-strategy-2-2020-2025.pdf). This includes the ongoing commitment to construct the Scheme with construction due to start before the end of the RIS2 period in 2025 (see page 95) The Applicant receives funding from the Government to deliver a programme of investment over a five year period. Therefore, the formation of a new Government in December 2019 has not impacted on the Applicant's ability to fund the Scheme as it was within the five year funding period covered by RIS1. RIS2 represents the next five year funding cycle which will fund the Scheme through construction and includes an allowance for the payment of land compensation costs.</p>

Ref No:	Question to:	Question: Compulsory Acquisition	Response:
		Development.	The Applicant is not aware of any other circumstances or additional matters that may be of relevance to the funding of the Scheme.
3.3.2	The Applicant	The Applicant is requested to provide updated (as required) versions of the following: a) Compulsory Acquisitions Objections Schedule (as referred to in ExQ1.3.1) [PD-008];	Please refer to Appendix 3.3A. The Applicant maintains the necessity for powers to be granted over all land within the Order limits, including in particular the land referred to in the Compulsory Acquisitions Objections Schedule.
		b) A table identifying and responding to any representations made by Statutory Undertakers with land or rights to which PA2008 s127 applies (as referred to in ExQ1.3.4)	Please refer to Appendix 3.3B.
		c) A table identifying if the proposals affect the relevant rights or relevant apparatus of any Statutory Undertakers to which PA2008 s138 applies (as referred to in ExQ1.3.5).	Please refer to Appendix 3.3C.

Table 3.4 – Draft DCO

Ref No:	Question to:	Question: Draft DCO	Response:
3.4.1	Applicant and Gateshead Council	Requirement 3 (Construction and handover environmental management plan) of the dDCO [REP6- 04] (Part 1 of Schedule 2) states that the Construction Environmental Management Plan (CEMP) must reflect the mitigation measures in the register of environmental actions and commitments (REAC). a) Does the use of the word 'reflect' provide the necessary certainty to ensure that all the measures contained within the REAC will be fully and properly provided for within the subsequent CEMP?	Although the Applicant considers that the current wording is sufficiently clear to ensure that the final CEMP must include the mitigation measures in the outline CEMP, Requirement 4(2)(b) has been revised to provide that the final CEMP submitted to and approved by the Secretary of State must "be substantially in accordance with" the mitigation measures in the REAC. This is consistent with the obligation in Requirement 4(1) for the final CEMP to be substantially in accordance with the outline CEMP.
		If not, what alternative drafting could be provided?	See response above.
3.4.2	Applicant and Gateshead Council	In response to ExQ2.0.11, Gateshead Council states [REP4-063] that final details of demolition, construction and timings should be agreed to minimise impacts relating to the replacement North Dene footbridge. The Applicant's response [REP5-010] states that these measures will be included in the outline CEMP at Deadline 6. To reflect the above, does additional wording also need to	Requirement 12(2) has been revised to provide that the details of the demolition of the existing bridge, together with the proposed timings for the demolition and construction operations need to be approved before the existing bridge can be demolished or the new bridge constructed.

Ref No:	Question to:	Question: Draft DCO	Response:
		be inserted into Requirement 3 in order to make it clear that bespoke working hours may be required in this location?	
3.4.3	Applicant and Gateshead Council	<p>The Applicant has provided further details of the existing (to be demolished) and proposed Northern Gas Network (NGN) installations [REP4-041 and REP4-081]. The removal of the existing installation is included as a consideration in assessing the impact upon Green Belt openness.</p> <p>How would the demolition of the existing NGN installation be secured within the DCO? Please provide any additional drafting necessary to secure this.</p>	<p>(a) A new Requirement 3(5) has been included so that, in the event that the new gas transfer buildings are constructed by the undertaker through the DCO then work on the replacement gas transfer building to be constructed as part of Work No.12 cannot be commenced until a scheme and programme for demolition of the existing gas transfer building is approved. The demolition is then required to be carried out in terms of the approved scheme.</p> <p>However, it should be noted that the intention is that the works to demolish to existing transfer station and construct the new transfer facilities will be undertaken by Northern Gas Networks Limited as the relevant statutory undertaker separate from the Scheme. The relevant planning consents are already in place through permitted development rights by means of a condition issued by Gateshead Council on 4 March 2020 under reference DC/20/00059/NI. The provision in the order for Work Nos. 10 and 12 is only required in the unlikely event that the gas transfer station works are not carried out by Northern Gas Networks Limited. In the event that the work is carried out by Northern Gas Networks Limited in terms of their statutory undertaker permitted development rights then the provisions of Requirement 3(5) would not apply as work would not be undertaken in terms of the DCO. Wording has been included in Requirement 3(5) to protect the position of Northern Gas Networks Limited so that they are able to proceed outwith the DCO.</p>
		Notwithstanding the amendments made to Requirement 3 and additional details provided, do further details of the parameters of these works (Nos.10 and 12), including scale and height, need to be secured through the DCO. If not, please explain why?	<p>(b) As explained above, detailed consent is in place for the gas transfer station works. Gateshead Council required the prior approval of the details of the gas transfer stations. Detailed plans were submitted by Northern Gas Networks Limited and these were approved by means of a condition issued by Gateshead Council on 4 March 2020 under reference DC/20/00059/NI. Provision has been included in Requirements 3(3) and (4) that, where the transfer stations require to be constructed by the undertaker, they are to be constructed either (a) in accordance with the details already approved by Gateshead Council; or (b) in terms of further approval to be granted by the Secretary of State in consultation with the relevant planning authority. In the latter case, the new approved details must not give rise to any materially new or materially different environmental effects in comparison to the existing approved details. The Inspector can therefore be confident that there is a clear benchmark in the existing consent obtained by Northern Gas Networks Limited in relation to parameters for the gas transfer station.</p>
		Requirement 3(3) requires subsequent approval of the external appearance of Work Nos. 10 and 12. For clarity and precision, should the drafting of Requirement 3(3) also include the need for details of layout and scale to be	Requirement 3(3) has been revised so that details of layout and scale also require to be approved by the Secretary of State in the event that the transfer station would differ from the details already approved by Gateshead Council.

Ref No:	Question to:	Question: Draft DCO	Response:
		approved?	However, given that approved plans for this consent exist, Requirement 3(3) has been further revised so that the undertaker would not require to submit further details (other than in relation to demolition) if the transfer station is to be constructed in accordance with the terms of the existing consent as this is regulated by Requirement 3(4) requiring that the works are constructed in terms of this existing consent.
3.4.4	Gateshead Council	The Applicant's list of updated Requirements is set out within Schedule 2, part 1 of the dDCO [REP6-04]. Please review these Requirements and set out any suggested amendments or any additional Requirements you consider to be necessary, along with reason for any such suggestions.	N/A
3.4.5	Applicant	Several updated versions of the dDCO have been submitted with the latest being submitted at Deadline 6 [REP6-04]. For clarity and to assist Interested Parties and the ExA in keeping track of the changes that have been made to the draft DCO since the submission of the application, please provide a schedule of the changes that have been made to the draft DCO at each Examination Deadline. Please also update this schedule at each future Examination Deadline where the draft DCO is amended.	Please see schedule at Appendix 3.4 A

Table 3.5 – Cultural Heritage

Ref No:	Question to:	Question: Cultural Heritage	Response:
3.5.1	The Applicant	The original Environmental Statement (ES) [APP-027] reports a slight adverse effect from construction works (as originally proposed) upon the setting of Grade II listed Church of St Andrew in Lamesley village. Noting that the ES Addendum [REP4-058] reports that a moderate adverse effect would result upon the Lamesley Village Conservation Area from the additional land to be used for material stockpiling, please provide an assessment of whether there would also be any additional effects upon the setting of the Church of St Andrew.	<p>The significance of the effect on the Grade II listed Church of St. Andrew in Lamesley village will remain as slight adverse as reported in Chapter 6: Cultural Heritage [APP-027] of the ES. The use of the additional land for stockpiling will create a change in the setting of the church, due to a temporary loss of a small section of the rural fringe and changes to views out from the church. However, these elements do not form a key part of the asset's setting and these changes do not affect the ability to interpret the asset within its setting, or how the significance of the asset is understood and appreciated.</p> <p>The church was rebuilt on the site of the medieval church which served the medieval settlement at Lamesley. The association of the church with both the medieval and present form of the village will not be impacted by the presence of stockpiling on the additional land. Further to this, any changes created by the use of the additional land for stockpiling are temporary and would be reversible following the completion of construction when the additional land is returned to pasture.</p> <p>The effect upon the church is different to the effect on the conservation area because of the difference in the way the setting of each asset contributes to its significance.</p>

Ref No:	Question to:	Question: Cultural Heritage	Response:
			<p>A notable feature of the Lamesley Conservation Area is that it retains its rural character despite the proximity to urban Gateshead. The use of the additional land for stockpiling diminishes the rural fringe of the village and impacts on the views out from the village over the open agricultural land which form a key characteristic of the setting of the conservation area. Whilst these impacts are temporary, they do create a moderate change to the landscape and the key elements of the setting of the conservation area.</p> <p>Whilst the use of the additional land creates changes in the setting of the church, these changes do not strongly impact on the elements that contribute to the asset's significance, namely the association of the asset with both the medieval and present forms of the village and the buildings within the village. The archaeological and historical interest of the asset, which contribute to its significance, would not be impacted by the use of the additional land for stockpiling.</p>
		Matters regarding the Angel of the North will be considered as necessary at Issue Specific Hearing 5. Questions regarding the Angel of the North are also included within Landscape and Visual below	Noted

Table 3.6 – Landscape and Visual

Ref No:	Question to:	Question: Landscape and Visual	Response:
3.6.1	Gateshead Council	<p>The Applicant's response [REP6-11] on matters concerning the Angel of the North raised by Sir Anthony Gormley [REP5-014] states (section 5.2.4.a) that an application for development consent is not required to take account of unknown or speculative future scenarios. It goes on to say that the Southern Green Landscaping Plan has not been formally published, is not adopted planning policy or an initiative that is actually being implemented.</p> <p>Given the Applicant's position, please can Gateshead Council comment on the weight it considers should give to the Southern Green Landscaping Plan in considering matters relating to the effects upon the Angel of the North and its setting.</p> <p>In doing so, please include details of any publicity or consultation that has been carried out and how it is intended that this plan and the associated document should be used in</p>	<p>Whilst this question is addressed to Gateshead Council, the Applicant offers these comments in relation to the weight to be afforded to the Southern Green Report 'Options Appraisal for Managing and Enhancing the Angel'.</p> <p>The Applicant considers that little weight should be afforded to the Southern Green Report 'Options Appraisal for Managing and Enhancing the Angel' and 'Option 3 – Revealing the Angel' contained therein.</p> <p>The Applicant has, throughout the development of the Scheme, consulted with Gateshead Council on the landscape proposals, and in doing so was made aware that some increased awareness of the Angel of the North was desirable in the view of the Council.</p> <p>As a result, the Applicant had proposed the replacement of the existing cleared woodland between Chainages 12290 - 12560 with woodland edge planting, that would contain a greater proportion of shrub species, achieving a reduced overall height upon maturation. Prior to the submission of the DCO application, the landscape proposals contained in Figure 7.6: Landscape Mitigation Design [APP-061] of the ES were subject to consultation with Gateshead Council, and it was the Applicant's understanding that Gateshead Council was satisfied with the landscape mitigation strategy. As early as July 2019 the Council was understood to find the Applicant's</p>

Ref No:	Question to:	Question: Landscape and Visual	Response:
		determining current proposals?	<p>landscaping proposals to be “generally acceptable”.</p> <p>The Southern Green Report was made available to the Applicant in October 2019, following submission of the DCO Application. The Applicant was not consulted by Gateshead Council or by the compilers of the report in its preparation. Further, the report has not been subject to consultation with the public nor, so far as the Applicant is aware, has it been adopted formally by Gateshead Council. If the report represents the policy of Gateshead Council it does not appear to have been the subject of Strategic Environmental Assessment, which applies to spatial policies under the Environmental Assessment of Plans and Programmes Regulations 2004. This point alone is problematic for the report.</p> <p>The Southern Green Report ‘Options Appraisal for Managing and Enhancing the Angel’ describes three options, which to varying degrees, propose the removal of vegetation in order that views of the Angel of the North are revealed. Option 1 – The Hidden Angel, retains the majority of the existing vegetation. Option 2 – Framing the Angel, proposes the selective removal of vegetation such that specific and particular views of the Angel are exposed. Option 3 – Revealing the Angel proposes the substantial removal of vegetation, such that the sculpture and the mound upon which it stands is exposed, in views from the A1 and more widely within the surrounding landscape.</p> <p>Option 1 - The Hidden Angel and Option 2 - Framing the Angel propose changes that would have been more easily accommodated within the landscape strategy consulted upon with Gateshead Council and submitted in support of the DCO application, as set out in Figure 7.6: Landscape Mitigation Design [APP-061] of the ES, as a result of a more limited vegetation removal proposal. However, the preferred option for Gateshead Council and Anthony Gormley Studio is Option 3 – Revealing the Angel.</p> <p>This third option would present the Applicant with significant challenges in trying to adapt the landscape strategy, set out in Figure 7.6: Landscape Mitigation Design [APP-061] of the ES, to reflect the principles of Option 3 – Revealing the Angel. Nevertheless, and working with the officers from Gateshead Council, the Applicant continues to discuss whether the design of the Scheme can be adapted to accommodate Option 3 – Revealing the Angel. At this point, agreement is yet to be reached.</p> <p>Therefore, the Applicant considers that, whilst little weight can be given to the proposals within the Southern Green Report ‘Options Appraisal for Managing and Enhancing the Angel’, to the extent that it is appropriate to do so, it will seek to accommodate them. However, the extent that it is possible to do so remains the subject of without prejudice discussions and is not agreed. For the time being it is the position of the Applicant that the Scheme is acceptable as it stands.</p>
3.6.2	Applicant	The Applicant's response to ExQ2.0.7 [REP4-052] states that the number and location of the proposed gantries have been determined in accordance with Highways England's guidance at the time.	Highways England's guidance relevant to the number and location of the proposed gantries: Design Manual for Roads and Bridges Interim Advice Note (IAN) 144/16 'Directional Signs on Motorway and All-Purpose Trunk Roads: Grade Separated Junctions' was withdrawn following the completion of the Design Fix for the Scheme which took place prior to the DCO Application submission in August 2019. As such, the Scheme was designed in accordance with IAN

Ref No:	Question to:	Question: Landscape and Visual	Response:
		<p>a) Has any updated Design Manual for Roads and Bridges (DMRB) guidance or advice been subsequently published that would have a bearing on the consideration of the number and location of the proposed gantries?</p>	<p>144/16, that being the standard applicable at the time of design. The gantry sign design is explained more fully in the Gantry Details Report (Appendix 3.6A).</p> <p>Currently, a direct replacement to the standard in IAN 144/16 is in development but has not been published. When the standard is published, it is anticipated that gantry mounted confirmatory direction signs (of which there are four on the Scheme, located on super span gantries in accordance with IAN 144/16) will be required to be verge mounted (where there is sufficient width available beyond the back of the diverge nose). The verge mounted signs would be smaller and at lower overall height than the gantry mounted signs. Should the replacement for IAN 144/16 be as anticipated (which is not guaranteed), then this would provide an opportunity to reduce the number and impact of super span gantries.</p> <p>On the basis that:</p> <ul style="list-style-type: none"> • The replacement guidance for IAN 144/16 has not yet been published; • The new requirement for verge mounted confirmatory direction signs has not yet been confirmed; and • The design of the Scheme will be subject to additional external safety review (Road Safety Audits) during detailed design development and following construction, the Applicant intends to pursue the design and application as currently submitted. For EIA purposes this represents the reasonable worst-case scenario. <p>However, the Applicant is aware of the benefits that verge mounted confirmatory direction signs would provide, particularly in relation to their potentially reduced impacts on views to the Angel of the North. As such, the Applicant proposes that a final sign strategy is submitted for approval to the Secretary of State at a similar time as the CEMP prior to the implementation of the Scheme regarding the siting of confirmatory direction signs - verge or gantry mounted – and the consequential changes to the number and size of super span gantries.</p>
		<p>b) To help any subsequent discussion and consideration of the proposed gantries please provide the relevant extracts from the DMRB guidance which the Applicant has used to justify their need, number and location in the Proposed Development.</p>	<p>In order to provide this information as accessibly as possible the previously submitted Gantry Details Report has been updated (please see Appendix 3.6A) to include the relevant guidance as appendices and references from the body of the report to the applicable paragraphs / sections of the guidance.</p>
3.6.3	Applicant	<p>At Deadline 5 the Applicant [REP5-010] states that the super span gantries could be replaced with gantries that span one carriageway only (where signage is required in one direction). The Applicant goes on to state that there would be other implications arising from this in relation to future maintenance activities leading to disruption for road users and potential impacts upon the alignment design resulting in adjustment to the central reserve and adjacent lane widths.</p>	<p>a) The approach to the use of single span gantries in substitution for super span gantries would be as follows:</p> <p><u>Northbound</u></p> <p>Were the proposed super span gantry located at Chainage 14325 to be modified to a single span gantry, there would likely be a marginally greater awareness of the Angel of the North. However, a subsequent gantry at Chainage As a result, there would be a very marginal improvement in the views to the Angel of the North from changing the gantry at chainage 14325</p>

Ref No:	Question to:	Question: Landscape and Visual	Response:
		<p>a) Please can the Applicant provide further details of the feasibility and effects of using gantries that span one carriageway only, particularly for those gantry chainage locations that would interrupt views of the Angel of the North?</p>	<p>only.</p> <p>Were the proposed super span gantry located at Chainage 14115 to be modified to a single span gantry, there would be little perceptible change in the anticipated views of the Angel of the North, with the overhead sign briefly interrupting the view northwards. The view would not be interrupted by the central stanchion. As a result, there would be no improvement in the views to the Angel of the North.</p> <p>Were the proposed super span gantry located at Chainage 13515 to be modified to a single span gantry, there would be marginal improvement in the uninterrupted view towards the Angel of the North. However, vegetation in the existing landscape and associated with Eighton Lodge currently screens the views of the sculpture, with the stanchion to the gantry within the central reserve introducing a new vertical element into the view from the A1 northwards. As a result, there would be a very marginal improvement in the views towards the Angel of the North, albeit screened by vegetation.</p> <p>Were the proposed super span gantry located at Chainage 13375 to be modified to a single span gantry, there would be a marginal deterioration in the view, the stanchion to the gantry within the central reserve introducing a vertical element into the view from the A1 northwards. This would have the effect of potentially interrupting views of the Angel of the North. However, vegetation in the existing landscape and associated with Eighton Lodge currently screens the views of the sculpture. As a result, there would be no perceptible change in the views towards the Angel of the North, the sculpture all but screened by existing vegetation.</p> <p>Were the proposed super span gantry located at Chainage 12870 to be modified to a single span gantry, there would be a marginal deterioration in the views towards the Angel of the North. The central stanchion interrupting views for northbound travelers shortly after the verge mounted stanchion would have interrupted the view, whereby in its current form, the verge mounted stanchion would remain outside of the line of sight towards the Angel of the North. As a result, there would be a marginal deterioration in the views to the Angel of the North.</p> <p><u>Southbound</u></p> <p>Were the proposed super span gantry located at Chainage 11150 to be modified to a single span gantry, there would be a marginal deterioration in the views towards the Angel of the North. This would arise as a result of the central stanchion briefly interrupting the view, whereby in its current form the verge mounted stanchion would remain outside of the line of sight towards the Angel of the North. As a result, there would be a marginal deterioration in the views to the Angel of the North.</p> <p>Were the proposed super span gantry located at Chainage 12450 to be modified to a single span gantry, there would be no perceptible change in the views of the Angel of the North. The</p>

Ref No:	Question to:	Question: Landscape and Visual	Response:
			<p>central stanchion would remain outside of the line of sight towards the Angel of the North. As a result, there would be no perceptible change in the views towards the Angel of the North, the sculpture also being partially screened by existing vegetation.</p> <p>Summary</p> <p>Should the currently proposed super span gantries be installed in a single span form, it is expected that the likely improvements or deterioration in the views towards the Angel of the North would be marginal. Where the central stanchions would interrupt views, there would likely be a marginal deterioration in the view. However, in longer distance views from the south, and where the adoption of a single span design would omit a feature that would have otherwise interrupted views of the Angel of the North, there would be a marginal improvement in the views experienced by the users of the A1. On balance and should the single span gantry design approach be adopted, the conclusions of the assessment of landscape and visual effects outlined in Chapter 7: Landscape and Visual [APP-028] of the ES would not be affected.</p> <p>The fact that the assessed impacts of the Scheme including single span gantries would not be altered has to be balanced against other considerations.</p> <p>With regard to the feasibility and effects of mounting gantry supports in the central reserve which was outlined previously in Table 1, 2.0.8 in the Applicant's response to Deadline 4 Submissions [REP5-010], the supports and foundations being located in the central reserve will require lane closures/traffic management. This would be necessary to gain future access to enable routine maintenance activities to be carried out in a safe manner, resulting in disruption for road users. Even at relatively infrequent maintenance events, the risk to operatives is a key point of difference. It is not merely a question of inconvenience to road users and operatives – a central reserve gantry support is inherently less safe for those who work on Highways England's roads.</p> <p>In addition, the introduction of gantry supports in the central reserve is likely to impact the alignment design resulting in adjustment and widening of the central reserve, adjacent lane widths and associated repositioning of the adjacent carriageways. This is due to the provision of potentially larger foundations and column supports as the supports within the central reserve will need to be designed for the effects of vehicular collision/impact loading. Further detailed assessment would be required to determine the magnitude of the effects and corresponding impacts.</p> <p>Gantry SG004 (Chainage 12450), Gantry SG005 (Chainage 12870), SG006 (Chainage 13515), SG008 (Chainage 14325), SG009 (Chainage 14115), SG011 (Chainage 13375) and SG014 (Chainage 11150) must remain a portal gantry as span >19m (they could potentially be changed from superspan to single span gantries with a support leg in the central reserve, but this will introduce the issues raised previously).</p>
		<p>b) Taking account of any other implications that may arise, how could the use of these alternative gantry designs be secured</p>	<p>Should the Secretary of State be minded to require the use of alternative gantry designs, this could be secured by a requirement that obligated the Applicant to produce a signage and gantry</p>

Ref No:	Question to:	Question: Landscape and Visual	Response:
		within the dDCO?	<p>strategy dealing with the gantry areas shown on the Works plans.</p> <p>The signage and gantry strategy is proposed by the Applicant in any event to address the replacement of IAN 144/16, but can provide for the consideration of:</p> <ul style="list-style-type: none"> • Any replacement of IAN 144/16 and the need to relocate signs in the verge in place of on gantries; and • The use of single span portal gantries in substitution for super span gantries. <p>Any signage proposed should not result in impacts greater than those assessed in the Environmental Statement, unless any exceedance of effect is as a result of the adoption of new landscaping proposals relating to the Angel of the North at any future point.</p>
3.6.4	Applicant, Gateshead Council and Sir Anthony Gormley	<p>Measure Ref. PH3 of the REAC (page 49 of the CEMP) [REP6-08] states that “ways to minimise the visual impact of gantries which could impact on views of the Angel of the North will be investigated during detailed design. This will include designing gantries as far as possible to have a reduced visual impact and sympathetic placement of gantries within the design envelopes.”</p> <p>a) Should the final designs and locations of the proposed gantries be subject to future consultation and approval through the dDCO? Please include an explanation for your response.</p>	<p>It has been proposed by the Applicant that the final design of the signage and gantries should be the subject of a future submission to the Secretary of State pursuant to a requirement. It is considered appropriate for such a submission to be required given that IAN 144/16 may be substituted by new guidance in the future.</p> <p>It is considered that such an approach can be secured in the manner set out in the response above.</p>
		b) Please provide additional drafting to allow for such consultation and approval to take place.	<p>Signage and gantry scheme</p> <p>No part of the authorised development is to commence until a scheme for the provision of signage at or about chainages:</p> <ul style="list-style-type: none"> • Northbound – 14325, 14115, 13515, 13375 and 12870; and • Southbound – 11150 and 12450 <p>has been submitted to and approved in writing by the Secretary of State following consultation with the relevant planning authority.</p> <p>The approved scheme shall consider or take account of -</p> <ul style="list-style-type: none"> • Any replacement of IAN 144/16 and the need to relocate signs in the verge in place of on gantries; and • The use of single span portal gantries in substitution for super span gantries <p>The authorized development shall be undertaken in accordance with the approved scheme.</p>
		Further matters regarding landscape and visual effects, including the Angel of the North will be considered as necessary at Issue Specific Hearing 2	Noted

Table 3.7 – Noise and Vibration

Ref No:	Question to:	Question: Noise and Vibration	Response:
3.7.1	The Applicant	<p>The Applicant's response to ExQ2.7.1(c) [REP4-052] seeks to clarify the process for ensuring that a Thin Surface Course System (TSCS) is installed to maximise its low noise potential.</p> <p>However, it is not clear how such provision would be robustly secured by measure N1 of the REAC. Please provide further clarification of how this would be robustly secured in the CEMP, including any additional wording that is required to be added to measure N1 in order to ensure the TSCS is installed to maximise its low noise potential?</p>	<p>The text within Table 3-1 Register of Environmental Actions and Commitments (REAC) of the Outline CEMP [REP6-08 and 19] [N1], has been updated to state the following: <i>"This will be specified as meeting Level 3 (-3.5dB(A)), as stated in Table 9/17 of the MCHW Volume 1 Specification for Highways Works Series 900. The Contractor must meet the TSCS performance requirements (Level 3 / -3.5 dB(A), as detailed above) and will be required to demonstrate that the "as installed" material has been installed so as to meet the requirements of the specification."</i></p> <p>The text has been amended to confirm the TSCS will need to be level 3, which is the specification required to obtain the desired reduction in noise levels.</p> <p>Measure N1, as amended, requires that the TSCS used in the system installation performance trial (SIPT) and to be supplied under the contract must meet the TSCS performance requirements (Level 3 / -3.5dB(A) of Table 9/17 of the MCHW Volume 1 Specification for Highways Works Series 900). This performance requirement is the highest attainable for a TSCS and coincides with the assumptions in Appendix 11.4 of the ES [APP-148].</p> <p>These provisions will ensure that the Contractor will be required to demonstrate that the 'as installed' material is capable of meeting the requirements of the level 3 specification.</p> <p>Measure N1 requires the noise (road/tyre) level influence is to be specified as a requirement to the SIPT. This in turn requires third party assessment of the installed system when constructed and over a period of two years (for noise testing). This requirement will guarantee the performance of the TSCS to ensure that the specified noise level reduction is achieved.</p> <p>In accordance with the specification requirements, the performance of the system is required to be maintained throughout the five-year period post construction and the contract conditions / documentation shall cover these guarantee requirements. In the event of the material failing, a comparable material shall be used for its replacement.</p>
3.7.2	Gateshead Council	<p>In its response [REP4-063] to the ExA's second round of Written Questions [PD-013] the Council stated that it requests an extension to provide responses to ExQ 2.7.7 and 2.7.8.</p> <p>Please can the Council respond to these questions by Deadline 8.</p>	N/A

Table 3.8 – Economic and Social Effects

Ref No:	Question to:	Question: Economic and Social Effects	Response:
3.8.1	Applicant	<p>The Applicant's response to ExQ2.8.3 [REP4-052] in relation to the Written Representation [REP1-022] from the Tyne and Wear Joint Access Forum sets out safety details of measures to be provided at Junction 66 during construction.</p> <p>It is understood that the measures outlined in the Applicant's response are intended for when construction works will be carried out at Junction 66 (for example, narrower lanes to provide separation between traffic and construction activities). What additional measures would be provided for ensuring the safety of pedestrians and other users for the duration of use of the temporary public right of way diversion?</p>	<p>The Applicant does not currently envisage providing any other means of additional measures at the crossing of the northbound exit slip and the southbound entry slip at the Southern Bridge at Eighton Lodge over and above what is already provided on the network. The crossings operate safely at present and no safety issues have been identified as set out in the Walking Cycling and Horse riding (WCH) Assessment Report (see page 16, Appendix D of the Transport Assessment Report [APP-174]), which states that there are no safety issues according to the accident data for the last five years. Therefore, the Applicant considers that no further measures are required. The contractor may install additional signage requesting horse riders to dismount and walk their horse beneath the southern bridge along the existing footpath / WCH route.</p>
3.8.2	Gateshead Council	<p>In its response [REP4-063] to the ExA's second round of Written Questions [PD-013] the Council stated that it requests an extension to provide responses to ExQ 2.8.1 regarding Longacre Wood.</p> <p>Please can the Council respond to this question by Deadline 8.</p>	N/A

Table 3.9 – Transport and Traffic

Ref No:	Question to:	Question: Transport and Traffic	Response:
3.9.1	The Applicant	<p>Paragraph 3.17 of the National Policy Statement for National Networks (NPSNN) states that there is a direct role for the national road network to play in helping pedestrians and cyclists. It goes on to state that the Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.</p> <p>Taking account of the concerns raised by Gateshead Council in relation to both the Eighton Lodge and Coal House roundabouts [REP2-075 and REP4-024] please can the Applicant explain how the Proposed Development accords with paragraph 3.17 of the NPSNN, including the opportunities identified to invest in infrastructure in these locations?</p>	<p>An assessment of WCH provision for the whole Scheme was undertaken and is set out in WCH Assessment Report (Appendix D of the Transport Assessment Report [APP-174]). Page 16 of the report describes the accident data collected for this junction, with only 3 slight collisions recorded in a five year period, all involving cyclists where driver or rider error was found to be the main cause, at each of the Eighton Lodge and Coal House junctions. There are therefore no known safety issues with Eighton Lodge junction. The Scheme would improve sight lines for pedestrians and cyclists increasing road safety and replace provision where required meeting current standards.</p> <p>As stated in the NPSNN Accordance Table [APP-172] Chapter 12: Population and Human Health of the ES [APP-033] notes that the operational phase of the Scheme would maintain existing routes (delivering minor improvements to these) for walkers, cyclists and horse riders (WCHs) by providing a replacement North Dene Footbridge and improved Longbank Bridleway. Compared to the existing WCH provision, the Scheme would provide improved safety for WCHs and improved facilities to cross the A1 for work and social purposes. Overall, the Scheme therefore complies with paragraph 3.17.</p>

Ref No:	Question to:	Question: Transport and Traffic	Response:
			<p>Highways England and Gateshead Council have reached an agreement in relation to the infrastructure required at the roundabouts. This is recorded in the Statement of Common Ground with Gateshead Council [REP4-024] a revised version of which was submitted at Deadline 8 as follows:</p> <p>“With regard to the Coal House and Eighton Lodge roundabout improvements for WCH, the representative from Gateshead Council has agreed that no improvements scheme are required. Gateshead Council will propose a separate scheme which would not coincide with the Scheme delivery programme and would not adversely impact the benefits of the Scheme.”</p>
3.9.2	Applicant	<p>The Proposed Development includes two construction compounds and two working compounds.</p> <p>For each of these compounds please explain how safe vehicular accesses would be provided and how the vehicular accesses would be secured within the dDCO in order to safeguard highway and pedestrian safety (including matters relating to access location, width, geometry, gradient and visibility splays)?</p>	<p>A new requirement 10(3) has been added to the draft DCO requiring the details of access to a compound from the public highway to be approved by the Secretary of State, in consultation with the local highway authority, before formation of that compound may be commenced.</p> <p>The accesses will be designed in accordance with the standards (Manual for Streets and/or Design Manual for Roads and Bridges) and provide the required visibility splays so that the vehicles can enter and exit the site compound areas in a safe manor. The accesses corner kerb radii to be appropriate for large vehicles to allow entry without disruption to the traffic on the local roads. The accesses width provided to be sufficient so that site compound vehicles can enter and exit safely with road gradients in accordance with the required standards.</p>
3.9.3	Gateshead Council	<p>ExQ2.9.4 [PD-013] concerns the use of Woodford for construction traffic movements. The Applicant has responded to the Council's concerns regarding the use of Woodford [REP5-010] including the inclusion of additional measures within the Construction Traffic Management Plan (CTMP) at Deadline 6 [REP6-08].</p> <p>Please can the Council provide an update on whether the measures now proposed by the Applicant are acceptable in this regard? If not, what additional measures are sought by the Council?</p>	N/A
3.9.4	Applicant and Royal Mail	<p>The Applicant has provided a response [Table 3 of REP6-11] to Royal Mail's representation [REP5-016] regarding the effects of construction including road closures and diversions upon Royal Mail operations.</p> <p>a) The Applicant's response refers to provision within paragraphs 2.8.1 and 5.3.7 and of the CTMP (Appendix B of the CEMP) [REP6-08].</p>	<p>The reference to paragraph 2.8.1 and 5.3.7 of the CTMP (Appendix B of the CEMP) [REP6-08] containing provision for communicating with Royal Mail and other stakeholders is accurate.</p>
	Applicant and Royal Mail	<p>b) Could Royal Mail confirm whether it is satisfied with the Applicant's proposed measures in this regard? If not, please set out the specific reasons why Royal Mail considers that the proposed construction works could adversely affect its</p>	N/A

Ref No:	Question to:	Question: Transport and Traffic	Response:
		operations, taking account of the relevant information provided by the Applicant as referred to in its response?	
3.9.5	Gateshead Council	In its response [REP4-063] to the ExA's second round of Written Questions [PD-013] the Council stated that it requests an extension to provide response to ExQ 2.9.3 regarding the CTMP. Please can the Council respond to this question by Deadline 8.	N/A

Table 3.10 – Water Environment

Ref No:	Question to:	Question: Water Environment	Response:
3.10.1	The Applicant, Gateshead Council and the Environment Agency	<p>Matters regarding the water environment and drainage will be considered as necessary at Issue Specific Hearing 3.</p> <p>To aid the ExA's preparation for this Hearing, the Applicant, Environment Agency and Gateshead Council are requested to ensure that up to date and fully reasoned Statements of Common Ground, including details of outstanding matters of disagreement between the parties, are provided in relation to water environment and drainage matters.</p>	<p>Environment Agency</p> <p>The Statement of Common Ground (SoCG) with the Environment Agency [REP4-026], a revised version of which was submitted at Deadline 8, has been updated to include the additional aspects that have been agreed with the Environment Agency. These include:</p> <ol style="list-style-type: none"> 1. the potential for impacts to the Environment Agency's flow gauge as a result of the temporary works in the River Team to enable Kingsway viaduct to be widened; 2. how the proposed flood compensation scheme will operate; 3. the Addendums covering the Additional Land [REP4-058] and Allerdene Three Span Viaduct option [REP4-060]. <p>The area of outstanding discussion is the mammal passage along the River Team corridor.</p> <p>As part of the Deadline 8 submissions the Applicant is submitting additional information in the form of two technical notes: Technical Note: Allerdene Burn – Channel Design Concept [EXA/D8/004] on the naturalisation of the Allerdene Burn, and Technical Note: Vortex Separators Assessment [EXA/D8/005] on the replacement of the proposed oil interceptors with sediment vortexes. These aspects therefore remain under discussion.</p> <p>Gateshead Council</p> <p>A meeting was held between the Applicant and Gateshead Council on 4 June 2020. Whilst this did not include a representative from the Local Lead Flood Authority (LLFA), their comments were subsequently provided. Gateshead Council have now agreed all water environment aspects, this is evidenced in Table 3.8 of the SoCG. The Council has informed the Applicant that formal responses to the outstanding questions and responses are expected to be submitted at Deadline 8.</p> <p>As part of the Deadline 8 submissions the Applicant is submitting additional information in the form of two technical notes: Technical Note: Allerdene Burn – Channel Design Concept on the</p>

Ref No:	Question to:	Question: Water Environment	Response:
			naturalisation of the Allerdene Burn, and Technical Note: Vortex Separators Assessment on the replacement of the proposed oil interceptors with sediment vortexes. These aspects therefore remain under discussion.

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

© Crown copyright 2019.

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

visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the Information Policy Team, The National Archives,

Kew, London TW9 4DU, or email

psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this document A1BirtleytoCoalhouse@highwaysengland.co.uk or call 0300 470 4580*.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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