

# **A1 in Northumberland: Morpeth to Ellingham**

**Scheme Number: TR010041**

## **6.1 Environmental Statement – Chapter 1 Introduction**

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

June 2020

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

**The A1 in Northumberland: Morpeth to Ellingham  
Development Consent Order 20[xx]**

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**Environmental Statement**

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<b>Regulation Reference:</b>	APFP Regulation 5(2)(a)
<b>Planning Inspectorate Scheme Reference</b>	TR010041
<b>Application Document Reference</b>	TR010041/APP/6.1
<b>Author:</b>	A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England

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# 1 INTRODUCTION

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## 1.1 PURPOSE OF THE REPORT

- 1.1.1. This Environmental Statement (ES) relates to an application made by Highways England (the Applicant) to the Secretary of State for Transport, via the Planning Inspectorate (the Inspectorate) under Section 37 of the Planning Act 2008 (the 2008 Act) (**Ref. 1.1**) for a Development Consent Order (DCO). If made, the proposed DCO would grant consent to construct, operate and maintain the A1 in Northumberland: Morpeth to Ellingham (the Scheme). The Scheme comprises two sections known as Part A: Morpeth to Felton (Part A) and Part B: Alnwick to Ellingham (Part B). A detailed description of the Scheme can be found in **Chapter 2: The Scheme** of this ES. Part A and Part B were originally proposed to be the subject of separate applications for DCOs but have now been combined into a single application for a DCO in respect of the Scheme as a whole and this ES covers the Scheme in its entirety.
- 1.1.2. This ES reports the results of the Environmental Impact Assessment (EIA). EIA is an iterative process that aims to gain an in-depth appreciation of beneficial and adverse environmental consequences of a scheme. The purpose of this ES is to present the findings of the EIA for the Scheme in a way that ensures that the significant environmental effects are sufficiently described and understood for the purposes of an application for development consent.
- 1.1.3. This ES provides sufficient information to reach a reasoned conclusion on the significant environmental effects of the Scheme. The ES is also intended to enable other interested parties who have a role, or wish to participate, in the statutory decision-making process to understand the nature of the Scheme.
- 1.1.4. This ES has been produced in compliance with Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) (**Ref. 1.2**), which, in particular, includes the following information:
- a.** A description of the proposed development comprising information on the site, design, size and other relevant features of the development.
  - b.** A description of the likely significant effects of the proposed development on the environment.
  - c.** A description of any features of the proposed development, or measures envisaged to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment.
  - d.** A description of the reasonable alternatives studied by the Applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment.



- 1.1.8. The structure of the ES is in accordance with the EIA Regulations, the **Scoping Report (Application Document Reference: TR010041/APP/6.10)** for Part A and the **Scoping Report (Application Document Reference: TR010041/APP/6.11)** for Part B as follows:

**Volume 1 (the Scheme):**

- a. Chapter 0:** Table of Contents, glossary and abbreviations.
- b. Chapter 1:** Introduction to the ES including the purpose of the document and a brief description of the legislative and policy framework.
- c. Chapter 2:** 'The Scheme' provides information on the need for the Scheme, the Scheme Objectives and a detailed description of the Scheme.
- d. Chapter 3:** 'Assessment of Alternatives' provides a description of other alternatives considered.
- e. Chapter 4:** 'Environmental Assessment Methodology' summarises the EIA process.

**Volume 2 (Part A) and Volume 3 (Part B):**

- f. Technical Chapters 5 to 14:** Details the competent expert evidence, legislative and policy framework, assessment methodology, baseline conditions and study areas, mitigation and enhancement measures, the likely significant effects and monitoring for each of the environmental topics, namely:
  - i. Chapter 5:** Air Quality
  - ii. Chapter 6:** Noise and Vibration
  - iii. Chapter 7:** Landscape and Visual
  - iv. Chapter 8:** Cultural Heritage
  - v. Chapter 9:** Biodiversity
  - vi. Chapter 10:** Road Drainage and the Water Environment
  - vii. Chapter 11:** Geology and Soils
  - viii. Chapter 12:** Population and Human Health
  - ix. Chapter 13:** Material Resources
  - x. Chapter 14:** Climate
- g. Chapter 15:** 'Assessment of Combined Effects' details the methodology and assessment of combined effects.

**Volume 4 (the Scheme):**

- h. Chapter 16:** 'Assessment of Cumulative Effects' details the methodology and assessment of cumulative effects and combined effects.
- i. Chapter 17:** 'Summary'.

- 1.1.9. Although this ES is a stand-alone report, there are other documents that have been produced to support the application for development consent, and which are relevant to the EIA process. All documents that have been referred to in this ES are referenced within the body of the text.

- 1.1.10. In addition to this ES, a separate **Habitats Regulations Assessment (HRA)** for Part A and Part B (**Application Document Reference: TR010041/APP/6.14**) has been carried out to support information presented within this ES. In addition, a separate Flood Risk Assessment (FRA) for Part A and Part B has been undertaken (refer to **Appendix 10.1: Flood Risk Assessment, Volume 7** of this ES (**Application Document Reference: TR010041/APP/6.7**) for Part A and **Appendix 10.1: Flood Risk Assessment, Volume 8** of this ES (**Application Document Reference: TR010041/APP/6.8**) for Part B).

## 1.2 OVERVIEW OF THE SCHEME

- 1.2.1. The Scheme aims to enhance resilience, improve journey times and safety along two sections of the existing A1 between Morpeth to Ellingham in Northumberland.
- 1.2.2. Part A comprises the widening of the existing single carriageway to a dual carriageway for an approximately 12.6 km section of the existing A1 between Morpeth and Felton. It includes approximately 6.5 km of online widening and approximately 6.1 km of new offline highway. Part A and Part B are separated by an existing stretch of dual carriageway. Part B starts approximately 15 km north of the northern extent of Part A. Part B comprises the widening of the existing single carriageway to a dual carriageway for an approximately 8 km section of the existing A1 between Alnwick and Ellingham. In total, the Scheme comprises the widening of an approximately 20.6 km stretch of the existing A1 between Morpeth to Ellingham, with approximately 14.5 km of online widening and approximately 6.1 km of new offline highway. Details of the Scheme location are provided on the **Location Plan (Application Document Reference: TR010041/APP/2.1)**. Location plans are also provided in **Figure 1.1: Location Plan: Part A** of this ES and in **Figure 1.2: Location Plan: Part B** of this ES.
- 1.2.3. This Scheme also comprises the de-trunking of a section of the existing A1, the construction of four overbridges (of which Highlaws, Fenrother and West Moor are proposed new grade-separated junctions), a new grade-separated junction at Charlton Mires, an underbridge (beneath the main Scheme alignment), a new accommodation overbridge at Heckley Fence, a new subway (beneath the main Scheme alignment), a new bridge over the River Coquet, new drainage features, new and extended culverts, temporary and permanent Public Rights of Way (PRoW) diversions and new and improved ancillary features such as signage and road markings.
- 1.2.4. Between the southern extent of Part A, where the A1 meets the A697 near Northgate Hospital and Warreners House in Morpeth, and Priest's Bridge, online widening of the carriageway to two carriageways in each direction is proposed. A new northbound carriageway would be constructed to the west of the existing A1, and the existing A1 would act as a new southbound carriageway. Between Priest's Bridge and Burgham Park, Part A would comprise a new offline section of dual carriageway to the west of the existing A1 passing west of Earsdon Moor and east of Causey Park. Between Burgham Park and

Parkwood, widening would be online to two carriageways in each direction until the tie-in point west of Felton where the existing A1 is dual carriageway. Part B proposes online widening between Alnwick to Ellingham, and a new southbound carriageway would be constructed to the east of the existing A1, and the existing A1 would act as a new northbound carriageway.

- 1.2.5. The Scheme would also include the closure of existing, and provision of new, private means of access (PMAs) and other access tracks. For Part A, a total of 33 PMAs would need to be stopped up and replaced with new access routes. For Part B, a total of 24 PMAs would need to be stopped up and replaced with new access routes, including new roads for East and West Linkhall, and from the B6347 and Rock South Farm. Furthermore, for Part A, some side roads would be altered; Bywell Road would be realigned north of its existing junction with the A1; a new link road would be constructed to link the existing A1 to the proposed Fenrother junction; and a new link road would be constructed to the east of Part A to link the bypassed section of existing A1 with the proposed West Moor Junction and Felton Road.
- 1.2.6. To facilitate the construction of the Scheme an underground mains pipeline, an overhead electricity line, a further gas pipeline, sections of an Extra High Voltage (EHV) cable, utility pipes and telecommunications cables would require diverting.
- 1.2.7. The above features are further described in **Chapter 2: The Scheme** of this ES and are presented in the **General Arrangement Plans (Application Document Reference: TR010041/APP/2.4)** and the **Structures Engineering Drawings and Sections (Application Document Reference: TR010041/APP/2.8)**.
- 1.2.8. The Scheme objectives and the case for the Scheme are set out in the **Case for the Scheme (Application Document Reference: TR010041/APP/7.1)**.

## 1.3 LEGISLATIVE AND POLICY FRAMEWORK

### LEGISLATION

- 1.3.1. The Scheme comprises a Nationally Significant Infrastructure Project (NSIP) under Section 14(1)(h) and both Section 22(1)(a) and Section 22(1)(b) of the 2008 Act because:
  - a. It comprises the construction and alteration of a highway.
  - b. The highways to be constructed and altered are wholly within England.
  - c. The Applicant is the Strategic Highway Authority for the highways.
  - d. The speed limit is 50 mph or greater and the Order Limits at 362 hectares (ha) is greater than the threshold of 12.5 ha.
- 1.3.2. Under Section 31 of the 2008 Act, development consent conferred by a DCO is required to construct, operate and maintain the Scheme.



- 1.3.3. The formal determination of whether a project requires EIA under the EIA Directive 2014/52/EU (**Ref. 1.3**) and the subsequent notification requirements in accordance with the EIA Regulations is known as ‘Screening’.
- 1.3.4. The Scheme falls within the criteria listed in Schedule 1 of the EIA Regulations (**Ref. 1.2**), under Schedule 1 Part 7(3):
- “Construction of a new road of four or more lanes, or realignment and/or widening of an existing road of two lanes or less so as to provide four or more lanes, where such new road, or realigned and/or widened section of road would be 10 kilometres or more in a continuous length.”*
- 1.3.5. Under Regulation 4 of the EIA Regulations, an EIA is required for EIA development, which includes Schedule 1 development. As explained in **paragraph 1.1.1**, the Scheme was originally being progressed by means of separate DCOs and separate screening determinations were also obtained for Part A and Part B.
- 1.3.6. Part A is classified as a Schedule 1 development under paragraph 7(3) of Schedule 1 of the EIA Regulations (**Ref. 1.2**). An EIA Screening determination exercise was undertaken by the Applicant in 2017 and concluded that Part A would likely result in significant environmental effects.
- 1.3.7. For Part B, an EIA Screening exercise undertaken by the Applicant in October 2018, determined that Part B would not fall within the criteria listed in Schedule 1 of the EIA Regulations (**Ref. 1.2**). However, it was determined that Part B would fall under Schedule 2, Part 13(b)(i) (change or extension) of the EIA Regulations. Due to the close proximity and potential direct impacts on ‘sites of historical, cultural or archaeological significance’ as set out in Regulation 9(1), Part B would meet the relevant criteria and would therefore be an ‘EIA development’.
- 1.3.8. However, as Part A and Part B are now being progressed as a single Scheme, and Part A has already been established to be Schedule 1 development, it follows that, overall, the Scheme is classified as a Schedule 1 development under paragraph 7(3) of Schedule 1 of the EIA Regulations (**Ref. 1.2**).
- 1.3.9. This ES has been prepared and submitted to comply with the requirements of Regulation 5(2)(a) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the 2009 Regulations) (**Ref. 1.4**). This requires an application for a DCO to be accompanied by an ES if the Scheme has been identified as an ‘EIA development’.
- 1.3.10. The proposed DCO will provide the main consent governing the delivery of the Scheme. In addition to the DCO, there are other regulatory regimes that must be complied with and licences and / or consents that would need to be obtained to allow the Scheme to proceed, including:

- a. European Protected Species and Notable species licences.
- b. Natural England Assent for proposed River Coquet bridge construction works in the River Coquet and Coquet Valley Woodlands Site of Special Scientific Interest (SSSI).
- c. Environmental Permit (Flood Risk Activities Environmental Permit (FRAP)) (works within 8 m of a main river, works within a flood zone).
- d. Environmental Permit from the Environment Agency if there are discharges of wastewater into watercourses.
- e. Ordinary Watercourse Consent / Land Drainage Consent (works within an ordinary watercourse).
- f. Abstraction Licence from the Environment Agency if more than 20 cubic metres a day of water is abstracted.
- g. Waste exemption U1 - for re-use of suitable material on site.

1.3.11. A number of other consents can be addressed by a DCO. These include applications for Listed Building Consent and Traffic Regulation Orders for PRoW Diversions. The **draft DCO (Application Document Reference: TR010041/APP/3.1)** would provide the necessary powers.

1.3.12. Details of how these other regulatory regimes and consent requirements have been, or are to be, addressed are set out in the **Consents and Agreements Position Statement (Application Document Reference: TR010041/APP/3.3)**, and discussed in each relevant environmental topic chapter of this ES.

1.3.13. In addition to this ES, the following application documents have been produced in accordance with Regulation 5 of the 2009 Regulations (**Ref. 1.4**):

- a. Statement Relating to Statutory Nuisance - Reg 5(2)(f) (**Application Document Reference: TR010041/APP/6.15**).
- b. Habitat Regulations Assessment (HRA) - Reg 5(2)(g) (**Application Document Reference: TR010041/APP/6.14**).
- c. Plan and Assessment of Nature Conservation Effects - Reg 5(2)(l): Part A. The relevant plans are presented in **Figure 9.1: Final Phase 1 Plan** and **Figure 9.2: Ecological Mitigation Plan (Confidential)**, **Volume 5** of this ES (**Application Document Reference: TR010041/APP/6.5**). The assessment of nature conservation effects is contained within **Chapter 7: Landscape and Visual**, **Chapter 9: Biodiversity** and **Chapter 10: Road Drainage and the Water Environment**, **Volume 2** of this ES (**Application Document Reference: TR010041/APP/6.2**) and **Appendix 10.2: Water Framework Directive Assessment**, **Volume 7** of this ES (**Application Document Reference: TR010041/APP/6.7**).
- d. Plan and Assessment of Nature Conservation Effects (Reg 5(2)(l): Part B. The relevant plan is in **Figure 9.1: Statutory Designated Sites**, **Volume 6** of this ES (**Application Document Reference: TR010041/APP/6.6**). The assessment of nature conservation effects is contained within **Chapter 7: Landscape and Visual**, **Chapter 9: Biodiversity**,

and **Chapter 10: Road Drainage and the Water Environment, Volume 3** of this ES (**Application Document Reference: TR010041/APP/6.3**) and **Appendix 10.2: Water Framework Directive Assessment, Volume 8** of this ES (**Application Document Reference: TR010041/APP/6.8**).

- e. Plan and Assessment of Historic Environment Effects - Reg 5(2)(m): Part A. The relevant plans are **Figure 8.1: Designated Heritage Assets** and **Figure 8.2: Non-Designated Heritage Assets, Volume 5** of this ES (**Application Document Reference: TR010041/APP/6.5**) of this ES, and the assessment is within **Chapter 8: Cultural Heritage, Volume 2** of this ES (**Application Document Reference: TR010041/APP/6.2**).
- f. Plan and Assessment of Historic Environment Effects - Reg 5(2)(m): Part B. The relevant plans are **Figure 8.1: Designated Heritage Assets within 1 km** and **Figure 8.2: Non-Designated Heritage Assets within 500 m, Volume 6** of this ES (**Application Document Reference: TR010041/APP/6.6**), and the assessment is within **Chapter 8: Cultural Heritage, Volume 3** of this ES (**Application Document Reference: TR010041/APP/6.3**).
- g. Flood Risk Assessment (FRA) - Reg 5(2)(e) is presented in **Appendix 10.1: Flood Risk Assessment, Volume 7** of this ES (**Application Document Reference: TR010041/APP/6.7**) for Part A, and presented in **Appendix 10.1: Flood Risk Assessment, Volume 8** of this ES (**Application Document Reference: TR010041/APP/6.8**) for Part B.

## RELEVANT PLANNING POLICY

- 1.3.14. Key planning policies have been considered during the design phase of the Scheme and specific guidance and policies that apply to the various technical assessments that have been undertaken are described further in relevant technical chapters of this ES. Under Section 104 of the 2008 Act, the determination of the application for development consent in respect of the Scheme must be made in accordance with any relevant National Policy Statement (NPS) designated by the Secretary of State for Transport, except in limited circumstances. The relevant NPS is the National Policy Statement for National Networks (NPS NN) (**Ref. 1.5**).

### National Policy Statement for National Networks

- 1.3.15. The NPS NN sets out the Government policies for rail and road NSIPs for England. It also provides the policies applying to promoters of linear schemes, in this case the Applicant. Where the NPS NN requires particular assessments to be carried out, this has been undertaken and reported in the ES. The **NPS NN Accordance Table (Application Document Reference: TR010041/APP/7.2)** records how and where compliance with the NPS NN is secured.
- 1.3.16. Other national, regional and local policies that may be important and relevant to the decision on the grant of development for the Scheme are briefly described below and

further details can be found in the **Case for the Scheme (Application Document Reference: TR010041/APP/7.1)**.

### **National Planning Policy Framework**

- 1.3.17. The National Planning Policy Framework (NPPF) (**Ref. 1.6**) is a statement of central government guidance on planning policy, which, when introduced in 2012, replaced the previous system of topic-specific Planning Practice Guidance (PPG) and Planning Policy Statements (PPS). The NPPF was revised in July 2018 and updated in February 2019.

### **Northumberland Consolidated Planning Policy Framework**

- 1.3.18. The Northumberland Consolidated Planning Policy Framework (**Ref. 1.7**) comprises the following planning policy documents, relevant to the Scheme to manage and influence future development within Northumberland:

- a. Saved Policy S5 (Green Belt Extension) of the adopted Northumberland County and National Park Joint Structure Plan 2005.
- b. Northumberland Minerals Local Plan (March 2000).
- c. Northumberland Waste Local Plan (December 2001).
- d. Alnwick District Local Development Framework, Core Strategy Development Plan (October 2007)
- e. Saved policies of the Alnwick District Wide Local Plan (April 1997).
- f. Saved policies of the Castle Morpeth District Local Plan (February 2003).
- g. Morpeth Neighbourhood Plan (May 2016).
- h. Alnwick and Denwick Neighbourhood Plan 2014-2031 (2017)

### **Emerging Northumberland Local Plan**

- 1.3.19. The Emerging Northumberland Local Plan (**Ref. 1.8**) – The Northumberland Local Plan was submitted to the Secretary of State for Housing, Communities and Local Government on 29 May 2019 and is currently undergoing examination. Neighbourhood Plans will not be replaced and will remain of relevance when determining planning applications.

### **Northumberland Local Transport Plan**

- 1.3.20. Northumberland County Council's Local Transport Plan (LTP) covers the period from April 2011 to 2026 (**Ref. 1.9**). The LTP focuses on delivering the national goals for transport, contributes to the aims of the Northumberland sustainable community strategy and reflects local land use plans, economic development and climate change priorities.

### **Highways England Guidance and Standards**

- 1.3.21. **Design Manual for Roads and Bridges (DMRB)** – The 15 volumes of DMRB (**Ref. 1.10**) provide guidance for all aspects of the design of roads and bridges in the UK. Volume 10 covers environmental mitigation (through environmental design and management) and

Volume 11 governs EIA. Other volumes cover other aspects of the design and preparation of highways schemes.

- 1.3.22. **Highways England Interim Advice Notes (IANs)** – Highways England IANs are issued to supplement the requirements and guidance provided within DMRB guidance. The relevant IANs have been considered throughout this ES (**Ref. 1.11**).
- 1.3.23. **Highways England Biodiversity Plan** - This Highways England Biodiversity Plan (**Ref. 1.12**) aims to halt the decline in the vitality of habitats and plant and animal populations on and around the road network. The Biodiversity Plan contains five key outcomes, with a range of actions designed to achieve these outcomes.
- 1.3.24. **Highways England Licence** – Highways England is a government company that operates under a licence granted by the Secretary of State in April 2015 (**Ref. 1.13**). The authorisation sets out the Secretary of State’s statutory directions and guidance to Highways England and includes duties with regards to the environment and sustainable development and design.
- 1.3.25. **Highways England Environment Strategy** – Highways England’s Environment Strategy (**Ref. 1.14**) is designed to communicate Highways England’s approach to improving the environment. Highways England is keen for work with partners to help protect and improve the environment and to develop and implement solutions to environmental challenges.
- 1.3.26. **Highways England Sustainable Development Strategy and Action Plan** – The Sustainable Development Strategy (**Ref. 1.15**) is designed to communicate Highways England’s approach and priorities for sustainable development to its key stakeholders. Highways England is keen to ensure its action in the future will further reduce the impact of its activities seeking a long-term and sustainable benefit to the environment and the communities it serves. The Action Plan (**Ref. 1.15**) describes how Highways England will progress the aspirations of their Sustainable Development and Environment Strategies. It describes actions that will enable Highways England to deliver sustainable development and to help protect and improve the environment.

## 1.4 THE APPLICANT

- 1.4.1. Highways England (the Applicant) is the Strategic Highways Company as defined in Section 1(4) of the Infrastructure Act 2015 (**Ref. 1.16**). It is responsible for the operation, maintenance and improvement of England’s motorways and major ‘A’ roads.

## 1.5 COMPETENT EXPERT EVIDENCE

- 1.5.1. Regulation 14(4) of the EIA Regulations requires that:

*“In order to ensure the completeness and quality of the environmental statement—*

*(a) the applicant must ensure that the environmental statement is prepared by competent experts; and*

*(b) the environmental statement must be accompanied by a statement from the applicant outlining the relevant expertise or qualifications of such experts.”*

1.5.2. The competence of those persons contributing to the production of each ES chapter is included in each individual chapter. The competence of those persons involved in the coordination of this ES is included in **Table 1-1** below.

**Table 1-1 Relevant Experience**

Name	Role	Qualifications and Professional Membership	Relevant Experience
Nic Macmillan	Environmental Assessment Lead (Part A) – responsible for co-ordinating the EIA and preparation of the ES	<ul style="list-style-type: none"> <li>- BSc (Hons) Special Physical Geography</li> <li>- PGCert Environmental Management and Technology</li> <li>- Practitioner Member of the Institute of Environmental Management and Assessment (IEMA)</li> <li>- IEMA Approved Advanced EMS Auditor (UK)</li> </ul>	<p>18 years’ experience in environmental assessment and management of engineering schemes. Other recent relevant experience includes:</p> <ul style="list-style-type: none"> <li>- Secondment to Highways England – to assist with review and update of the Environmental Risk Assessment product; reviewing Environmental Management Plans; production of Smart Motorways Environmental Study Report templates.</li> <li>- State of the Environment Report, Technical Lead, Highways England</li> <li>- DMRB People and Communities Guidance development, Technical Specialist, Highways England</li> <li>- A19 Coast Road Junction</li> </ul>

Name	Role	Qualifications and Professional Membership	Relevant Experience
			Improvement scheme. Assistant EIA Coordinator, Highways England – DCO.
Victoria Wilson	Environmental Assessment Lead (Part B) – responsible for co-ordinating the EIA and preparation of the ES	<ul style="list-style-type: none"> <li>- BCs (Hons) in Ecology</li> <li>- MSc in Environmental Analysis and Assessment</li> <li>- Full Member of the Institute of Environmental Management and Assessment (IEMA)</li> <li>- Chartered Environmentalist (CEnv)</li> </ul>	<p>Twenty years' experience in environmental regulation, and assessment and management across a variety of development sectors. Other recent relevant experience includes:</p> <ul style="list-style-type: none"> <li>- Environmental assessment lead for the A19 Norton to Wynyard improvement scheme for preliminary design stage</li> <li>- Environmental assessment lead for a number of strategic road studies including: <ul style="list-style-type: none"> <li>- Trans-Pennine Tunnel: Wider Transport Connectivity Assessment; and</li> <li>- Oxford to Cambridge Expressway</li> </ul> </li> <li>- EIA Project Manager for A45 Daventry Development Link for Northamptonshire County Council</li> </ul>
Kevin Stubbs	Technical Director – responsible for technical review and delivery of the ES	<ul style="list-style-type: none"> <li>- Higher National Diploma in Rural Resources and their Management</li> <li>- MA in Landscape Management</li> </ul>	<p>30 years' experience in the environmental sector. Other recent relevant experience includes:</p> <ul style="list-style-type: none"> <li>- Technical Director for the A1 Birtley to Coal House scheme</li> </ul>

Name	Role	Qualifications and Professional Membership	Relevant Experience
		<ul style="list-style-type: none"> <li>- Chartered Member of the Landscape Institute</li> <li>- Member of the Chartered Institute of Ecology and Environmental Management (CIEEM)</li> </ul>	<p>for Options Selection and Options Identification stage, and currently for preliminary design stage.</p> <ul style="list-style-type: none"> <li>- Environment Technical Director for A19 Coast Road junction improvement scheme</li> <li>- A19 Norton to Wynyard improvement scheme (preliminary design stage)</li> <li>- Environment Technical Director for A1 Scotswood to North Brunton (Option Identification and Option Selection stage) improvement scheme.</li> </ul>

## 1.6 ENVIRONMENTAL STATEMENT AVAILABILITY

1.6.1. Electronic copies of the ES and NTS can be accessed at <https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-morpeth-to-ellingham/>.

1.6.2. In addition, electronic copies will be made available on disk and USB via request to the Applicant on the address below.

Freepost RSAS-ZGKK-CSUL  
A1 in Northumberland Project Team  
3<sup>rd</sup> Floor South  
Highways England  
Lateral  
8, City Walk



Leeds  
LS11 9AT

Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

## **1.7 AVAILABILITY OF FURTHER INFORMATION ABOUT THE SCHEME**

- 1.7.1. Any requests for further information about the Scheme should be made in writing to the A1 in Northumberland: Morpeth to Ellingham Project Team at the address detailed above.

## REFERENCES

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**Ref. 1.1** The Planning Act 2008. Available at:

<https://www.legislation.gov.uk/ukpga/2008/29/contents>

**Ref. 1.2** - The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: <http://www.legislation.gov.uk/uksi/2017/572/contents/made>

**Ref. 1.3** European Parliament, Directive 2014/52/EU. Available at: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014L0052&from=EN>

**Ref. 1.4** - The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. Available at:

<https://www.legislation.gov.uk/uksi/2009/2264/contents/made>

**Ref. 1.5** - Department for Transport, 2014. Policy paper. National policy statement for national networks. Available at: <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>

**Ref. 1.6** - Communities and Local Government, 2019. Policy paper. National Planning Policy Framework. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

**Ref. 1.7** - Northumberland Consolidated Planning Policy Framework. October 2018 (Version 26). Northumberland County Council. Available at: <https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Consolidated%20Planning%20Policy%20Framework/Northumberland-Consolidated-Planning-Policy-Framework-v27.pdf>

**Ref. 1.8** Northumberland Local Plan Publication Draft Plan (Regulation 19). Northumberland County Council. January 2019. Available at:

<https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Local%20Plan/Northumberland-Local-Plan-Reg-19-Publication-Draft-January-2019-Web-PDF-Version.pdf>

**Ref. 1.9** - Northumberland Local Transport Plan. 2011-2026 Strategy Document. Northumberland County Council. Available at:

<https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Roads-streets-and-transport/transport%20policy/Local%20Transport%20Plan/Local-Transport-Plan-2011-2026.pdf>

**Ref. 1.10** - Design Manual for Roads and Bridges (DMRB). Available at:

<http://www.standardsforhighways.co.uk/ha/standards/dmrbr/>

**Ref. 1.11** Highways England (2020) Interim Advice Notes. Available at:  
<http://www.standardsforhighways.co.uk/ha/standards/ians/index.htm>

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