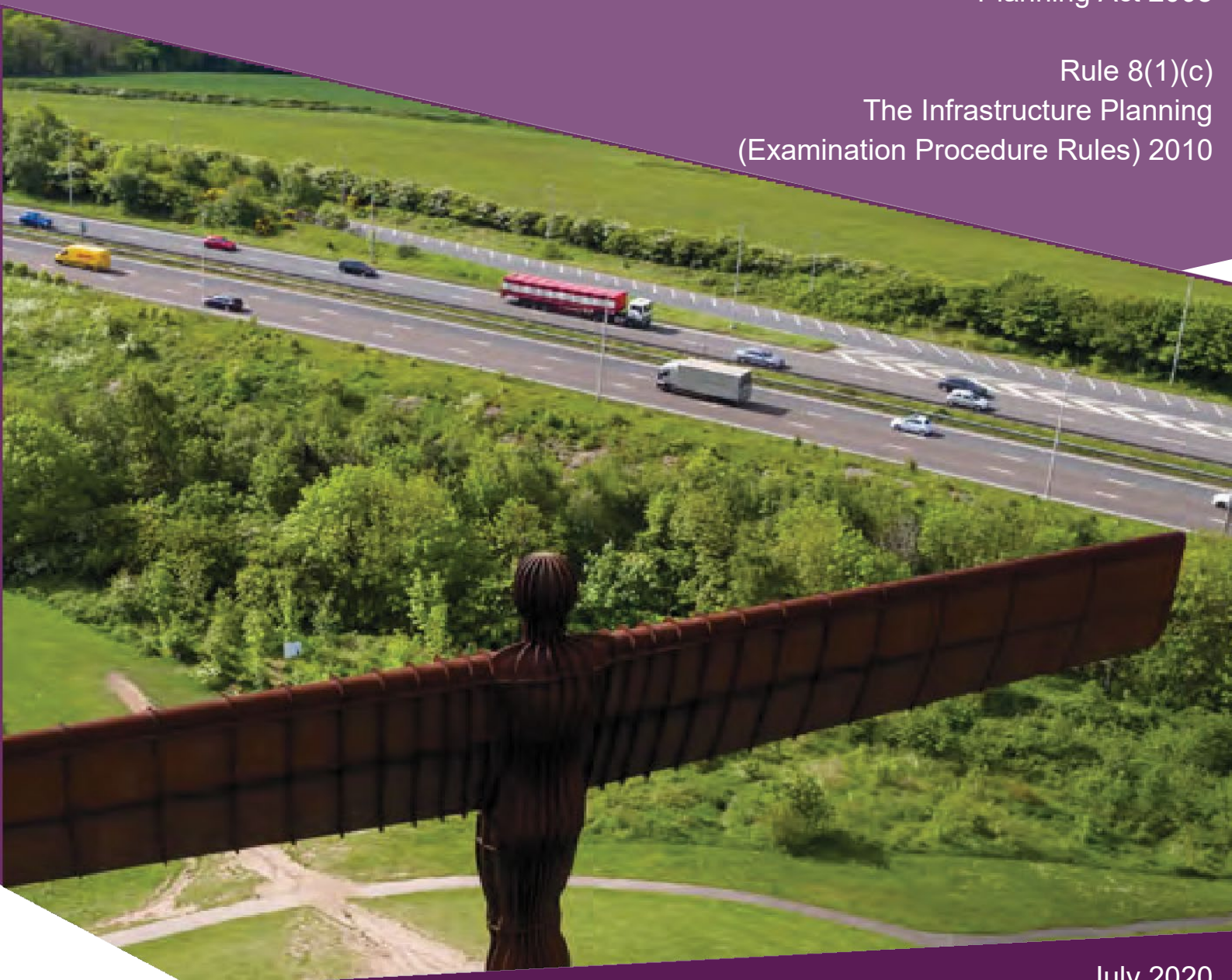


A1 Birtley to Coal House
Scheme Number: TR010031
Applicant's Response to Deadline 8

Planning Act 2008

Rule 8(1)(c)
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 Deadline 8 Submissions

Rule Number:	Rule 8(1)(c)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	Applicant's Response to Deadline 8 Submissions
Author:	A1 Birtley to Coal House Project Team, Highways England

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1 Applicant's Response to Deadline 8 Submissions

Table 1 – Samantha Woods on behalf of Northumbrian Water Limited (NWL)

Ref:	Comment:	Applicant's Response:
1	In an emailed response to Northumbrian Water Limited's solicitors dated 19 May 2020 the Examining Authority has requested updated Statements of Common Ground by Deadline 8 on Tuesday 9 June 2020. The parties are actively considering the terms of agreement across the substantive issues raised and the form of protective provisions and as the parties hope that it will be possible to reach agreement, at this stage they consider it would be most helpful to the Examining Authority to submit a version of the Statement of Common Ground reflecting the position on revised protective provisions. The parties expect to be able to submit these as soon as possible after deadline 8 and prior to deadline 9.	The Applicant is in agreement with this position and submitted a substantially agreed version of the Statement of Common Ground and revised protective provisions at Deadline 9.
2	On the issue of attendance at hearings on the dates notified, on balance, insofar as any issues remain outstanding between the parties, NWL considers that these can be addressed by written representations to the Examining Authority rather than appearing at a hearing.	The Applicant acknowledges that NWL may make written representations and will respond accordingly.

Table 2 – Environment Agency

Ref:	Addressed to:	EA's Response:	Applicant's Response:
Matters regarding the water environment and drainage will be considered as necessary at Issue Specific Hearing 3			
3.10.1	Applicant	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>A fully reasoned and up to date Statement of Common Ground (SoCG) with the Environment Agency was submitted at Deadline 8 (09 June 2020) [REP8-011]. Since this point discussions have been held between the Applicant and the Environment Agency to agree the sediment vortex and naturalisation of the Allerdene Burn [REP8-027 and 026 respectively]. These Technical Notes were submitted at Deadline 8 (09 June 2020) and separately to the Environment Agency via email on 10 June 2020.</p> <p>There were a further two matters outstanding for agreement between the Applicant and the Environment Agency relating to otter passage along the culverted section of Allerdene Burn, and the mitigation design associated with Allerdene Burn for the Allerdene Bridge three span viaduct option, these have since been agreed.</p> <p>All matters have now been agreed with the Environment Agency and are documented in a fully reasoned and up to date Statement of Common Ground to be submitted at Deadline 9.</p>
		Following the receipt of additional information from the Applicant regarding the water environment and drainage matters, we can confirm that the flood risk, water environment and drainage matters have been addressed. However, we have an outstanding matter in relation to biodiversity and the Allerdene Burn culvert – see below for further information. The Statement of Common Ground (dated April 2020, volume 7) will need to be updated to reflect this and the matters outlined below.	<p>The Applicant welcomes the Environment Agency's confirmation that matters relating to the water environment and drainage have been addressed. It is understood from the discussions at the Issue Specific Hearing 3: Water and Drainage hearing on 23 June 2020 that these matters are now resolved.</p> <p>Detailed responses to matters relating to biodiversity and the Allerdene Burn are set out below for completeness.</p>
Allerdene Burn Culvert			
	Applicant	With respect to biodiversity and with reference to the Allerdene Burn culvert, we would welcome confirmation from the Applicant that the design of the culvert will be designed in accordance with the Design Manual for Road and Bridges 1999 volume 10 section 4 part 4 (or more recent guidance) produced by the Highways	The Design Manual for Road and Bridges 1999 volume 10 section 4 part 4 (or more recent guidance) HA 81/99 Nature Conservation Advice in Relation to otters has been superseded by LA 118 Biodiversity design 10.4.1 during November 2019, with the most recent update being March 2020.

Ref:	Addressed to:	EA's Response:	Applicant's Response:
		<p>England. This gives advice for suitable otter mitigation in a number of situations including new roads and existing roads.</p>	<p>LA 118 represents a substantial change from the previous document. The document strips back the majority of former guidance regarding survey methodology and mitigation and no longer provides detailed mitigation requirements. General principles for design are detailed within LA 118, which states: <i>"In relation to habitats and species, the design proposals shall incorporate mitigation measures addressing impacts of design, including: loss or destruction of habitats and species; fragmentation of habitats or population of species; loss of connectivity between biodiversity resources or introduction of barriers to movement; disturbance; and changes to the system which habitats and species depend"</i>.</p> <p>The Allerdene Burn leads on to a highly culverted section upstream, where there is only a short (75m) open section between the A1 and the East Coast Main Line (ECML). After which it is understood that the Allerdene Burn is almost entirely culverted, apart from a short section of railway drainage which runs alongside the eastern railway boundary. Thus, restricting otter movement, north of the A1.</p> <p>As the Applicant considers Allerdene Burn not to be suitable for otter movement to the north of the A1 and that the Allerdene Bridge designs would not result in the impacts detailed above; the Applicant therefore considers that it is not appropriate to add these mitigation design elements into what would be a dead ended water feature in terms of otter movement.</p>
		<p>Otters often cross land using other natural features and may attempt to travel downstream towards the River Team from upstream of the A1. When the levels are high in culverts otters often leave the watercourse to find safe passage over land. Is there a risk of otter road mortalities currently, and does this continue with the new designs? Can this be alleviated by implementing measures? If the inclusion of a dry high level shelf is infeasible or prohibitively expensive, then other options should be considered to deter otters from entering the highway. Other projects have utilised fencing to direct animals to safer routes and/or used add on metal shelving within culverts etc.</p>	<p>As detailed within paragraph 8.7.63 of Chapter 8: Biodiversity of the Environmental Statement (ES) [APP-029], there are twenty-nine records of otter <i>Lutra lutra</i> within the desk study search area. Otter are found in two clusters – one approximately 750m to the south of the Order limits (near Lamesley) and one 1.25km to the north of the Order limits within the Team Valley Industrial Estate. Otter have been recorded within Coal House roundabout (junction 67) during surveys carried out by Gateshead Council in 2019.</p> <p>The relevant reach of the Allerdene Burn is separated from the River Team via an underground culvert beneath Lamesley Road. There are currently no records of otter along the Allerdene Burn.</p> <p>The Allerdene Burn leads on to a highly culverted section upstream, where there is only a short (75m) open section between the A1 and the ECML. After which it is understood that the Allerdene Burn is almost entirely culverted, apart from a short section of railway drainage which runs alongside the eastern railway boundary. Given this distance, there would be no benefit for otter to attempt to move across open ground and across the A1. Therefore, the Applicant considers that the risk does not currently exist.</p> <p>The design for the burn in the Allerdene viaduct option and Allerdene three span viaduct option would allow open passage beneath the A1, which would not result in a risk of traffic collision for otter.</p> <p>For all Allerdene bridge options, the relevant reach of the Allerdene Burn is separated from the River Team via a culvert beneath Lamesley Road. There is no record of movement towards the A1 from the River Team via Allerdene Burn. Given this, and that the lack of connectivity for otter movement, the addition of fencing is not considered by the Applicant to be necessary.</p>

Outline Construction Environment Management Plan (CEMP)

Ref:	Addressed to:	EA's Response:	Applicant's Response:
	Applicant	Following discussions with the Applicant, the CEMP will be approved by the Secretary of State following consultation with the Environment Agency (EA). The draft DCO has been updated to reflect this. This approach is supported by the EA.	The Applicant welcomes the Environment Agency's support to this approach.
		In terms of reference B1, the table gives the overall length created. However, it does not give a net figure. We recommend the inclusion of this information in order to give a clear indication of whether the scheme is creating a loss, neutral, or a benefit.	<p>Ref [B1] of Table 3-1 Register of Environmental Actions and Commitments (REAC) of the Outline Construction Environmental Management Plan (oCEMP) [REP8-007 and 008], an updated version of which has been submitted for Deadline 9 (08 July 2020), states: <i>"Permanent loss of priority habitat areas will be avoided where possible. Similarly, where temporary land includes priority habitat areas then these areas will also be avoided, or the use of them minimized, where possible"</i>. Action [B1] also provides a table highlighting the habitat compensation areas created for the Scheme.</p> <p>Permanent loss of priority habitat areas will be avoided where possible. Similarly, where temporary land includes priority habitat areas then these areas will also be avoided, or the use of them minimised, where possible.</p> <p>Habitat creation and restoration results in the following net measurements:</p> <ul style="list-style-type: none"> • Woodland: <ul style="list-style-type: none"> ○ Allerdene embankment option – increase of 0.55Ha ○ Allerdene six and seven span options – increase of 0.5Ha ○ Allerdene three span option – increase of 0.11Ha • Grassland: <ul style="list-style-type: none"> ○ Allerdene embankment option – decrease of 0.38Ha ○ Allerdene six and seven span viaduct options – decrease of 0.85Ha ○ Allerdene three span viaduct option – increase of 0.33Ha • Scrub: <ul style="list-style-type: none"> ○ Allerdene embankment option – decrease of 0.62Ha ○ Allerdene six and seven span viaduct options – decrease of 0.62Ha ○ Allerdene three span viaduct option – neutral • Hedgerows: <ul style="list-style-type: none"> ○ Allerdene embankment option – increase of 4,953m ○ Allerdene six and seven span viaduct options – increase of 5,003m ○ Allerdene three span viaduct option – increase of 1,994m <p>However, it should be noted that the biodiversity mitigation design should not be considered on a review of habitat loss and creation. As part of the mitigation design there has been an improvement in habitat quality and improvement across the Order limits.</p> <p>In regard to running water habitat the majority of alterations are to existing culverted areas. For areas of open running water Allerdene Burn is the only naturalised section permanently impacted by the Scheme. The current length of the relevant reach of the Allerdene Burn is approximately 337m. The post-construction lengths of this reach of the Allerdene Burn for each</p>

Ref:	Addressed to:	EA's Response:	Applicant's Response:
			<p>of the options would be:</p> <ul style="list-style-type: none"> • Allerdene embankment option: <ul style="list-style-type: none"> ○ Open channel – 297m (a reduction of open channel by 40m) ○ Culvert – 126.4m • Allerdene three span viaduct option: <ul style="list-style-type: none"> ○ Open channel – 358m (an increase of 21m) ○ Culvert – 67m • Allerdene six span viaduct option - open channel 434m (an increase of 97m) • Allerdene seven span viaduct option – open channel 416m (an increase of 79m) <p>Allerdene embankment option and three span viaduct option lengths are restricted by the physical form of the earthworks. The culverted sections convey the watercourse through the covered embankment sections only. For Allerdene three span option the open channel is longer than that for Allerdene embankment option due to the reduced footprint of the embankment through the use of reinforced earthworks. For these two options the redundant section of culvert (i.e. that under the existing A1) is to be day lighted / removed.</p> <p>For Allerdene viaduct option (both six and seven span options), as the road is supported by piers for these options, it is possible to convey the watercourse through an open channel for a longer length.</p> <p>Overall, it is not appropriate to include minimums at this stage. However, since the Environment Agency is a consultee on finalisation of the CEMP for submission to the Secretary of State for the purposes of implementation, it will be able to seek a statement of the net figure at that stage.</p>
		<p>With respect to reference B10, this section states that the 'Pre-construction placement of the temporary underground culvert within the River Team within Coal House roundabout will be undertaken outside the period of October to May to avoid the salmon and brown trout (migratory and non-migratory) spawning periods. This will be agreed with the Environment Agency'. We support this measure. However, we would welcome the inclusion of the word 'inclusive' after the word May so that the sentence states 'outside the period of October to May inclusive'.</p>	<p>Ref [B10] of Table 3-1 REAC of the oCEMP [REP6-08 and 19], an updated version of which has been submitted for Deadline 9 (08 July 2020), states: <i>"Pre-construction placement of the temporary underground culvert within the River Team within Coal House roundabout will be undertaken outside the period of October to May inclusive to avoid the salmon and brown trout (migratory and non-migratory) spawning periods. This will be agreed with the Environment Agency.</i></p> <p><i>Any watercourse diversion work, coffer dams or other in-channel works must ensure fish passage is maintained and designed in such a way as to allow fish movement at such times that they are actively migrating. This includes maintaining adequate space and depth of water, as well as flow velocity, for fish passage.</i></p> <p><i>Soft-start and intermittent working techniques will be applied to the piling works to reduce the associated disturbance impacts on fish.</i></p> <p><i>Additionally, the modifications of any culverts or and works to outfalls 2, 5 and 9, will also be timed to be undertaken outside the period of October to May to avoid the salmon and brown</i></p>

Ref:	Addressed to:	EA's Response:	Applicant's Response:
			<p><i>trout (migratory and non-migratory) spawning periods</i>".</p> <p>The oCEMP was revised at Deadline 8 (09 June 2020) [REP8-007 and 008] to include the word "inclusive" in the first sentence. The oCEMP has been further updated for Deadline 9 (08 July 2020) to also include "inclusive" after "October to the May" in the last sentence.</p>
Additional Land Option and Allerdene Three-Span Viaduct Option			
	Applicant	The EA previously provided comments to the Applicant regarding the proposed changes. We have no concerns regarding the additional land option.	The Applicant notes that the Environment Agency has no concerns regarding the additional land option.
		<p>With respect to Allerdene three-span viaduct option, from a Water Framework Directive (WFD) and a biodiversity perspective, this is considered to be a backward step for the environment compared to the 6/7 viaduct option. Further WFD and biodiversity mitigation will be required to compensate and mitigate the WFD and biodiversity impacts of the three span bridge option. As the EA will be consulted on the CEMP and involved in the detailed design of the Allerdene Burn culvert, we will be able to ensure that appropriate mitigation measures are implemented to mitigate against any WFD or biodiversity impacts arising from the Allerdene three span viaduct option through this process. For clarity, we will not be providing any further comments regarding this matter or the additional land option.</p>	<p>The approach to crossing the Allerdene Burn and ECML is still to be selected and each option has its own merits. As such the Allerdene three span viaduct option cannot be considered a backward step when compared to one of the other options, none of which has yet been selected.</p> <p>The applicant notes this advice and will work with the Environment Agency, as detailed in the oCEMP during the detailed design process, to ensure that appropriate measures are included within the design.</p> <p>All options provide a betterment over the existing scenario, no additional WFD mitigation is required for any option when compared to the others. The approach to the channel design is provided in the Allerdene Burn - Channel Design Concept [REP8-026].</p> <p>For the purposes of comparison, Allerdene three span viaduct option falls within a similar footprint to the Allerdene embankment option assessed in Chapter 8: Biodiversity of the ES [APP-029]. Therefore, the permanent direct loss of habitat as a result of construction is considered comparable between the two options. Allerdene three span viaduct option is an improvement on the Allerdene embankment option and therefore the Applicant considers that there is no requirement for further mitigation, other than that which is already committed to in the Outline CEMP [REP8-007 and 008], an updated version of which has been submitted for Deadline 9 (08 July 2020).</p> <p>Measures for improvement for Allerdene Burn (for all options) will be progressed at detailed design stage as described in Ref [W10] of Table 3-1 REAC of the Outline CEMP [REP8-007 and 008], an updated version of which has been submitted for Deadline 9 (08 July 2020).</p> <p>Responses regarding Allerdene Burn mitigation and otter mitigation for the Allerdene three-span viaduct option would be in line with the response detailed above, within 3.10.1 (matters regarding the water environment and drainage have been discussed at Issue Specific Hearing 3: Water and Drainage on 23 June 2020).</p>

Table 3 – Gateshead Council

Ref No:	Gateshead Council's Response:	Applicant's Response:
3.0.1	The Council considers that the final details of the compounds should be secured for approval through the final CEMP to help ensure impacts upon the Green Belt, biodiversity and amenity are kept to a minimum. This could be done by referencing them under requirement 4 (2).	As detailed in the Applicant's response to the ExA's third written questions [REP8-024] WQ 3.0.1, a new action [G12] has been added to the Outline Construction Environmental Management Plan (CEMP) [REP8-007 and 008], as follows: <i>"The final proposed layout of the construction compounds to be sited at Junction 67 (Coal House) and Eighton Lodge will be included in the CEMP and must be in substantial accordance with the layouts shown on 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 (Coal House) shall be in substantial accordance with the image in Figure 1/AL Site Compound Plan Detailed View, Junction 67 (Additional Land)."</i>
3.0.5	The Council agrees with the applicant's response to ExQ 2.0.4.	N/A
3.4.1	The Council considers the word 'retain' may be more suitable but could also add a caveat of 'unless otherwise agreed'.	As detailed in the Applicant's response to the ExA's third written questions [REP8-024] WQ 3.4.1, 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. Please see the Applicant's written submission of the oral case for ISH5 [EXA/D9/004] which sets out the justification for this wording. It is understood from the hearing that the Council prefers this revised provision.
3.4.2	The Council considers that it would be prudent to add additional wording to Requirement 3 to make it clear that bespoke working hours may be required for North Dene footbridge.	Requirement 4(2)(c)(i) already allows for bespoke working hours for bridge demolition and clearance and so it is not considered that specific provision needs to be made in requirement 3 for North Dene Footbridge. Additionally, Requirement 12 requires the timings for the demolition of the existing bridge and installation of the new bridge to be approved by the Secretary of State in consultation with the relevant planning authority. The position is therefore sufficiently covered.
3.4.3	The Council considers that the scale, height and layout of works 10 and 12 should be secured through the DCO to ensure that the impact upon the openness of the Green Belt is kept to a minimum.	Requirement 3 was substantially revised at Deadline 8 and includes control over the layout, scale and external appearance of the these works as sought by the Council. As explained in the Applicant's written submission of the oral case for ISH5 [EXA/D9/004] there is already planning permission in place for these buildings pursuant to the Town and Country Planning (General Permitted Development) Order 2015. Additional approval is therefore only required in the event that the Applicant intends to carry out the works to a different specification to those approved details. Consequently, Requirement 3 therefore controls how the Applicant carries out the works, consistently in accordance with the existing approved details. If amended details are to be pursued, then these require to be approved by the Secretary of State in consultation with the relevant planning authority.
3.4.4	Save for any points raised in this submission, the updated list of requirements is considered acceptable by the Council.	The Applicant welcomes Gateshead Council's acceptance of the updated requirements.
3.6.1	The Southern Green report was produced in response to the report by the North of	The Applicant notes that the Angel of the North was not listed under the Planning (Listed

Ref No:	Gateshead Council's Response:	Applicant's Response:
	<p>England Civic Trust - 'The Significance of the Angel'. This was commissioned jointly by the Council and Historic England to examine the significance of the Angel in response to proposals to consider the Angel for listing under the 1990 Planning (Listed Buildings and Conservation Areas) Act.</p>	<p>Buildings and Conservation Areas) Act 1990 as it did not meet the statutory criteria and principles for listing due mainly to its age. Historic England has stated that it has no further comments to make, including in relation to this issue.</p>
	<p>Consultation on both reports has been limited to a key stakeholder group comprising Antony Gormley's office, Highways England, Durham Wildlife Trust, Historic England and the Council. The agreement has been reached to progress option 3 of the report, to reveal the angel. To this end, Highways England are submitted a revised landscape mitigation plan for the area around the Angel which reflects the principles of the Southern Green option 3. A separate partnership has been established with Highways England as land owner to design and deliver a compatible scheme to the landscape mitigation scheme, across the whole site. This will run in parallel with the A1 scheme to ensure a continuous landscape design across the whole of the site.</p>	<p>The Council has acknowledged that the consultation which has taken place on the Southern Green Report [REP4-086] to date has been limited. There has not been full consultation on the various options and the document does not constitute planning policy. In order for the report to have the weight of policy, it would require to have undergone strategic environment assessment and this has not occurred. The Report should therefore be given limited weight and not the status which would be given to an approved policy document.</p> <p>It is not accurate to say that all stakeholders have agreed to progress Option 3 in the Southern Green Report. The Applicant would prefer Option 1 or 2. However, following without prejudice discussions with Gateshead Council, and indirectly with Antony Gormley Studio, the Applicant is producing, on behalf of Gateshead Council, an alternative draft proposal within the Order limits, that reflects the principles of Option 3: Revealing the Angel, as set out in the Southern Green Report 'Options Appraisal for Managing and Enhancing the Angel'.</p> <p>This discussion is taking place on a without prejudice basis on is with the understanding that the Applicant requires that any alternative proposal should not worsen the outcome of the assessment of significant effects detailed in Chapter 7: Landscape and Visual [APP-028] of the ES or Chapter 8: Biodiversity [APP-029] of the ES, and will not result in an overall reduction in the proposed level of woodland cover within the Order limits. Should insufficient or unsuitable land for alternative woodland planting be identified, then it would be the responsibility of Gateshead Council to propose the changes to the existing, acceptable design as set out in Figure 7.6: Landscape Mitigation Design [APP-068] of the ES. Gateshead Council would need to identify appropriate land under their control or to secure it, on which to establish woodland. It is also appropriate to note that as the proposals do not form part of the Scheme, they may result in additional costs to the Applicant for which funding is not currently available. Hence, to proceed with such proposals would require Gateshead Council to secure such funding.</p> <p>The Applicant is continuing to discuss, without prejudice, the landscape proposals, with Gateshead Council, and indirectly with Antony Gormley Studio.</p> <p>The Applicant has and will continue to discuss with Gateshead Council and indirectly Antony Gormley Studio, proposals that relate to the remainder of the site, outside of the Order limits, and the programme for their delivery, in conjunction with Highways England's Operations Directorate (responsible for maintenance of the network), subject to appropriate funding being secured. The discussions would extend to agree responsibility for the future maintenance of the site, in line with the aspirations of Gateshead Council and Antony Gormley Studio, in maintaining a low level of planting, so as to avoid screening the sculpture. However, this is not related to the Scheme and would need to be secured separately.</p>

Ref No:	Gateshead Council's Response:	Applicant's Response:
	As part of this partnership, a communications strategy will be developed.	N/A
	This proposal is compliant with the Council's Core Strategy policy CS15 and supported by MSGP25 - Design Quality.	The Applicant accepts that the proposal is compliant with Gateshead Council's policies.
3.6.4	The opportunity to agree the final design and location of gantries would allow the landscape scheme to respond to their impact in a positive manner and ensure that any harm to significant views of the Angel were mitigated where possible.	<p>The current design and location of the proposed gantries is set out in Deadline 8 Submission (9 June 2020) – Updated Gantry Details Report (WQ 3.6.2b) - Appendix 3.6A (Rev 1) [REP8-022 and REP8-023]. This identifies the alternative gantry designs that can be considered within the overall signage and gantry design approach for the Scheme and indicates the tolerances within which the gantries can be located, subject to construction constraints, although the optimal locations are as set out in Application Document 2.6 General Arrangement Plans [REP4-009].</p> <p>Requirement 3(7) of the draft DCO requires that a signage strategy in relation to the gantries must be agreed with the Secretary of State, in consultation with the Local Planning Authority. This requirement has been further amended to require that the strategy takes account of the impact of gantry height on the setting of the Angel of the North, as well as the safety of the public and maintenance operatives.</p> <p>Further, and in accordance with Landscaping, Requirement 5(1) of the draft DCO the landscape strategy must be agreed with the Secretary of State, in consultation with the Local Planning Authority. Combined, these requirements would allow any changes in the final design or location of the proposed gantries to be mitigated where appropriate.</p>
3.7.2	In response to ExQ 2.7.7 and 2.7.8, the Council is satisfied with the proposed noise monitoring measures and the level of detail contained with the draft CEMP.	The Applicant welcomes Gateshead Council's acceptance of the proposed noise monitoring measures.
3.8.2	The Council requests that should plant and equipment must use the public footpath through Longacre Wood to undertake headwall works, that the details are agreed in advance to minimise the impact upon biodiversity and the infrastructure of Longacre Wood. Also, any closures would need to be suitably signposted.	A new measure [G15] has been added to Table 3-1 Register of Environmental Actions and Commitments (REAC) of the Outline Construction Environmental Management Plan (oCEMP) [REP8-007 and 008], an updated version of which has been submitted at Deadline 9, as follows: " <i>Should plant and equipment be required to use the public footpath through Longacre Wood to undertake headwall works, the details of such usage, including arrangements for signage, will be consulted on in advance with the local authority</i> ". This addresses the point raised by the Council.
3.9.3	The response covers all the matters raised in the Council's previous response. As a result, it is acceptable. Any more detailed issues which arise will be managed through development of the detailed CEMP and/or through the proposed CTMP working group.	It is noted that the Council agree that the additional measures included in the CEMP [REP8-007 and 008], a revised version of which was submitted at Deadline 9, on the use of Woodford for construction traffic movements satisfy the matters which they previously raised.
3.9.5	Gateshead Council's original response covered a number of items: 1. Road closures; 2. Non-motorised road users; 3. Arrivals/departures; 4. Construction worker trips; 5. Specific routes. All the above items have now been agreed in principle, with any detail to be managed through development of the detailed CEMP and/or the proposed CTMP working group, with the exception of item 2. Diversion routes for horse riders and other users in the	<p>It is noted that the only issue which is not agreed on the Construction Traffic Management Plan (CTMP) (Appendix B of the CEMP [REP8.007 and 008]) relates to users (primarily horse users) in the vicinity of Eighton Lodge roundabout. The diversion route for horse riders and other users in this location will be in place for approximately three months during the programme to enable the works to extend and improve Longbank Bridleway. The design will be prepared at detailed design stage and approved as part of the Construction Traffic Management Plan (Appendix B of the CEMP [REP8-007 and 008].</p> <p>In relation to each of the Walkers, Cyclists and Horse riders (WCHs):</p>

Ref No:	Gateshead Council's Response:	Applicant's Response:
	<p>vicinity of Eighton Lodge roundabout in particular remain a concern and require further discussion.</p>	<ul style="list-style-type: none"> • Pedestrians will have the option of using North Dene Footbridge or the proposed diversion route through Eighton Lodge roundabout using the existing path. It is considered that both routes provide acceptable alternatives for the duration of the works because the routes are of a suitable width for their location, the surface is generally even, and there is no indication of crowding. • Cyclists will also have the option of using North Dene Footbridge and the proposed diversion route through Eighton Lodge roundabout. The existing North Dene Footbridge has a channel on the stairs to allow cyclists to walk with their bike up or the down the stairs and across the footbridge. Following the replacement and upgrade of North Dene Footbridge as part of this Scheme a ramp will be provided improving access for cyclists. North Dene Footbridge forms part of Gateshead Council's local cycle network. The proposed diversion route through Eighton Lodge roundabout is signed for use by cyclists and forms part of Gateshead Council's cycle network. The route is lightly utilised by other WCH's. The path widths are considered suitable for the existing and increased usage associated with the diversion. It is considered both routes provide an acceptable alternative for the duration of the works. • In relation to horse riders there are no alternative diversion routes available for the Applicant to consider between J65 and J66 of the A1 other than the route through Eighton Lodge roundabout. Therefore, horse riders would need to travel back on the route they followed if the route was not diverted through Eighton Lodge roundabout. WCH surveys undertaken as part of the WCH Assessment Report (WCHAR) recorded zero horse riders using Longbank Bridleway on a weekday and two horse riders on a weekend in November. It is considered that the low number of observed horse riders indicates there is not a significant demand therefore it is not anticipated that the proposed diversion route for horse riders through Eighton Lodge roundabout will attract a significant number of horse riders. As part of the on-going discussion with the Local Authority it has been agreed the views of the British Horse Society would be obtained to aid this process. Taking into account these comments, the impacts of the Scheme are likely to be acceptable. <p>The appointed contractor will review the necessary infrastructure that may be needed along the diversion route for equestrians. The details of this could be agreed through the Construction Working Group and if required with the local office of the British Horse Society who would represent local equestrians.</p>
3.10.1	<p>Gateshead Council are in agreement with the Applicant in respect of Water Environment and Drainage.</p>	<p>The Applicant welcomes Gateshead Council's agreement to all water environment and drainage matters, including the Vortex Separators Assessment (Rev 1) [REP8-027] and Allerdene Burn – Channel Design Concept [REP8-026], which were submitted to the ExA at Deadline 8.</p>

Table 4 – Green Party

Para No:	Green Party's Response:	Applicant's Response:
1	<p>This Scheme contravenes Central Government's Declaration of a Climate Emergency made in April 2019. It also conflicts with their ban on selling new petrol & diesel cars by 2040 (announced July 2017). That date will almost certainly be brought forward and include hybrid vehicles, at UN COPT26 Summit in Glasgow next Year.</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 1. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>"The Government's declaration of a Climate Emergency is not a moratorium on the development of new roads or the improvement of existing roads. It is noted that the UK has committed to Net Zero by 2050 and the Applicant is committed to ensuring that the improvement of the strategic road network does not result in adverse environmental impacts.</i></p> <p><i>Building a new road does not conflict with banning the sale of specific technologies or the use of different technologies on the road. The ban on new petrol and diesel cars for sale from 2040 does not mean that the Scheme will not be required. The strategic road network is capable of being used by electric vehicles as well as those run on conventional fuel sources, and any ban on such vehicles inevitably necessitates a shift to electric vehicles. A ban on conventional fuel sourced vehicles does not therefore impact on the need for or use of the Scheme and does not render the Scheme redundant as it is capable of being used by all vehicle technologies consistently with Government policy.</i></p> <p><i>Gateshead Council has committed to making the "Council's activities carbon neutral by 2030" – see here: https://www.gateshead.gov.uk/article/14171/What-Gateshead-Council-is-doing. The Council's activities do not include the construction and operation of the strategic road network. Any emissions associated with the construction and operation of the Scheme are outside the scope of the target".</i></p> <p>In addition to the Applicant's previous response further information is provided on this matter below.</p> <p>The Climate Change Act commits the UK to net zero carbon emissions by 2050, and Highways England, along with all sectors of the UK economy, must play its part in meeting this target. Highways England is pursuing a range of opportunities to support the vision for the Strategic Road Network (SRN) set out in the second Road Investment Strategy (RIS). This 2050 vision states: <i>"the majority of all vehicles using the SRN, including almost all cars and vans, are zero emission at the tailpipe, transforming the impact of the SRN on air quality and carbon emissions"</i>.</p> <p>In relation to the future ban on selling new petrol and diesel cars Highways England, in its last road period, met and exceeded a target to ensure 95% of the SRN is within 20 miles of an electric vehicle charging point. This is one measure by which the Applicant will help overcome possible range anxiety and support the transition away from petrol and diesel. The Applicant is continuing to prepare the SRN for evolving mobility demands.</p>
2	<p>In addition, in May 2019 Gateshead Council declared it wanted to be carbon neutral by 2030. The Council agreed to work with organisations for them to also meet that target. Central Government and Highways England are key such organisations.</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 1. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>"The Government's declaration of a Climate Emergency is not a moratorium on the development of new roads or the improvement of existing roads. It is noted that the UK has committed to Net Zero by 2050 and the Applicant is committed to ensuring that the improvement of the strategic road network does not</i></p>

Para No:	Green Party's Response:	Applicant's Response:
		<p><i>result in adverse environmental impacts.</i></p> <p><i>Building a new road does not conflict with banning the sale of specific technologies or the use of different technologies on the road. The ban on new petrol and diesel cars for sale from 2040 does not mean that the Scheme will not be required. The strategic road network is capable of being used by electric vehicles as well as those run on conventional fuel sources, and any ban on such vehicles inevitably necessitates a shift to electric vehicles. A ban on conventional fuel sourced vehicles does not therefore impact on the need for or use of the Scheme and does not render the Scheme redundant as it is capable of being used by all vehicle technologies consistently with Government policy.</i></p> <p><i>Gateshead Council has committed to making the "Council's activities carbon neutral by 2030" – see here: https://www.gateshead.gov.uk/article/14171/What-Gateshead-Council-is-doing. The Council's activities do not include the construction and operation of the strategic road network. Any emissions associated with the construction and operation of the Scheme are outside the scope of the target".</i></p>
3	<p>The average motor car with 1 occupant emits 171grams of CO2 per kilometre travelled (source: BEIS/Defra Greenhouse gas Conversion factors 2019). About 70% of cars have only one occupant.</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 2. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>"The Applicant makes no comment on average car occupancy or domestic rail emissions which are not relevant in the air quality assessment of the Scheme".</i></p> <p>In addition to the Applicant's previous response further information is provided on this matter below.</p> <p>The climate assessment approach has been undertaken in line with guidance available at the time of the assessment. The total operational stage end-user Greenhouse Gas (GHG) emissions from traffic have been modelled in accordance with the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 1 Air Quality (HA 207/07) as outlined within Chapter 14: Climate of the Environmental Statement (ES) [APP-035] (Section 14.4.5). The modelling includes the total GHG for all vehicles covered by the traffic model covering the Affected Road Network. The estimated GHG emissions arising from the Scheme have been compared with UK carbon budgets and the associated reduction targets. Carbon emissions from the Scheme are relatively small when compared to the carbon budgets and the Scheme is expected to have a slight adverse effect (not significant) on climate.</p>
4	<p>The same Defra source states that domestic rail only emits 41g per Km. This is further reduced where rail is electrified.</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 2. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>"The Applicant makes no comment on average car occupancy or domestic rail emissions which are not relevant in the air quality assessment of the Scheme".</i></p>
5	<p>The Scheme will increase greenhouse gas emissions in Birtley, Kibblesworth, Eighton Banks, Lamesley & surrounding residential areas. Carbon and fine particulate emissions are already a concern here. Air</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 2. The Applicant's response</p>

Para No:	Green Party's Response:	Applicant's Response:
	<p>pollution and consequent resident ill health will increase.</p>	<p>from Deadline 2 is included for ease below:</p> <p><i>“Chapter 14: Climate of the ES [APP-035] acknowledges that there will be an increase of greenhouse gas (GHG) emissions. As GHG emissions result in the same global climate change effects wherever and whenever they occur, the sensitivity of different human and natural receptors is not considered by the GHG assessment. The outcome of the assessment of GHG emissions associated with the Scheme is considered not significant.</i></p> <p><i>In terms of fine particulate emissions and the effect of air pollution on resident ill health, Chapter 5: Air Quality of the ES [APP-026] demonstrates that there are no exceedances of health-based air quality standards, and that the Scheme results in no significant air quality effects. This applies to all areas adjacent to roads affected by the Scheme”.</i></p> <p>In addition to the Applicant's previous response further information is provided on this matter below.</p> <p><u>Carbon Emissions</u></p> <p>The National Networks National Policy Statement (NNNPS) paragraph 5.18, states <i>“any increase in carbon emissions is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the proposed scheme are so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets.”</i></p> <p>The estimated GHG emissions arising from the Scheme have been compared with UK carbon budgets and the associated reduction targets, as outlined within Chapter 14: Climate of the ES [APP-035] (Section 14.10). Carbon emissions from the Scheme are relatively small when compared to the carbon budgets and the Scheme is expected to have a slight adverse effect (not significant) on climate. Whilst it is acknowledged that there would be an increase in GHG emissions, it is not possible to deduce that the Scheme will result in the UK Government missing its commitment to Net Zero by 2050 (climate change act 2008 amendment 2019), because commensurate decreases in emissions can be made within the carbon budgets. Carbon emissions associated with the Scheme have been minimised through the mitigation measures detailed in Table 3-1, C2, of the Outline Construction Environmental Management Plan (CEMP) [REP8-007 and 008] an updated version of which has been submitted Deadline 9. These comprise:</p> <ul style="list-style-type: none"> • Raw materials will be selected as far as practicable with the least GHG emissions intensity in reference to information published in Environmental Product Declarations (EPDs). • Vehicles, plant and processes will be specified to be best in class for efficiency. • Specification of best-in-class energy efficient systems for operations e.g. lighting and signage. • Adoption of efficient logistics management for transport of construction materials and excavated materials. This can include the use of global positioning systems (GPS) to plan the most efficient route and schedule deliveries to maximise the volume being transported per trip, and considering the use of logistics hubs. <p><u>Air Quality and Health</u></p> <p>The Applicant has undertaken an assessment of the effect of the Scheme on ambient concentrations of fine particulate matter (as PM₁₀) and nitrogen dioxide (NO₂), the primary pollutants of concern for the Scheme in terms of human health impacts. The assessment concluded that there were no significant effects to human health. A summary of the assessment results can be found in Chapter 5: Air Quality of the ES [APP-026] (Section 5.11).</p>

Para No:	Green Party's Response:	Applicant's Response:
6	<p>In 2018 the number of UK licensed vehicles again increased to 38.2 million (ONS). These additional vehicles & existing ones will be attracted to a widened A1 road. More traffic.</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 2. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>“Chapter 14: Climate of the ES [APP-035] acknowledges that there will be an increase of greenhouse gas (GHG) emissions. As GHG emissions result in the same global climate change effects wherever and whenever they occur, the sensitivity of different human and natural receptors is not considered by the GHG assessment. The outcome of the assessment of GHG emissions associated with the Scheme is considered not significant.</i></p> <p><i>In terms of fine particulate emissions and the effect of air pollution on resident ill health, Chapter 5: Air Quality of the ES [APP-026] demonstrates that there are no exceedances of health-based air quality standards, and that the Scheme results in no significant air quality effects. This applies to all areas adjacent to roads affected by the Scheme”.</i></p> <p>In addition to the Applicant's previous response, further information is provided on this matter below.</p> <p>Traffic Modelling used to assess and appraise the Scheme has followed the Department for Transport's (DfT) Transport Appraisal Guidance (TAG) Unit M4. This uses the DfT forecasts for future travel demand, based on the National Trip End Model taking into account proposed changes in land use, forecasts of vehicle ownership and licensing, changes to costs of running vehicles and the changing mix of fuel sources for cars (moving away from fossil fuels). This is as set out in the Transport Assessment Report, sections 2.7 to 2.9 [APP-173].</p>
7	<p>The Green Party cannot understand how Gateshead Council can state any fundamental Common Grounds with Highways England. It will conflict with their Climate Emergency declaration.</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 3. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>“This is a matter for Gateshead Council, not for the Applicant”.</i></p> <p>In addition to the Applicant's previous response, further information is provided on this matter below.</p> <p>A Statement of Common Ground (SoCG) has been produced between Highways England and Gateshead Council [REP8-09] 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.</p>
8	<p>The Scheme will cost tens of millions of £. We propose that these valuable public funds should instead be invested into railway infrastructure. The Tyne Rail Yard has ample spare land for freight. Chester-le-Street Rail Station only has 2 hourly trains. Washington remains the largest UK town with no rail station close by.</p>	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010] with the exception of “Birtley Rail Station only has 2 hourly trains” replaced with “Chester-le-Street Rail Station only has 2 hourly trains”. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 4. The Applicant's response from Deadline 2 (25 February 2020) is included for ease below:</p>

Para No:	Green Party's Response:	Applicant's Response:
		<p><i>"The investment of public funds into railway infrastructure is not within the powers of the Applicant, whose responsibilities are prescribed by its Licence. Matters of investment in the railway network are for other bodies, principally Network Rail. Therefore, the rail alternative, or how the network or its assets are used, was not considered and is not relevant as part of the decision process for the viability of the Scheme.</i></p> <p><i>The objectives of the Scheme are set out in Chapter 2: The Scheme of the ES [APP-023], and focus on making the existing road safer, more free-flowing and accessible providing improved connectivity with the local road network and improving the local economy. In addition, part of the reason for the Scheme is to replace the existing Allerdene Bridge over the ECML, which was built nearly 40 years ago and is approaching the end of its operational lifespan. The Allerdene Bridge requires regular maintenance works to keep it operational which results in road closures and disruption to the travelling public. This structure is also a pinch point on the network and adds to the congestion seen on this route. The structure would be replaced as part of the Scheme which would help reduce local traffic disruption as fewer road closures would be required to carry out maintenance and would lead to significant savings in maintenance costs (approximately £9 million over ten years)".</i></p>
9	Alternative investment in buses, cycling & walking will also improve public health and wellbeing.	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 5. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>"The investment of public funds into public buses is not within the powers of the Applicant, whose responsibilities are prescribed by its Licence. Therefore, it has not been considered as part of this Scheme".</i></p> <p>In addition to the Applicant's previous response further information is provided on this matter below. The assessment within Chapter 12: Population and Human Health of the ES [APP-033] has identified the Scheme as having a beneficial impact on walkers, cyclists and horse riders as a result of improvements to Public Rights of Way once the Scheme is operational. Benefits to human health would also result, in part, due to improved connectivity for walkers, cyclists and horse riders.</p>
10	It is imperative for all life on Earth to continue, that global average temperatures do not rise more than 1.5 degrees Centigrade above their pre-industrial (1800) level. This application increases the likely hood that this will happen.	<p>This Green Party Deadline 8 Written Representation [REP8-031] is identical to the Green Party Written Representation received at Deadline 1 [REP1-010]. The Applicant responded to the Green Party Written Representation at Deadline 2 [REP2-061] within Table 1.11, Reference 5. The Applicant's response from Deadline 2 is included for ease below:</p> <p><i>"Consideration has been given to investment in cycling and walking. As part of the application a walking, cycling and horse-riding assessment (Appendix 12.1 [APP-162]) was undertaken. The purpose of this assessment was to "facilitate the inclusion of all walking, cycling and horse-riding modes within the highway scheme design process from an early stage, enabling the design team to identify opportunities for improved facilitates and integration with local, regional or national networks through the design process". Tables 5-1 to 5-6 set out the opportunities to improve as well as the design action required by the Applicant. As part of the Scheme the Applicant will invest in upgrading existing facilitates for walking and cycling, this includes new North Dene Footbridge and the facilitates at crossing points at the Coal House interchange will be brought up to current standards.</i></p>

Para No:	Green Party's Response:	Applicant's Response:
		<p><i>The Government's declaration of a Climate Emergency is not a moratorium on the development of new roads or the improvement of existing roads. Building a new road does not conflict with this (global) target to limit the average temperature increase to no more than 1.5C above pre-industrial levels. The strategic road network is capable of being used by electric vehicles as well as those run on conventional fuel sources".</i></p> <p>In addition to the Applicant's previous response further information is provided on this matter below.</p> <p>The Climate Change Act commits the UK to net zero carbon emissions by 2050, and Highways England, along with all sectors of the UK economy, must play its part in meeting this target.</p> <p>Highways England is pursuing a range of opportunities to support the vision for the SRN set out in the second RIS. This 2050 vision states <i>"the majority of all vehicles using the SRN, including almost all cars and vans, are zero emission at the tailpipe, transforming the impact of the SRN on air quality and carbon emissions"</i>.</p> <p>In relation to the future ban on selling new petrol and diesel cars Highways England, in its last road period, met and exceeded a target to ensure 95% of the SRN is within 20 miles of an electric vehicle charging point. This is one measure by which we will help overcome possible range anxiety and support the transition away from petrol and diesel. We are continuing to prepare the SRN for evolving mobility demands.</p> <p>Whilst it is acknowledged that there would be an increase in GHG emissions, it is not possible to deduce that the Scheme will result in the UK Government missing its commitment to Net Zero by 2050 (climate change act 2008 amendment 2019) because commensurate decreases in emissions can be made within the carbon budgets.</p>
11	<p>In addition to all of this, it is of great concern in regards to the high levels of damage and encroachment likely to occur on the existing environment, chiefly Long Acre wood, as well as all of the nature around the proposed building of the New bridge, Coal House roundabout and all-natural areas along the proposed site right along to Birtley. This green environment is essential to be kept intact not only for the wildlife it contains but for assisting to tackle the air pollution that is already being created by the traffic of the A1. We should be protecting our areas of green belt and open nature, not creating larger roads. Many of these trees, shrubs, areas of green have been here a long time</p>	<p>The Scheme design has sought to address impacts on the surrounding environment by understanding areas of habitat loss and gain and implementing a strategy that seeks to improve habitat quality overall and provide additional connectivity. The Scheme mitigation was designed to follow the mitigation hierarchy as follows: Avoidance, Minimisation, Restoration and Compensation. In accordance with this, the area of woodland loss has been reduced by changes to the design of the Scheme. As detailed in Chapter 2: The Scheme paragraph 2.7.1 of the ES [APP-023], this has included:</p> <ul style="list-style-type: none"> • The A1 carriageway centreline has been moved further away (to the north) from the residential properties at Lady Park and a retaining wall has been included on the north bound on slip, which has enabled significant parts of the existing junction to be retained and has reduced land take and impacts on trees at this location. • The 'urban cross section', in accordance with the Highway England's design standard, has been adopted along the A1 northbound carriageway due to the existing 50mph speed limit in place and the highway alignment constraints. The use of the 'urban cross section' has reduced land take along the Scheme length by a minimum of 2m which in turn has reduced impacts to the surrounding environment. • The earthworks design has been revised from 1:3 to 1:2 slope to avoid land take from Longacre Wood thus reducing the number of trees that would need to be removed from Longacre Wood.

Para No:	Green Party's Response:	Applicant's Response:
		<p>This reduction in area also ensured that there would be no permanent land take within the Local Wildlife Site (LWS) and therefore no permanent loss of natural areas in this section.</p> <p><u>Woodland corridors and Longacre Wood LWS</u> To enhance the functionality of woodland habitats within the vicinity of the Scheme, improvements in habitat connectivity have been proposed and are detailed within section 8.9 Chapter 8: Biodiversity of the ES [APP-029] and Figure 7.6: Landscape Mitigation Design of the ES [APP-061] and. This includes:</p> <ul style="list-style-type: none"> • New woodland corridor creation, including links between existing woodland at Robin's Wood to the River Team and enhancing the wildlife corridors between Longacre Wood LWS and the existing wildlife corridor to the west. • Improvements such as improving quality by strengthening connective corridors and improving retained woodland habitats enhances the effectiveness of the mitigation design and provides connected natural areas along the Scheme corridor. <p>The above improvements in habitat connectivity have been committed to within the Outline CEMP [B2].</p> <p>The Landscape Mitigation Design also includes areas of improvement of existing and newly created woodland thus improving the overall quality of woodland across the Scheme.</p> <p><u>Coal House roundabout</u> The works associated with Coal House roundabout are temporary in nature and will be mitigated with actions detailed within the Outline CEMP [REP8-007 and 008], an updated version of which was submitted at Deadline 9. These actions comprise:</p> <p><u>Action [B10]:</u></p> <ul style="list-style-type: none"> • Pre-construction placement of the temporary underground culvert within the River Team within Coal House roundabout will be undertaken outside the period of October to May inclusive to avoid the salmon and brown trout (migratory and non-migratory) spawning periods. This will be agreed with the Environment Agency. • Any watercourse diversion work, coffer dams or other in-channel works must ensure fish passage is maintained and designed in such a way as to allow fish movement at such times that they are actively migrating. This includes maintaining adequate space and depth of water, as well as flow velocity, for fish passage. • Soft-start and intermittent working techniques will be applied to the piling works to reduce the associated disturbance impacts on fish. • the modifications of any culverts and works to outfalls 2, 5 and 9, will also be timed to be undertaken outside the period of October to May inclusive to avoid the salmon and brown trout (migratory and non-migratory) spawning periods. <p><u>Action [B24]:</u></p> <ul style="list-style-type: none"> • A pre-construction checks of the habitat, within five metres of the bank, to the Coal House roundabout, in particular to check for signs of otter and water vole, prior to any habitat clearance and installation of the temporary culvert will be carried out. • Should, at any time prior to the works commencing, signs of otter and water vole be recorded, or this species be assessed as likely to be present within the Scheme Footprint, then works would cease and a suitably experienced ecologist be contacted for advice prior to works re-commencing within the area affected.

Para No:	Green Party's Response:	Applicant's Response:
		<ul style="list-style-type: none"> A detailed specific Method Statement for pollution prevention and sedimentation will be written and implemented during construction. This will also include measures to prevent the spread of INNS and biosecurity measures to prevent the spread pathogens harmful to biodiversity. <p>Additionally, an area of planting has been added to the River Team banks providing further nature areas within the vicinity of the Scheme.</p> <p>The elements of mitigation design detailed above mitigate not only the habitat loss resulting from the Scheme but benefit wildlife within the local vicinity also.</p> <p><u>Air Quality</u> The air quality assessment within Section 5.11, Chapter 5: Air Quality of the ES [APP-026] concluded that there would be no significant air quality effects as a result of the Scheme. Typically, when modelling pollutant dispersion, the impact of any reduction in, or redistribution of, air pollution caused by vegetation are taken account of in the model verification. Modelling for the air quality assessment was undertaken using a verified dispersion model covering the whole of the Affected Road Network. For air quality impacts of the Scheme at Longacre Wood, the model verification factor used is higher than is monitored. This results in a conservative assessment of the air quality impacts as a result of the Scheme in the area where there is removal of vegetation.</p> <p><u>Green Belt</u> A Technical Paper entitled "Technical Note on the Green Belt" [REP4-081] was submitted at Deadline 4 (20 April 2020) in response to the ExA's Second Written Questions written question 2.0.1(b). This paper undertook an appraisal of the perceived harm of the Scheme upon the openness within the Tyne and Wear Green Belt and temporary buildings and structures identified during construction. The report concludes that:</p> <ul style="list-style-type: none"> No permanent harm is predicted to arise as a result of the Chowdene Bank Facilities (Work No. 12). Permanent harm on the sense of openness within the Tyne and Wear Green Belt would occur as a result of the presence of the Lamesley Road Facilities (Work No. 10). However, due to the presence of the existing and proposed features within the landscape, including a mature belt of planting to the west and the re-aligned A1 to the north, the perception of harm would not be significant, and would be confined to a highly localised area. Harm arising as a result of the presence of gantries and the replacement of the North Dene Footbridge would be highly localised and considered within the context of the existing A1 and be largely confined by existing and proposed roadside planting, or in the case of the North Dene Footbridge, replacing an existing structure with a similar one on the same alignment. Harm would arise on the perception of openness as a result of the construction compounds at Junction 66 Eighton Lodge Compound and Junction 67 Coal House Compound, due to a perceptible reduction in agricultural land that forms tracts of open countryside on the fringes of Gateshead, but this would be temporary.
12	Although the scheme details it will replant, this whole process will take a number of years to get back to the level it is already at and with the increased traffic in the area it will be to the detriment to all of the local residents, surrounding area and the wildlife it contains.	The assessment of landscape and visual effects is set out in Chapter 7: Landscape and Visual of the ES [APP-028]. In accordance with Interim Advice Note 135/10, this assesses the effects on landscape character and visual amenity during construction, in the winter of the year of opening and in the summer of the Design Year (year 15 after opening). It is by this last period that the proposed planting is

Para No:	Green Party's Response:	Applicant's Response:
		<p>anticipated to have matured sufficiently to achieve its environmental functions, as landscape integration, screening or for biodiversity. In undertaking these assessments, the following assumptions are used:</p> <ul style="list-style-type: none"> All hedgerows would have reached a height of 2 m and be subject to ongoing management, during the establishment period, as referenced in L15 of the Outline CEMP [REP8-007 and 008] an updated version of which was submitted at Deadline 9 to maintain this height. Woodland blocks would have reached a minimum height of 4.5 m in height, having been planted as transplants and achieving an annual growth rate of 0.25m in height. <p>It is inevitable that some species of trees and shrubs would continue to grow and mature beyond the Design Year 15, providing further mitigating effects for those receptors impacted by the Scheme, until they reach full maturity.</p>
13	<p>There will be a high level of disruption (including noise and air pollution) over a number of years not only to the natural environment and wildlife but also to the local residents for a sustained period of time causing great inconveniences and long lasting negative effects.</p>	<p><u>Air Quality</u> Impacts on air pollution arising from the Scheme have been set out in Chapter 5: Air Quality of the ES [APP-026]. This chapter covers the impacts from increases in air pollution to both human health and ecology. The conclusions of the assessment are that the Scheme would not result in a significant air quality effect for both humans and ecology, and that ambient air pollution concentrations would likely return to pre-Scheme concentrations within less than six years (as set out in DMRB IAN17/13). A summary of the overall effects of the Scheme can be found in section 5.11, Chapter 5: Air Quality of the ES [APP-026].</p> <p><u>Noise</u> Potential noise impacts have been set out in Chapter 11: Noise and Vibration of the ES [APP-032]. The conclusions of the assessment are that the only long-term noise and vibration effects from the Scheme will be beneficial. The only significant adverse noise impacts identified are short-term, temporary and localized in relation to out-of-hours working associated with the removal of the existing Allerdene Bridge and the construction of the new Allerdene Bridge. These adverse impacts will be minimised by the application of mitigation measures, which will include the Best Practicable Means (BPM), as set out in N5 of the Outline CEMP [REP8-007 and 008] an updated version of which was submitted at Deadline 9.</p> <p><u>Biodiversity</u> Impacts on the natural environment and wildlife have been identified within Chapter 8: Biodiversity of the ES [APP-029] which has assessed effects on LWS, including Longacre Wood LWS and Bowes Railway LWS, wildlife corridor north of Longacre Wood LWS, habitats of principal importance, the River Team, fish, bats, wintering birds, and Great Crested Newt.</p> <p>Suitable mitigation has been identified and included within the assessment to ensure that identified impacts will be mitigated successfully, which have been committed to within the Outline CEMP, B1 – B27, [REP8-007 and 008] an updated version of which was submitted at Deadline 9.</p> <p><u>Impacts on local residents</u> The Scheme has sought to minimise impacts on local residents as far as possible. As detailed in Chapter 2: The Scheme paragraph 2.7.1 of the ES [APP-023], this has included:</p> <ul style="list-style-type: none"> Between junction 66 (Eighton Lodge) and junction 65 (Birtley) the widening of the A1 to accommodate the additional lanes would be undertaken asymmetrically to the north. This has reduced land take to the south of the A1, thus minimising adverse impacts to residential properties especially at North Dene and Crathie.

Para No:	Green Party's Response:	Applicant's Response:
		<ul style="list-style-type: none"> • The A1 carriageway centreline has been moved further away (to the north) from the residential properties at Lady Park and a retaining wall has been included on the north bound on slip, which has enabled significant parts of the existing junction to be retained and has reduced land take and impacts on trees at this location. • The new North Dene Footbridge will have a 3.5m (unsegregated) pedestrian/cycle path over the bridge deck and ramp and will have a 1 in 12 (minimum) gradient ramp to provide improved access for walkers, cyclists and horse riders (WCH). Horse riders and cyclists would have to dismount to use the footbridge. Corduroy tactile paving to aid the movement of partially sighted WCH's. • A retaining wall has been included to retain the access road located adjacent to junction 65 (Birtley) southbound exit slip which is a single access point for three properties and a field land parcel on Northside, Birtley. • The earthworks design has been revised from 1:3 to 1:2 slope to avoid land take from Longacre Wood. <p>Impacts on local residents have been identified in Chapter 12: Population and Human Health of the ES [APP-033] which has assessed effects on motorised travellers, WCHs, community severance, local economy and employment, and human health.</p> <p>During construction effects on each of these aspects were identified as temporary, with temporary significant adverse effects identified for WCH, community severance and human health. Chapter 12: Population and Human Health of the ES [APP-033] identified that once the Scheme is operational, no significant adverse effects are anticipated for local residents. Permanent beneficial effects have been identified for driver stress, WCHs, local economy and employment, and human health.</p> <p><u>Biodiversity</u> Impacts on the natural environment and wildlife have been identified within Chapter 8: Biodiversity of the ES [APP- 029] which has assessed effects on (LWS, including Longacre Wood LWS and Bowes Railway LWS, wildlife corridor north of Longacre Wood LWS, habitats of principal importance, the River Team, fish, bats, wintering birds, and great crested newt. Suitable mitigation has been identified and included within the assessment to ensure that identified impacts will be mitigated successfully, which have been committed to within the Outline CEMP, B1 – B27, [REP8-007 and 008] an updated version of which has been submitted at Deadline 9.</p> <p>During construction, the impacts associated with the Scheme would result in effects of neutral significance (not significant) for:</p> <ul style="list-style-type: none"> • Bowes Railway LWS. Longbank Bridleway Underpass • Fish • Bats • Wintering birds • Great Crested Newt • Invasive species <p>During construction, following the successful implementation of the mitigation requirements, it is considered that the impacts of the Scheme would result in effects of moderate significance to Longacre</p>

Para No:	Green Party's Response:	Applicant's Response:
		<p>Wood LWS and habitats.</p> <p>During operation, the impacts associated with the Scheme would result in effects of neutral significance (not significant) for all identified receptors.</p>
14	<p>The bridleways, pathways, woods and local nature of this area are all used extensively and especially during this period of lockdown, it is vital that all of this lovely nature and wildlife right on our doorstep should be preserved, cared for and supported, for the health and well being of all the local people and the natural wildlife.</p>	<p>The Applicant acknowledges the importance of green spaces to people's health and wellbeing. As detailed in Chapter 2: The Scheme, paragraph 2.7.1, of the ES [APP-023], the Scheme has continually sought to minimise impacts from the Scheme which has resulted in the following measures, in relation to bridleways, pathways, woods or local nature, being incorporated into the design (primary mitigation):</p> <ul style="list-style-type: none"> • The A1 carriageway centreline has been moved further away (to the north) from the residential properties at Lady Park and a retaining wall has been included on the north bound on slip, which has enabled significant parts of the existing junction to be retained and has reduced land take and impacts on trees at this location. • The 'urban cross section', in accordance with the Highway England's design standard, has been adopted along the A1 northbound which has reduced land take along the Scheme length by a minimum of 2m. • A 2.5m high wooden close-board fence has been included at the footpath over Longbank Bridleway Underpass to shield horses from adjacent traffic on the A1 and ensure a standard 3.0m wide passage is available across the entire width of the headwall of the Underpass. • The new North Dene Footbridge will have a 3.5m (unsegregated) pedestrian/cycle path over the bridge deck and ramp and will have a 1 in 12 (minimum) gradient ramp to provide improved access for WCHs. Horse riders and cyclists would have to dismount to use the footbridge. Corduroy tactile paving to aid the movement of partially sighted WCH's. • The earthworks design has been revised from 1:3 to 1:2 slope to avoid land take from Longacre Wood. The proposed earthworks at this location, are all within existing land in the Applicant's ownership. <p>Chapter 12: Population and Human Health of the ES [APP-033] details potential impacts likely to benefit community health and wellbeing as a result of the Scheme such as: improved journey times, a reduction in driver stress, improved noise environment once operational, and improved community connectivity due to improvements to WCH routes.</p> <p>For safety reasons, temporary diversions or closures will be required for Public Rights of Way (PRoW) affected by the construction of the Scheme, which could result in increased journey times and reduced journey amenity. These PRoW are identified within Table 12-17 Chapter 12: Population and Human Health of the ES [APP-033]. However, all PRoW routes would be re-instated by the time the Scheme is operational.</p> <p>The Scheme design has sought to address impacts on the surrounding environment by understanding areas of habitat loss and gain and implementing a strategy that seeks to improve habitat quality overall and provide additional connectivity. The Scheme mitigation was designed to follow the mitigation hierarchy as follows: Avoidance, Minimisation, Restoration and Compensation. In accordance with this, the area of woodland loss has been reduced by changes to the design of the Scheme. The avoidance measures included within the Scheme design have been taken to protect these natural areas, where possible.</p>

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		<p>Chapter 8: Biodiversity of the ES [APP-028] identifies that during construction, the impacts associated with the Scheme would result in effects of neutral significance (not significant) for:</p> <ul style="list-style-type: none"> • Bowes Railway LWS, Longbank Bridleway Underpass • Fish • Bat • Wintering birds • Great Crested Newt • Invasive species <p>During construction, following the successful implementation of the mitigation requirements, it is considered that the impacts of the Scheme would result in effects of moderate significance to Longacre Wood LWS and habitats.</p> <p>During operation the impacts associated with the Scheme would result in effects of neutral significance (not significant) for all identified receptors.</p>
15	The Green Party ask that the Order be rescinded.	The Applicant asked that the Order be made.

Table 5 – Ella Bucklow on behalf of Antony Gormley Studio and Sir Antony Gormley

Ref:	Addressed to:	Question:	Response:	Applicant's Response:
3.6.4	Sir Antony Gormley and Antony Gormley Studio	<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>Sir Antony Gormley and Antony Gormley Studio Response to Question 3.6.4.</p> <p>a) Certainly, we feel that the final designs and locations of the proposed gantries should be subject to future consultation and approval through the dDCO (draft Development Consent Order). We would be very grateful if the Applicant could continue to involve us beyond the Examination process and throughout the Detailed Design Phase. The Applicant has repeatedly stated that the design and placement, with some limitations due to safety specifications, will minimise the negative impacts of the gantries. We need to remain informed as these decisions develop and are finalised to ensure that every possible step is taken to protect key views to the Angel of the North and to guarantee that the detrimental effects of the gantries are diminished.</p>	<p>In accordance with Requirement 3(7) in Schedule 2 of the draft Development Consent Order (DCO) [REP8-003 and 004], an updated version of which has been submitted for Deadline 9 (08 July 2020), the signage strategy must be agreed with the Secretary of State, in consultation with the Local Planning Authority.</p> <p>Gateshead Council will therefore be a consultee to this submission, and Gateshead Council can request input from Antony Gormley Studio as part of this process.</p> <p>The Applicant maintains that the Scheme, including the associated gantries, would not give rise to a significant effect on key views to the Angel of the North. The perception of the Angel of the North within the wider landscape is largely unchanged. The view experienced by a northbound traveler on the A1, whilst being modified by the presence of the proposed gantries, would not give rise to a significant effect on the way in which the Angel of the North is perceived.</p>
		b) Please provide additional drafting to allow for such consultation and approval to take place.	b) We have been in communication with Gateshead Council and they will respond in full to part b) of this	The Applicant would be willing to hold a workshop(s) with Antony Gormley Studio and Gateshead Council,

Ref:	Addressed to:	Question:	Response:	Applicant's Response:
			<p>question. We believe that there should be opportunities to submit further written statements in response to the developing designs and locations of the gantries. Should the Applicant be open to further conversation, for example in the form of a Workshop, we would welcome the opportunity to examine the gantries in conjunction with the landscaping scheme with Gateshead Council.</p>	<p>outside of the Examination Period, concerning the features of the gantry design to be confirmed during detailed design. This would need to be undertaken without prejudice to the design and the position of Highways England in this examination. However, the outputs of such a workshop might be able to inform the final designs for signage and gantries submitted for approval.</p> <p>As described in the Applicant's response to 3.6.4 a) above, Requirement 3(7) in Schedule 2 of the draft DCO [REP8-003 and 004], an updated version of which has been submitted for Deadline 9 (08 July 2020), requires the signage strategy to be approved by the Secretary of State, in consultation with the Local Planning Authority. Gateshead Council will therefore be a consultee to the future final design of the signage and gantries submission to the Secretary of State. Gateshead Council can request input from Antony Gormley Studio as part of this process.</p> <p>The landscaping scheme as set out in Figure 7.6: Landscape Mitigation Design of the Environmental Statement (ES) [APP-061] currently provides appropriate screening of the proposed gantry locations. Should there be a requirement to modify the landscape proposals as a result of any changes to the locations of the gantries, this would need to be addressed in negotiations with Highways England since it is the position of Highways England that the application Scheme is acceptable and predates the emerging, informal proposals for the setting of the Angel of the North.</p>
<p>Comments on Additional Information Submitted at Deadline 7 (D7) In response to the 'Applicant's Response to Deadline 6 Submissions' Document EXA/D7/002:</p>				
<p>2.0.8 Gantries</p>				
2.0.8	Applicant		<p>As per our response to the Examiner's Third Written Questions we would like to remain in consultation as the placement and design of the gantries are finalised. To reiterate, the open truss design is our preferred option.</p>	<p>As described in the Applicant's response to 3.6.4 a) above, Gateshead Council will be a consultee to the future final design of the signage and gantries submission to the Secretary of State pursuant to a requirement. Gateshead Council can request input from Antony Gormley Studio as part of this process. However, the Applicant notes that the preferred option of Anthony Gormley Studio is the open truss design.</p>
<p>2.5.1.a Landscape Mitigation Design</p>				
2.5.1.a	Applicant		<p>We would like to thank the Applicant for continuing to</p>	<p>The Applicant is willing, without prejudice to the</p>

Ref:	Addressed to:	Question:	Response:	Applicant's Response:
			<p>work with Gateshead Council on the Landscape Mitigation Designs. 'Option 3: Revealing the Angel' remains our preferred scheme. We look forward to receiving further information as these conversations progress and look forward to reviewing the Landscape Mitigation Design and CEMP due to be submitted at Deadline 8. Provisionally, we would like to state our interest in being involved throughout the Detailed Design Phase.</p>	<p>design and the position of Highways England in this examination, to continue discussions with Gateshead Council on the design of the area around the Angel of the North and it notes that Option 3: Revealing the Angel, as set out in the Options Appraisal for Managing and Enhancing the Angel' report [REP4-086], remains the preferred option of Antony Gormley Studio. However, and until such time that all parties have agreed a revised alternative landscape scheme for the area around the Angel of the North, including the resources and any additional land required for its delivery, the Applicant maintains that: accommodating these proposals is not necessary or appropriate; the Scheme has been assessed against the existing baseline, which includes the presence of the existing tree coverage; and the Scheme already includes measures to mitigate the effects of the Scheme in its existing landscape. Any proposed changes to the design, as set out on Figure 7.6: Landscape Mitigation Design of the ES [APP-061], must avoid changes to the findings of Chapter 7: Landscape and Visual of the ES [APP-028] and Chapter 8: Biodiversity of the ES [APP-029], and must not result in increased project cost or an overall reduction in woodland cover within the Order limits.</p> <p>Agreement on any alternative design with Gateshead Council (and indirectly with Antony Gormley Studio) would enable the proposals to be incorporated into the landscape mitigation design, as set out in Figure 7.6 Landscape Mitigation Design of the ES [APP-061] and secured through the Outline Construction Environmental Management Plan (oCEMP) [REP8-007 and 008], an updated version of which has been submitted for Deadline 9 (08 July 2020). However, this would have to be able to address resourcing and mitigation resulting from the landscape design as opposed to the Scheme, which predates the 'Options Appraisal for Managing and Enhancing the Angel' report [REP4-086] proposals.</p> <p>Since "without prejudice" discussions are continuing, the Applicant is not currently in a position to share any alternative design with the Examining Authority (ExA) but will do so if a final design is agreed during the examination.</p>

Ref:	Addressed to:	Question:	Response:	Applicant's Response:
				<p>The Applicant notes Anthony Gormley Studio's interest in being involved in the detailed design and considers that this would be most appropriately undertaken through Gateshead Council as the Local Planning Authority, should Gateshead Council be willing to engage with Antony Gormley Studio in this process.</p>
Upcoming Hearings –				
			<p>Sir Antony Gormley would like to speak during the: Issue Specific Hearing 2: Landscape and visual (including matters relating to the Angel of the North) on Tuesday 23 June 2020. Conference at 9.30am Hearing Starts at 10.00am. He will be available to participate via video conference.</p>	Noted