

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010041

6.1 Environmental Statement

Appendix 4.2 Environmental Consultation

2 of 2

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]**

Environmental Statement

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

Version	Date	Status of Version
Rev 0	June 2020	Application Issue

Geology and Soils

Kleinschmidt, Georgie

From: Gary Park (via Google Docs) <drive-shares-noreply@google.com>
Sent: 24 January 2018 12:33
To: Meynell, Gareth
Subject: EIR 3340 - Land Quality EIA scoping (A1 Dualling - Fairmoor to Felton)
Attachments: EIR 3340.pdf

gary.park@northumberland.gov.uk has attached the following document:



EIR 3340



Hi Gareth,

Please find attached our response to your Environmental Information Request.

I hope this addresses all the points you raised, but please get back in touch if there is anything which is not specifically covered in our response.

Should you feel we have not answered your queries completely or appropriately under the Environment Information Regulations, you may ask the Council to review what it has done. This can be undertaken by contacting the Freedom of Information Officer on 01670 623309. You may also complain to the Information Commissioner.

Further details on the Environmental Information Regulations 2004 can be found on the Information Commissioners Website (<https://ico.org.uk>) or DEFRA's website (www.defra.gov.uk).

Should you have any further questions or require any additional information please do not hesitate to contact me.

Regards

Gary

Northumberland County Council is always looking to improve the services it provides and your views on how we have carried out this work will be appreciated. Feedback can be left via the following web link:

www.northumberland.gov.uk/ppsurvey

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NORTHUMBERLAND

Northumberland County Council

Mr Gareth Meynell
Principal Consultant
Ground Risk & Remediation
WSP
Three White Rose Office Park
Millshaw Park Lane
Leeds
LS11 0DL

Your Ref:
Our Ref: EIR 3340 / SRU117866
Enquiries to: Gary Park
[REDACTED] [REDACTED] [REDACTED]
E-mail: gary.park@northumberland.gov.uk
Date: 24 January 2018

Dear Mr Meynell,

Re: EIR 3340 - Land Quality EIA scoping (A1 Dualling - Fairmoor to Felton)

In your e-mail of the 09 November 2017 you posed the following questions relating to the A1 Dualling project from Fairmoor (Morpeth) to Felton:

At this stage we are seeking the Council's opinion on if they have any specific contaminated land related aspects to consider as part of the detailed soils and geology assessment, which will be undertaken in accordance with EA document CLR11.

Please note that the term "contaminated land" has a specific legal meaning and in this meaning, Northumberland County Council has no declared "contaminated land" sites on or near the proposed A1 dualling sites. Therefore, the information provided relates to historic land uses which have a potentially contaminative impact.

The information is composed from a number of sources including:

- Northumberland County Council's Historic Land Use GIS Layer
- Environment Agency Historic Landfill Sites
- Coal Authority Mine Entries/Shallow Workings
- Landmark Historic Land Use Database (HLUD)
- Historic Ordnance Survey maps

There was no information contained within the Landmark HLU which was not already contained within the Council's own dataset (GIS layer), in a few instances the wording from the HLU has been duplicated alongside the narration in the Council's own dataset.

The Ordnance Survey maps have been used to confirm site descriptions & naming and dates of site usage.

Information has been extracted from within the identified working areas and a 250 metre buffer around these workings.

Gary Park - Environmental Protection Officer - Environmental Protection Team

Public Health Protection Unit, Fire & Rescue Service, Northumberland County Council,
West Hartford Business Park, Cramlington, Northumberland, NE23 3JP

Telephone: 01670 623697 Fax: 01670 626059

E-mail: gary.park@northumberland.gov.uk Web: www.northumberland.gov.uk



These are listed as an attachment and are broken down into those features within the identified work areas (red line) and those within the 250 metres external buffer. Only one feature appears in both tables - where it exists in both the internal and buffer areas (PCL001514) although this site is excluded from the work area.

Also if you hold any contaminated land related information they may be pertinent to the assessment please can these be passed on?

The information from the Northumberland County Council's Historic Land Use GIS Layer can be passed on in this format and can be reproduced on mapping using the points provided. The other datasets are not owned or created by Northumberland County Council and we cannot give permissions on their use. However, all but the Landmark Historic Land Use Database (HLUD) are within the public domain.

We also need to know if there are any regionally important geological and geomorphological sites (RIGS) associated with geological formations within 250m of the site, if this information is not held within your team, then if you could pass on the relevant contact that would be much appreciated.

The Coquet River - Felton Park Local Wildlife and Geological Site (LWGS) covers the woodland on the north bank of the Coquet where the existing A1 road bridge crosses the river - so it is separate from but adjacent to the River Coquet & Coquet Valley Woodlands SSSI (which covers the river itself and the south bank of the river).

Should you require any further information about this designated site then please contact David Feige, Principal Ecologist and AONB Officer at Northumberland County Council.

He can be contacted through our contact centre on 0345 6006400 or e-mail on david.feige@northumberland.gov.uk.

Should you feel we have not answered your queries completely or appropriately under the Environment Information Regulations, you may ask the Council to review what it has done. This can be undertaken by contacting the Freedom of Information Officer on 01670 623309. You may also complain to the Information Commissioner.

Further details on the Environmental Information Regulations 2004 can be found on the Information Commissioners Website (<https://ico.org.uk>) or DEFRA's website (www.defra.gov.uk).

Should you have any further questions or require any additional information please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gary Park', with a stylized flourish at the end.

Gary Park

Environmental Protection Officer

Please note any further enquiries may incur an additional charge.

Northumberland County Council is constantly reviewing the ways it delivers services to its residents and customers, to ensure that it is being as effective and efficient as possible. To help us shape future service delivery it is important that we capture the views and experiences of our service users. Customer satisfaction surveys are one way of capturing this valuable information.

To this end, we would be grateful if you could take a few minutes to fill out the following survey to give us feedback on your experiences and interactions with Council services. The survey can be found at: www.northumberland.gov.uk/ppsurvey

Identified Historic Uses

Features Internal to Work Area (Red Line)

ID	Name	Location	Historic Land Use	Map Description/Source	Current Use	Periods	Location Centre
PCL001649	Earsdon Mill	Earsdon Mill	Factory or Works (Use Not Specified)	"Earsdon Mill (Corn)"	Housing With Gardens	1866 to 1895 "Corn" not noted after this	418894, 593666
PCL001650	Earsdon Mill	Earsdon Mill	Factory or Works (Use Not Specified)	"Earsdon Mill (Corn)"	Road and associated pavement/path way	1866 to 1895 "Corn" not noted after this	418912, 593584
PCL001514		Causey Park Lodge	Ceramics, Cement and Asphalt Manufacturing Works OR Clay Brick and Tiles (Manufacture)	"Brick and Tile Yard"	Housing With Gardens	1866 to 1895 Buildings still onsite Area is excluded from works area	418978, 595328
PCL006113		Between Causey Park Hagg and Causey Park Lodge	Mining and Quarrying (General) AND Unknown Filled Ground (Pit, Quarry etc.)	"Old Quarry"	Agriculture/Farmland	1897 to 1974 1974 map also has narration of "Drift"	418600, 595343
PCL009149		Causey Park Hagg	"Sheep Dip/Sheep Wash"	"Sheepfold" and "Sheepwash"	Grazing Land/General Farm Land	1897 to 1957	418564, 595165
PCL010898	Eshott Airfield	Bockenfield	Airfield	"Airfield (Disused)"	Airfield	1942 - Present Day	417910, 598415
PCL010899		West Moor	Timber Products Manufacturing Works	"Sawmill"	Woodland	1985 only	417373, 598733
PCL011025	RAF EShott - Site No 1 - Airfield and Technical Site	Eshott Airfield	Military Land	Airfield (disused)	Airfield/Airport	Does not appear on any maps up to 1975	417876, 598663
418595-001	Mine Drift	Associated with PCL006113	Mine Entry - Adit. 353 degrees	Coal Authority	Agriculture/Farmland		418600, 595343
418595-002	Mine Drift	Associated with PCL006113	Mine Entry - Adit. 022 degrees	Coal Authority	Agriculture/Farmland		418600, 595343
418595-003	Mine Drift	Associated with PCL006113	Mine Entry - Adit. 230 degrees	Coal Authority	Agriculture/Farmland		418600, 595343
418595-004	Mine Drift	Associated with PCL006113	Mine Entry - Adit. 241 degrees	Coal Authority	Agriculture/Farmland		418600, 595343
418595-005	Mine Drift	Associated with PCL006113	Mine Entry - Adit. 269 degrees	Coal Authority	Agriculture/Farmland		418600, 595343
418595-006	Mine Drift	Associated with PCL006113	Mine Entry - Adit. 025 degrees	Coal Authority	Agriculture/Farmland		418600, 595343

Features in 250 metre External Buffer (to Red Line)

ID	Name	Location	Historic Land Use	Map Description	Current Use	Periods	Location Centre
PCL001393	Mill House	Felton	Food Processing - Major	"Felton Mill (Corn)"	Housing With Gardens	1866 to Present Day Not named as mill after 1974	418252, 600065
PCL001513		Felmoor - The Helm	Mining and Quarrying (General)	"Quarry" and "Old Quarry"	Agriculture/Farmland	1866 to 1978-90 Not named after 1957	418739, 596766
PCL001514		Causey Park Lodge	Ceramics, Cement and Asphalt Manufacturing Works OR Clay Brick and Tiles (Manufacture)	"Brick and Tile Yard"	Housing With Gardens	1866 to 1895 Buildings still onsite Area is excluded from works area	418978, 595328
PCL001637		South of Priest Bridge	Ceramics, Cement and Asphalt Manufacturing Works OR Clay Brick and Tiles (Manufacture)	"Tile Sheds with Gins"	Grazing Land/General Farm Land	1855 to 1957 Disused by 1923	418632, 591310
PCL001647		West of Beacon/Hebron Hill	Mining and Quarrying (General)	"Old Quarry"	Agriculture/Farmland	1866 to 1974 Feature on 1866 but not named - 1895 onwards named as "Old Quarry"	418629, 590385
PCL001648		In Fenrother hamlet	Metal Works (General)	"Smithy"	Agriculture/Farmland	1866 to 1895	417621, 592072
PCL006103 and PCL006104		Duke's Bank Wood, west of Felton	Mining and Quarrying (General)	Not narrated on historic maps	Woodland	Poss 1897 to unknown date	417740, 599791
PCL006111		West of Bockenfield on runway of airfield	Mining of Coal & Lignite AND Unknown Filled Ground (Pit, Quarry etc.)	"Colliery (Disused)" and "Old Coal Shaft"	Airfield/Airport	1897 to 1923	417679, 597931
PCL006230		In Fenrother hamlet	Quarrying of Sand and Clay, Operation of Sand and Gravel Pits	Gravel Pit, by 1923 "Old Grave Pit"	Housing With Gardens	1897 to 1957 Feature still shown to 1974 but not narrated.	417502, 592059
PCL006232 and PCL006233		At Causey Bridge	Metal Works (General)	Not narrated on historic maps - suspected "smithy"	Housing With Gardens	1897 to 1923	418855, 594549
PCL008100		In Fenrother hamlet	Tank	"Tank"	Grazing Land/General Farm Land	1923 to 1957	417582, 592066
PCL008102		Lake NW of Low Espley	Boat House	"Boat House"	Recreation/Commercial	1897 to 1977-92	417780, 590940
PCL008104		The Helm	Mining and Quarrying (General)	"Quarries" and "Old Quarries" in 1957	Industrial/Commercial	1923 to 1957	418793, 596450
PCL009299		West Moor	Unknown Filled Ground (Pond, Marsh, River, Stream, Dock etc.)	Not narrated as anything on maps	Grazing Land/General Farm Land	Poss ble pond shown until 1957 - absent after	417394, 598464
PCL009300		Eshott Airfield	Unknown Filled Ground (Pond, Marsh, River, Stream, Dock etc.)	Not narrated as anything on maps	Airfield/Airport	Poss ble 1866 to 1974	417787, 598185
PCL009360		In Fenrother hamlet	Tank	"Tank"	Grazing Land/General Farm Land	1957 to 1975	417657, 592067
PCL009308	RAF EShott - Site No 3 - Instructional	Bockenfield	Military Land	Shown but not narrated	Commercial	1942 to 1978 Now a static caravan park.	417932, 597395

Features in 250 metre External Buffer (to Red Line) Contd/

PCL009312	RAF EShott - Site No 8 - Quarters	Between Felmoor Park and The Helm	Military Land	Shown but not narrated	Agriculture/Farmland	1942 to 1978 Buildings still exist onsite	418584, 596995
PCL009313	RAF EShott - Site No 2 - Communal RAF	Felmoor Park	Military Land	Shown but not narrated	Commercial	1942 to 1978. Site still exists and is now a caravan park with some original buildings onsite.	418171, 591137
PCL009320	RAF EShott - Site No 7 - Communal and Quarters	North of the Helm	Military Land	Shown but not narrated	Agriculture/Farmland	1942 to 1957. 1975 recorded as "Camp (Disused)"	418532, 596708
PCL0100197	RAF EShott - Site No 7 - Communal and Quarters	North of the Helm	Waste: Landfills and Other Waste Treatment & Disposal Sites	Not narrated on available maps. But this was one of the dispersed sites of RAF Eshott	Agriculture/Farmland	1942 to 1957. 1975 recorded as "Camp (Disused)"	418532, 596708
PCL010259		South of The Helm	Waste: Landfills and Other Waste Treatment & Disposal Sites	Not narrated on available maps	Agriculture/Farmland	Unknown	418997, 595999
PCL010464	GK Jackson & Sons (Recovery Services) Ltd	Priest Bridge	Road Vehicles: Garages and Filling Stations AND Motor Vehicles: Maintenance and Repair (eg Garages)	"Garage"	Industrial/Commercial	1957 to Present Day	418666, 591773
PCL010584	Northgate Hospital	Fairmoor, Morpeth	Hospitals	"St Andrews Colony" "Northgate and District Hospital"	Western part being redeveloped as residential housing, hospital remains on eastern part	1957 to Present Day	418555, 587924
PCL010725		West Thirston	Unknown Filled Ground (Pond, Marsh, River, Stream, Dock etc.)	Not narrated on available maps	Housing With Gardens	Unknown	418219, 599828
PCL010898	Eshott Airfield	Bockenfield	Airfield	"Airfield (Disused)"	Airfield	1942 - Present Day	417910, 598415
PCL010899		West Moor	Timber Products Manufacturing Works	"Sawmill"	Woodland	1985 only	417373, 598733
PCL010900	JH Young Workshop (agricultural engineers)	West Moor	Factory or Works (Use Not Specified)	"Works"	Industrial/Commercial	1975 to 1985 Steel fabrication company still there	416995, 598629
PCL011025	RAF EShott - Site No 1 - Airfield and Technical Site	Eshott Airfield	Military Land	Airfield (disused)	Airfield/Airport	Does not appear on any maps up to 1975	417876, 598663
	Fairmoor Cemetary	Fairmoor	Cemetery	Cemetery	Cemetery	Only opened 1980s/90s	418131, 588062
	High Trees - Former GK Jackson Garage	Causey Park	Road Vehicles: Garages and Filling Stations AND Motor Vehicles: Maintenance and Repair (eg Garages)	"Filling Station"	Housing With Gardens	1974 only	418962, 594386

Environment Agency Historic Landfills

Eshott (418999, 596005)

HLD Ref: EAHLD06431

WRC Ref: 2900/0216

Site Ref: PD 027

Site Operator Name: Thirston Parish Council

Licence Issued: Not Known

First Input: Not Known

Last Input: Not Known

Licence Surrendered: Not Known

Waste Types: Farm Waste

Notes: Closed pre-COPA 1974

The Helm (418545, 596722)

EA Waste Management Licence Ref: 672279

Registration No: NBL/L/NOR018

WRC Ref: 2900/0027

Site Ref: NBL/014

License Holder: Northumberland County Highways

Licence Issued: 08/07/1977

First Input: 07/10/1977

Last Input: 31/12/1979

Licence Surrendered: 12/02/1993

Waste Types: Soil, construction and demolition waste

Notes: Waste from the construction of the Felton by-pass

This information can be confirmed at:

<http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=357683&y=355134&scale=1&layerGroups=default&ep=map&textonly=off&lang=en&topic=waste#x=357683&y=355134&lg=2.10.&scale=1>

Coal Authority Development Risk Areas

The southern part of the works area (Fairmoor to High Laws) is within a Coal Authority Development Low Risk Area, north of this the majority of the site lies outside of any Coal Authority consultation area until Causey Park.

To the east of Causey Park and the grid square which includes Causey Park Lodge and Causey Park Hagg are in Coal Authority Development Low Risk Area. There appear to be an outcropping seam running parallel to the east of the A1 between the north junction for Causey park and the junction at Causey Park Lodge.

There are also two parcels of land which are Coal Authority Development High Risk Areas associated with the quarry between Causey Park Lodge and Causey Park Hagg (PCL006113).

North of Felmoor Park most of the land is within a Coal Authority Development Low Risk Area. The location of the historic mine shaft on Eshott Airfield is a High Risk Area but of limited extent.

The Development Low Risk Area continues up to the northern extent of the development area.

This information can be confirmed at:

<http://mapapps2.bgs.ac.uk/coalauthority/home.html>

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Appropriate acknowledgment of Northumberland County Council should be made in any publications or other disclosures concerning data or information made available by Northumberland County Council.

Kleinschmidt, Georgie

From: Meynell, Gareth
Sent: 08 February 2018 09:49
To: 'Close, Peter (NE)'
Subject: RE: A1 from Morpeth to Felton upgrade, EIA scoping query re potential soil/agriculture related issues (Our Ref: 231007)

Thank you for your response Peter, much appreciated.

Gareth

From: Close, Peter (NE) [mailto:Peter.Close@naturalengland.org.uk]
Sent: 31 January 2018 13:50
To: Meynell, Gareth <Gareth.Meynell@wsp.com>
Subject: A1 from Morpeth to Felton upgrade, EIA scoping query re potential soil/agriculture related issues (Our Ref: 231007)

To: Gareth Meynell; Principal Consultant - Ground Risk & Remediation, WSP UK Limited, Three White Rose Office Park, Millshaw Park Lane, Leeds, LS11 0DL

Dear Gareth

Further to our earlier discussions and exchange of e-mails, I have now included below a draft of our scoping advice for road schemes (or similar "linear" development); that we consider should be taken into account from a soils, land quality or agricultural perspective in the NSIP preparation process (i.e. as offset below):

Soil and Agricultural Land Quality

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably.

The applicant should consider the following issues as part of the Environmental Statement:

1. The degree to which soils are going to be disturbed/harmed as part of this development and whether 'best and most versatile' agricultural land is involved.

This will normally require a detailed survey if one is not already available. For further information on the availability of existing agricultural land classification (ALC) information see www.magic.gov.uk. Natural England Technical Information Note 049 - [*Agricultural Land Classification: protecting the best and most versatile agricultural land*](#) also contains useful background information.

2. If required, an agricultural land classification and soil survey of the land should be undertaken. This should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres.
3. The Environmental Statement should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the [*Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites*](#).

4. For highways or railway schemes and similar linear development involving temporary disturbance of land particular attention should be given to:
- The reinstatement of borrowpits, infilling, temporary compounds and access routes etc to a satisfactory standard for their intended afteruse,
 - A programme of post – restoration aftercare for such temporarily disturbed areas,
 - Reinstatement and/or rationalisation of field boundaries,
 - Provision for existing and future land drainage requirements,
 - Movement of agricultural traffic (including livestock), and access to fields, and
 - Proposals for severed or irregular blocks of land, which would no longer be viable for farming, etc.
5. Developers (or their consultants) are also advised to seek guidance from the local Defra Animal and Plant Health Offices, both at the design stage and prior to commencing soil movement operations on agricultural land, to prevent the disturbance of carcass burial pits, or the inadvertent spreading of soil borne plant or animal diseases.

While this may be further refined in the light of discussion with internal colleagues and / or external stakeholders, I trust you will find our comments helpful in your consideration of the above scheme; or indeed Highways England's proposed scheme for upgrading the A1 Gateshead Western Bypass from Birtley to Coalhouse, on which you have also recently consulted Natural England.

These comments are in addition (and without prejudice) to all related advice already received from Natural England in connection with this scheme.

Should you have any queries specific to the above comments, please do not hesitate to contact me. Otherwise, for any other matters relating to the above scheme, I would suggest that you continue to liaise with my colleague, Michael Miller at our Newcastle office.

Apologies for the delay in getting back to you.

Kind Regards
Peter

Peter Close

Government Advice Team
Natural England
Lancaster House, Hampshire Court
Newcastle upon Tyne, NE4 7YH
() or 0208 0265425
Reception: 0300 060 1117; Fax: 0300 060 2302
Voda Conference Code: 82019 78682
Mailto: peter.close@naturalengland.org.uk

(My regular part-time working days are Wednesdays, Thursdays and alternate Fridays)

From: Close, Peter (NE)
Sent: 03 January 2018 08:25
To: 'Gareth.Meynell@wsp.com' <Gareth.Meynell@wsp.com>
Subject: FW: A1 Morpeth - Felton Scoping

Thank Gareth

Happy to have a look at these docs and get back to you with any suggestions ASAP.

Best Regards
Peter

Peter Close

Government Advice Team
Natural England
Lancaster House, Hampshire Court
Newcastle upon Tyne, NE4 7YH
[REDACTED] 0208 0265425
Reception: 0300 060 1117; Fax: 0300 060 2302
Voda Conference Code: 82019 78682
Mailto: peter.close@naturalengland.org.uk
(My regular part-time working days are Wednesdays, Thursdays and alternate Fridays)

From: Meynell, Gareth [<mailto:Gareth.Meynell@wsp.com>]
Sent: 02 January 2018 17:24
To: Close, Peter (NE) <Peter.Close@naturalengland.org.uk>
Subject: FW: A1 Morpeth Scoping

Peter,

As discussed just before the Christmas break, please find below and attached my initial scoping request and response received from your colleague Michael Miller.

If you could add any further considerations/advice to be included in the chapter that would be much appreciated.

Regards,

Gareth

From: Close, Peter (NE)
Sent: 20 December 2017 13:34
To: 'Gareth.Meynell@wsp.com' <Gareth.Meynell@wsp.com>
Subject: A1 Morpeth - Felton Scoping

Dear Gareth

Re our follow-up discussion today, we are presently reviewing our scoping advice for road schemes (or similar "linear" development); hence I'd be pleased to consider anything else from a soils, land quality or agricultural perspective that we think should be taken into account (i.e. in addition to the advice already received from Natural England) in the NSIP preparation process.

Best Regards
Peter

Peter Close

Government Advice Team
Natural England
Lancaster House, Hampshire Court
Newcastle upon Tyne, NE4 7YH
[REDACTED] 0208 0265425
Reception: 0300 060 1117; Fax: 0300 060 2302
Voda Conference Code: 82019 78682
Mailto: peter.close@naturalengland.org.uk
(My regular part-time working days are Wednesdays, Thursdays and alternate Fridays)

From: Meynell, Gareth [<mailto:Gareth.Meynell@wsp.com>]
Sent: 09 November 2017 13:47
To: Consultations (NE) <consultations@naturalengland.org.uk>
Subject: A1 Morpeth Scoping

Dear Sir/Madam,

WSP has been commissioned by Highways England to undertake an environmental scoping assessment, prior to undertaking a detailed Environmental Impact Assessment associated with upgrading the A1 from Morperth to Felton, in Northumberland, please find site plans attached.

In order to understand Natural England's opinion on the potential impact of the proposed Scheme, and to ensure we consider all pertinent aspects within our Soils and Geology chapter (including the impacts on agricultural soil), would you be able to provide an opinion on potential soil/agriculture related issues that the proposed Scheme may impact.

Also if you have any information on RIGs in the area, would it be possible to share the information?

If you have any queries around my request please do not hesitate to contact me. I look forward to hearing from you in due course.

<< File: Figure 1.2 - Constraints Plan.pdf >> << File: Figure 1.1 - Location Plan With Labels.pdf >>

Gareth Meynell

Gareth Meynell C.WEM CSci

Principal Consultant | Ground Risk & Remediation

<< OLE Object: Picture (Device Independent Bitmap) >>



Three White Rose Office Park, Millshaw Park Lane, Leeds, LS11 0DL (0113 395 6200)

wsp.com

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Kleinschmidt, Georgie

From: Meynell, Gareth
Sent: 11 February 2018 20:15
To: 'Close, Peter (NE)'
Subject: RE: A1 from Morpeth to Felton upgrade, EIA scoping query re potential soil/agriculture related issues (Our Ref: 231007)

Good to know, thanks again,

Regards

Gareth

From: Close, Peter (NE) [mailto:Peter.Close@naturalengland.org.uk]
Sent: 09 February 2018 12:55
To: Meynell, Gareth <Gareth.Meynell@wsp.com>
Subject: A1 from Morpeth to Felton upgrade, EIA scoping query re potential soil/agriculture related issues (Our Ref: 231007)

Hi Gareth

No problem – happy to help, and please let me know if any of the issues raised require further clarification.

You may also be interested to know that Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

- For further information on the Discretionary Advice Service see [here](#)
- For further information on the Pre-submission Screening Service see [here](#)

Regards
Peter

Peter Close

Government Advice Team
Natural England
Lancaster House, Hampshire Court
Newcastle upon Tyne, NE4 7YH
() or 0208 0265425
Reception: 0300 060 1117; Fax: 0300 060 2302
Voda Conference Code: 82019 78682
Mailto: peter.close@naturalengland.org.uk
(My regular part-time working days are Wednesdays, Thursdays and alternate Fridays)

From: Meynell, Gareth [mailto:Gareth.Meynell@wsp.com]
Sent: 08 February 2018 09:49
To: Close, Peter (NE) <Peter.Close@naturalengland.org.uk>
Subject: RE: A1 from Morpeth to Felton upgrade, EIA scoping query re potential soil/agriculture related issues (Our Ref: 231007)

Thank you for your response Peter, much appreciated.

Gareth

From: Close, Peter (NE)

Sent: 31 January 2018 13:50

To: 'Gareth.Meynell@wsp.com' <Gareth.Meynell@wsp.com>

Subject: A1 from Morpeth to Felton upgrade, EIA scoping query re potential soil/agriculture related issues (Our Ref: 231007)

To: Gareth Meynell; Principal Consultant - Ground Risk & Remediation, WSP UK Limited, Three White Rose Office Park, Millshaw Park Lane, Leeds, LS11 0DL

Dear Gareth

Further to our earlier discussions and exchange of e-mails, I have now included below a draft of our scoping advice for road schemes (or similar "linear" development); that we consider should be taken into account from a soils, land quality or agricultural perspective in the NSIP preparation process (i.e. as offset below):

Soil and Agricultural Land Quality

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably.

The applicant should consider the following issues as part of the Environmental Statement:

1. The degree to which soils are going to be disturbed/harmed as part of this development and whether 'best and most versatile' agricultural land is involved.

This will normally require a detailed survey if one is not already available. For further information on the availability of existing agricultural land classification (ALC) information see www.magic.gov.uk. Natural England Technical Information Note 049 - [Agricultural Land Classification: protecting the best and most versatile agricultural land](#) also contains useful background information.

2. If required, an agricultural land classification and soil survey of the land should be undertaken. This should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres.
3. The Environmental Statement should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the [Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites](#).
4. For highways or railway schemes and similar linear development involving temporary disturbance of land particular attention should be given to:
 - The reinstatement of borrowpits, infilling, temporary compounds and access routes etc to a satisfactory standard for their intended afteruse,
 - A programme of post – restoration aftercare for such temporarily disturbed areas,
 - Reinstatement and/or rationalisation of field boundaries,
 - Provision for existing and future land drainage requirements,

- Movement of agricultural traffic (including livestock), and access to fields, and
 - Proposals for severed or irregular blocks of land, which would no longer be viable for farming, etc.
5. Developers (or their consultants) are also advised to seek guidance from the local Defra Animal and Plant Health Offices, both at the design stage and prior to commencing soil movement operations on agricultural land, to prevent the disturbance of carcass burial pits, or the inadvertent spreading of soil borne plant or animal diseases.

While this may be further refined in the light of discussion with internal colleagues and / or external stakeholders, I trust you will find our comments helpful in your consideration of the above scheme; or indeed Highways England's proposed scheme for upgrading the A1 Gateshead Western Bypass from Birtley to Coalhouse, on which you have also recently consulted Natural England.

These comments are in addition (and without prejudice) to all related advice already received from Natural England in connection with this scheme.

Should you have any queries specific to the above comments, please do not hesitate to contact me. Otherwise, for any other matters relating to the above scheme, I would suggest that you continue to liaise with my colleague, Michael Miller at our Newcastle office.

Apologies for the delay in getting back to you.

Kind Regards
Peter

Peter Close

Government Advice Team
Natural England
Lancaster House, Hampshire Court
Newcastle upon Tyne, NE4 7YH
[REDACTED] or 0208 0265425
Reception: 0300 060 1117; Fax: 0300 060 2302
Voda Conference Code: 82019 78682
Mailto: peter.close@naturalengland.org.uk
(My regular part-time working days are Wednesdays, Thursdays and alternate Fridays)

From: Close, Peter (NE)
Sent: 03 January 2018 08:25
To: 'Gareth.Meynell@wsp.com' <Gareth.Meynell@wsp.com>
Subject: FW: A1 Morpeth - Felton Scoping

Thank Gareth

Happy to have a look at these docs and get back to you with any suggestions ASAP.

Best Regards
Peter

Peter Close

Government Advice Team
Natural England
Lancaster House, Hampshire Court
Newcastle upon Tyne, NE4 7YH
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Reception: 0300 060 1117; Fax: 0300 060 2302
Voda Conference Code: 82019 78682
Mailto: peter.close@naturalengland.org.uk
(My regular part-time working days are Wednesdays, Thursdays and alternate Fridays)

From: Meynell, Gareth [<mailto:Gareth.Meynell@wsp.com>]
Sent: 02 January 2018 17:24
To: Close, Peter (NE) <Peter.Close@naturalengland.org.uk>
Subject: FW: A1 Morpeth Scoping

Peter,

As discussed just before the Christmas break, please find below and attached my initial scoping request and response received from your colleague Michael Miller.

If you could add any further considerations/advice to be included in the chapter that would be much appreciated.

Regards,

Gareth

From: Close, Peter (NE)
Sent: 20 December 2017 13:34
To: 'Gareth.Meynell@wsp.com' <Gareth.Meynell@wsp.com>
Subject: A1 Morpeth - Felton Scoping

Dear Gareth

Re our follow-up discussion today, we are presently reviewing our scoping advice for road schemes (or similar "linear" development); hence I'd be pleased to consider anything else from a soils, land quality or agricultural perspective that we think should be taken into account (i.e. in addition to the advice already received from Natural England) in the NSIP preparation process.

Best Regards
Peter

Peter Close

Government Advice Team
Natural England
Lancaster House, Hampshire Court
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() or 0208 0265425
Reception: 0300 060 1117; Fax: 0300 060 2302
Voda Conference Code: 82019 78682
Mailto: peter.close@naturalengland.org.uk
(My regular part-time working days are Wednesdays, Thursdays and alternate Fridays)

From: Meynell, Gareth [<mailto:Gareth.Meynell@wsp.com>]
Sent: 09 November 2017 13:47
To: Consultations (NE) <consultations@naturalengland.org.uk>
Subject: A1 Morpeth Scoping

Dear Sir/Madam,

WSP has been commissioned by Highways England to undertake an environmental scoping assessment, prior to undertaking a detailed Environmental Impact Assessment associated with upgrading the A1 from Morpeth to Felton, in Northumberland, please find site plans attached.

In order to understand Natural England's opinion on the potential impact of the proposed Scheme, and to ensure we consider all pertinent aspects within our Soils and Geology chapter (including the impacts on agricultural soil), would you be able to provide an opinion on potential soil/agriculture related issues that the proposed Scheme may impact.

Also If you have any information on RIGs in the area, would it be possible to share the information?

If you have any queries around my request please do not hesitate to contact me. I look forward to hearing from you in due course.

<< File: Figure 1.2 - Constraints Plan.pdf >> << File: Figure 1.1 - Location Plan With Labels.pdf >>

Gareth Meynell

Gareth Meynell C.WEM CSci
Principal Consultant | Ground Risk & Remediation

<< OLE Object: Picture (Device Independent Bitmap) >>



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Population and Human Health

MEETING NOTES & ACTION SUMMARY		Date:	19/09/17
Meeting: Stakeholder Reference Group Meeting No.3		File Ref:	HE551459-WSP-GEN-ZZ-MI-ZH-0097
Attendees			Distribution
NCC	David Laux (DL) Keith Taylor (KT) [on behalf of Stuart McNaughton]	All attendees and apologies	
CPRE	Colin Adsley (CA)		
Cycling UK	Heather Evans (HE)		
Northumbrian Water	Henry Herch (HH)		
Ferguson Transport	Alan Ferguson (AF)		
Arriva	Ian Shilton (IS)		
NFU	Jane Dungait (JD) Jayne Watson (JW)		
Sustran	Claire Kerrin (CK)		
HE	Nanette Hoyle (NH)		
Jacobs	Peter Farrer (PF)		
WSP	David Morrow (DM) Ellie Briggs (EB)		
Apologies			
Portfolio Holder for Economic Development Northumberland Police Aln Riding Club	Cllr Wearmouth Bob Rushbrooke Janice Johnson		
Notes Prepared by: Ellie Briggs			Agreed By: Nanette Hoyle

Agenda Ref.	Meeting Notes	BY	
		Name	Date
1.	<u>Introductions</u> (EB) – Explains the change in the design team: options phase undertaken by Jacobs and the development phase is being undertaken by WSP. Change is necessitated by the major project governance arrangement. (EB) - Highways England team remaining the same with Nanette Hoyle as project manager.		

2.	<p><u>Previous meeting minutes (14/11/16):</u> (AF) - Add in comment: <i>if insufficient funding, then preference would be to postpone or defer North of Ellingham improvements.</i></p> <p>Action: NH to update previous meeting minutes with additional comment to section 5 under the heading of cost and issue as final.</p>	NH	Oct'17
3.	<p><u>A1 in Northumberland Project Background</u></p> <p>(NH) – Provides an overview for the scheme: upgrade to dual carriageway for the A1 Morpeth to Felton and Alnwick to Ellingham. Supplemented with junction improvements and additional overtaking opportunities for the A1 north of Ellingham. As presented at the public consultation held in November and December 2016.</p> <p>(NH) – For the improvements proposed for the A1 north of Ellingham, Highways England are still reviewing the feedback received at public consultation and the findings from the road safety audit. A further update will be provided in the coming months.</p> <p>Action: EB to provide update on proposals for A1 north of Ellingham at next Stakeholder Reference Group meeting.</p>	EB	Feb'18
4.	<p><u>Preferred Route Announcement</u></p> <p>(EB) - Preferred Route Announcement (PRA) made on Tuesday 5 September 2017. The preferred route selection was primarily based on the assessment of road safety implications, the environmental impact, feedback received from the public consultation, constructability, construction safety implications and cost implications.</p> <p>(EB) – Green Route selected for the A1 Morpeth to Felton. [PRA scheme alignment and proposed junctions presented].</p> <p>Question 1: What do the tadpoles mean? Answer 1: The tadpole denote an embankments.</p> <p>Question 2: Can the embankments be landscaped? Answer 2: The embankments will be landscaped but the design has not yet been progressed enough.</p> <p>(HH) – Comments that the route needs to fit into the landscape.</p> <p>(JW): Queries how the green route be the preferred option for Morpeth to Felton on the environmental basis, when it requires</p>		

	<p>the significant loss of agricultural land for the construction of the new section of dual carriageway.</p> <p>(PF) – The environment assessment also considers NMUs (non-motorised users) such as pedestrians and cyclists, who will be better catered for under the green route. It is acknowledged that the green route has a significant impact on one stakeholder but the size of their holding is such, that even after the construction of the carriageway, the holding remains a viable venture. The impact of the alternative orange and blue routes would have impacted on multiple small holdings, which would have all been rendered unviable. In the bigger picture, the green route was the most beneficial route environmentally.</p> <p>(AF) – There is less fuel consumption and lower emissions on the green route.</p> <p>(DM) - Detailed environment assessment will be done as part of the development consent order and the details will be available in 2018 and at the public consultation.</p> <p>(EB) – Orange Route selected for the A1 Alnwick to Ellingham. [PRA scheme alignment and proposed junctions presented].</p> <p>Question 3: Could the South Charlton junction (overbridge) go underground? As this would be less of a visual intrusion. Answer 3: No, it's significantly more expensive to construct an underbridge and would have a significantly larger footprint, increasing the impact on the landowner, reducing the land to be farmed.</p> <p>(HE) – Request that future drawings presented make it clear where cyclists can ride and how they get over across the A1.</p> <p>(HH) – Queries how the landscape will it look in the future, will it blend in with the existing A1 vegetation located south of the scheme?</p> <p>(NH) – A landscape assessment will be undertaken as part of the design and visualisations will be included at the next public consultation.</p>		
5.	<p><u>Next Steps</u></p> <p>EB) – preliminary design is being currently being developed and will be presented at the public consultations: Morpeth to Felton in spring 2018 and Alnwick to Ellingham in summer 2019. Consultation will be undertaken at a point when the design is</p>		

	<p>suitably progressed; if possible the Alnwick Ellingham consultation will be undertaken sooner.</p> <p>(EB) – Instead of applying to the local authority for Planning Permission, Highways England will apply to the Planning Inspectorate (PINS) under the Planning Act 2008 for a Development Consent Order (DCO).</p> <p>(EB) – Separate DCO applications will be submitted: Morpeth to Felton DCO application in Autumn 2018 and Alnwick to Ellingham DCO application in Autumn 2019.</p> <p>(EB) – Construction will commence in 2020 and will be complete in 2023. Morpeth to Felton construction duration is 36 months and Alnwick to Ellingham construction duration is 18 months.</p>		
6.	<p><u>Next Meeting</u></p> <p>Next SRG (stakeholder reference group) meeting February 2018. Date to be confirmed.</p>		

MEETING NOTES & ACTION SUMMARY		Date:	05/06/18
Meeting: Stakeholder Reference Group Meeting No.3		File Ref:	HE551459-WSP-GEN-ZZ-MI-ZH-1129
Attendees			Distribution
David Laux	Northumberland County Council, Head of Technical Services	All attendees and SRG members	
Stuart McNaughton	Northumberland County Council, Principal Strategic Transport Policy Officer		
Michael Miller	Natural England		
Colin Adsley	CPRE		
Heather Evans	Cycling UK		
Claire Kerrin	Sustrans		
Neil Allender	Northumberland Area of Ramblers		
Alan Ferguson	Ferguson Transport		
Jane Dungait	NFU		
Jayne Watson	NFU		
Jude Leitch	Northumberland Tourist Board		
Tom Forrester	MP Office (Anne-Marie Trevelyan)		
Carolyn Simpson	Natural England		
Tsuwun Bevan	Highways England, A1 in Northumberland Senior Project Manager		
David Morrow	WSP, A1 in Northumberland project team (Project Manager)		
Anita Copplestone	WSP, A1 in Northumberland project team (DCO Lead)		
Ellie Briggs	WSP, A1 in Northumberland project team (Stakeholder)		
Notes Prepared by: Ellie Briggs			

Ref.	Meeting Notes	ACTION	
		Name	Date
1.	<p>KEY POINTS & ACTIONS ARISING FROM MEETING</p> <p><i>Action – Dual carriageway north of Felton will be of a lesser standard, when compared with the new Morpeth to Felton dual carriageway. Forward visibility to and from the northern Felton junction is limited. Suggestion to install warning signs and/or minor improvements on the A1 north of Felton to be passed to the Operations Directorate for consideration.</i></p>	TB	30/06/18
1.	<p><u>Introductions & previous meeting minutes (19/09/17)</u></p> <p>No changes required to previous meeting minutes.</p>		
2.	<p><u>Scheme Update:</u></p> <p>Scheme update presented by Tsuwun Bevan, with the Morpeth to Felton update presented by Ellie Briggs. (Refer to presentation ref: HE551459-WSP-GEN-ZZ-PP-ZH-1134).</p>		

Ref.	Meeting Notes	ACTION	
		Name	Date
	<p>Scheme update primarily focused on the design development for the A1 Morpeth to Felton dualling. Announced that the public consultation for the A1 Morpeth to Felton will commence Monday 18 June and conclude on Sunday 29 July 2018, a consultation period of 6 weeks.</p> <p>The design development for A1 Alnwick to Ellingham dualling is approximately 1 year behind the Morpeth to Felton scheme, as survey works are still ongoing. Public consultation for the A1 Alnwick to Ellingham will be in winter 2018/19.</p> <p>For the A1 north of Ellingham, a series of improvements were announced as part of Road Investment Strategy 2015-2020 (also referred to as RIS1). RIS1 comprised of 3 stretches of climbing lanes (at Belford and Fenwick), 5 junctions enhanced with right-turn refuges and better crossing facilities for pedestrians and cyclists. We presented our proposals when we carried out the consultation for the 2 dualling schemes (M2F and A2E) in November 2016. Since then, we have carried out further investigations.</p> <p>For the climbing lanes, the detailed investigations have raised safety concerns. We are now proposing to not take forward the climbing lanes, although this is still to be confirmed by DfT. For the junction improvements, we are proceeding to deliver at least 5 small-scale junction safety improvements. However, these are at different locations to the ones presented at the dualling schemes' consultation in 2016. This change is in response to more up-to-date accident data and provide better value for money, based on accident savings. We will be starting these junction improvements later this year, delivered by our Operations Directorate.</p> <p>The previous 5 junctions identified in RIS1 were located at:</p> <ul style="list-style-type: none"> • West Mains, • Cheswick, • Wooler and • 2 within the climbing lane sections. <p>We now propose to improve the junctions located at:</p> <ul style="list-style-type: none"> • Adderstone, • Fenham, • Outchester, • Old Mousen and • Newstead. 		

Ref.	Meeting Notes	ACTION	
		Name	Date
3.	<p><u>Questions & Answers:</u></p> <p>Question 1 – What improvements will be implemented North of Ellingham, will there be improvements at the Wooler junction?</p> <p>TB – Confirmed that no improvements are currently proposed for the Wooler junction. The five newly identified junction improvements are still in development and will be rolled out later in the year.</p> <p>Question 2 – What are the construction times and will access for cyclists be maintained?</p> <p>TB – As defined in RIS1, we are committed to commence the construction for the dualling of Morpeth to Felton in March 2020. Where possible, access will be retained but based on the construction activities, there may be some temporary loss of access.</p> <p>Question 3 – When will construction start and finish?</p> <p>TB – Construction will commence in March 2020 for the Morpeth to Felton dualling subject to the successful completion of the statutory process. Both dualling schemes will be complete and open to traffic in 2023.</p> <p>Question 4 – The dualling of the A1 between Morpeth to Felton will improve traffic flows and attract more traffic onto the A1. Although outside of the scheme extents, are there any proposals to install warning signs or undertake any improvement to the existing dual carriageway to the north of Felton? Being that this section of carriageway is relatively old and does not comply with current design standards. People travelling north on the new dual carriageway may not be aware that the carriageway north of Felton is of a less standard. For example, the forward visibility to and from the existing Felton (northern) junction is limited.</p> <p>TB – Confirms there are no proposals currently but will pass the suggestion to the Operations Directorate, for future consideration.</p>	TB	30/06/18
4.	<p><u>Next Meeting</u></p> <p>Next SRG (stakeholder reference group) meeting will be in winter 2018. Date to be confirmed.</p>		

Kleinschmidt, Georgie

From: Briggs, Ellie
Sent: 31 August 2018 11:22
To: Marti, Corinne
Cc: Welburn, Kyle; Macmillan, Nic
Subject: RE: M2F - Consultation Recreational Users
Attachments: HE551459-WSP-GEN-ZZ-MI-ZH-0097 (SRG no.3_19Sep17) DRAFT.DOCX;
HE551459-WSP-GEN-ZZ-MI-ZH-1129 (SRG no.4_05Jun18).docx

Hi Corinne

To date the stakeholder team have only engaged with recreational user groups through the Stakeholder Reference Group (SRG). The SRG meetings have comprised of a presentation on the scheme development + question and answer session at the end. Two meetings have been held since the start of the WSP commission:

- 19/09/17 following the preferred route announcement (PRA made on 05/09/17)
- 05/06/18 prior to the M2F public consultation

I have attached the minutes for both of these meetings. The list identifies the persons invited to the last SRG meeting.

Name:	Organisation
David Laux	Northumberland County Council, Head of Technical Services
Stuart McNaughton	Northumberland County Council, Principal Strategic Transport Policy Officer
Cllr Glen Sanderson	Conservative County Councillor for Longhorsley and Northumberland County Council Portfolio Holder for Environment & Local Services
Cllr Richard Wearmouth	Conservative County Councillor for Morpeth Kirkhill and Northumberland County Council Portfolio Holder for Economic Development
Richard McKenzie	Northumberland County Council, Policy and Programme officer LTP - Bus Stops
Mike Jeffrey	Northumberland County Council, Non-Motorised Users
Kim Farrage	North East Combined Authority
Ian Dey	Northumbria Police
Bob Rushbrooke	Northumbria Police
Lee Buckingham	Northumberland Fire & Rescue
Kevin Curry	North East Ambulance Services
Andrew Whitehead	Natural England
Robert Cussen	Natural England
Michael Miller	Natural England
Mike Collins	Historic England
Eddie Halstead	Environment Agency
Lucy Mo	Environment Agency
Colin Adsley	CPRE
Heather Evans	Cycling UK
Alan Mitchell	Northumberland Coast & Lowlands Nature Partnership Ramblers
Mavis Harris	Ramblers association
Ted Liddle	International Mountain Biking Association Northumberland Joint local access forum OpenMTB
Sue Rogers	British Horse Society
Martin Podevyn	Sustrans
Claire Kerrin	Sustrans

Neil Allender	Northumberland Area of Ramblers
Trond Haugen	SESTRANS
Natasha Smith	Defra
Nick Oliver	Northern Power Grid
Naomi Waite	Northumberland Wildlife Trust
Laura Clegg	Northumbrian Water
Janice Johnson	Aln Riding Club
Alan Ferguson	Ferguson Transport
Chris Curtis	Arriva
Alan Wilkes	Arriva
Ian Shilton	Arriva
James Copeland	NFU
Jane Dungait	NFU
Jayne Watson	NFU
Jude Leitch	Northumberland Tourist Board
Wayne Smith	National Grid
Martyn Coy	Canal and River Trust
Malcom Dodds	The Road Haulage Association

I'm now out of the office at various meetings until Wednesday (05/09/18). So will catch up with you then.

Kind regards

Ellie

Ellie Briggs *BEng (Hons) CEng MICE*
Principal Engineer



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From: Marti, Corinne
Sent: 28 August 2018 18:08
To: Briggs, Ellie <Ellie.Briggs@wsp.com>
Cc: Welburn, Kyle <kyle.welburn@wsp.com>
Subject: RE: M2F - Consultation Recreational Users

Hi Ellie,

Just a quick note to say that I am on leave from Wed-Fri this week but please don't hesitate to make contact with Kyle to arrange a time to discuss this either whilst I am away or next week.

Kind regards,

Corinne

Corinne Marti BSc,LLB(Hons)

Consultant - Environmental Assessment and Management and Town Planning



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From: Marti, Corinne

Sent: 27 August 2018 10:21

To: Briggs, Ellie <Ellie.Briggs@wsp.com>

Cc: Welburn, Kyle <kyle.welburn@wsp.com>; Laver, Julia <Julia.Laver@wsp.com>

Subject: M2F - Consultation Recreational Users

Hi Ellie,

For the People and Communities Chapter of the Environmental Statement for M2F we are required to undertake analysis of recreational receptors and analyse the potential impacts of the Scheme on them.

We understand that you have undertaken some consultation with recreational groups in the scheme area but wanted to get a better understanding of the scope of consultation which had been undertaken and whether we needed to gather more information for our assessment.

Do you have time later this week or early next week for a phone call with us? Appreciate you are just back from leave but would be good to get a time sorted soon as we have a draft delivery of our chapter in the next couple of weeks.

Many thanks,

Corinne

Corinne Marti BSc,LLB(Hons)

Consultant - Environmental Assessment and Management and Town Planning



T+ 44 (0)131 344 2300

7 Lochside View, Edinburgh Park

Kleinschmidt, Georgie

From: Marti, Corinne
Sent: 29 January 2019 17:23
To: Wilson, Victoria
Subject: FW: Highways England Schemes- Assessment of Public Rights of Way Methodology

Hi,

As discussed in the last email, please see email below from David at Northumberland CC in relation to the methodology.

Second email to follow.

Thanks,

Corinne

Corinne Marti BSc,LLB(Hons)

Consultant - Environmental Assessment and Management and Town Planning



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From: David Brookes [mailto:david.brookes@northumberland.gov.uk]
Sent: 12 September 2018 15:22
To: Marti, Corinne <corinne.marti@wsp.com>; Couper, Ross <Ross.Couper@wsp.com>
Cc: Tony Derbyshire <tony.derbyshire@northumberland.gov.uk>; Philip Bradley <philip.bradley@northumberland.gov.uk>; Mike Jeffrey <mike.jeffrey@northumberland.gov.uk>
Subject: Fwd: Highways England Schemes- Assessment of Public Rights of Way Methodology

Corrine

Thank you for your email to Tony regarding the methodology to be employed for the assessments and their inclusion in the People's and Communities Chapter. Overall we are happy with the proposed methodology but believe that a wider area than 500m around the site boundary should be considered to properly understand the potential impact on recreational users of the Alnwick to Ellingham section proposals.

This suggestion is made in the context of the outline proposal by WSP to extinguish several footpaths without any corresponding diversions in the vicinity of the proposed overbridge at Broxfield. We feel that the provision of the overbridge at Broxfield (or Fenton Fence) has the ability to change the nature of the existing use of the rights of way network in the wider area and the provision of a suitable diversion at a key location could realise suppressed demand for recreational journeys between the east and west sides of the A1 at this location.

I have previously made these comments in an email to WSP/HE and have today had a useful meeting with Ross to discuss them in more detail.

Ross has said that he will discuss the outcome of our meeting today with you. If you require any further information please do not hesitate to contact me.

Regards

David

----- Forwarded message -----

From: **Marti, Corinne** <corinne.marti@wsp.com>

Date: 6 September 2018 at 13:26

Subject: Highways England Schemes- Assessment of Public Rights of Way Methodology

To: "tony.derbyshire@northumberland.gov.uk" <tony.derbyshire@northumberland.gov.uk>

Hi Tony,

I have been given your contact details after ringing Northumberland County Council. Highways England is proposing upgrades to the A1 in Northumberland. There are two schemes, the first being from Morpeth to Felton, the second from Alnwick to Ellingham. The purpose of this email is to confirm the methodology we are utilising to assess the potential effects on Public Rights of Way.

A brief description of these two schemes is provided below and attached are draft plans for both schemes. It is noted that these may be subject to changes.

Morpeth to Felton

This scheme extends for 12.6 km between Warreners House Interchange at Morpeth to dual the carriageway at Felton. The is comprised of approximately 6.6 km of online widening and approximately 6 km of new offline highway. A new bridge is proposed over the River Coquet is proposed in parallel to the existing bridge and three grade separated junctions are proposed at Highlaws, Fenrother and West Moor.

Alnwick to Ellingham

The scheme extends for approximately 8 km between the single carriageway north of Denwick to the dual carriageway south of Brownieside. It is proposed that the existing A1 would form the new northbound carriageway

and a new southbound carriageway would be built to the east of the existing A1. The existing at-grade junction at South Charlton would be replaced with a compact grade separate junction termed South Charlton Junction which the exact design of is still being considered.

Both proposed schemes are Nationally Significant Infrastructure Projects so require Development Consent Orders from the Secretary of State. The Development Consent Orders will be accompanied by Environmental Statements, which will report the likely significant environmental effects, as well as any measures to mitigate likely significant adverse environmental effects in line with the requirements of the Infrastructure Regulations.

Included within both of the Environmental Statements will be a Chapter outlining the effects on non-motorised users (including pedestrians, cyclists and equestrians) / users of Public Rights of Way in terms of significant changes in accessibility and amenity value of Public Rights of Way.

The scope of the Peoples and Communities chapter for the Morpeth to Felton scheme was set out in the Scoping Report and this was confirmed through the Scoping Opinion received from the Planning Inspectorate on 07/03/2018, with the subsequent note from Northumberland which included further details on PRoW (which will also be taken into consideration in the assessment). The scoping report for Alnwick to Ellingham has not yet been submitted, but it is proposed that this follows a similar approach to that for Morpeth to Felton.

The methodology proposed to be utilised to undertake the assessments is briefly detailed below:

- A 500 m study area around the Site Boundary has been used for the assessment of change in accessibility and amenity value of recreational routes. It is considered that this is a suitable area within which there is a likelihood of receptors to be significantly affected by the Proposed Schemes.
- The assessment of changes to accessibility and amenity value of Public Rights of Way will be based upon the Design Manual for Roads and Bridges Volume 11, Section 3, Part 8 'Pedestrians, Cyclists, Equestrians and Community Effects'. The qualitative assessment of changes to accessibility will focus on disruption to routes due to construction activities and any permanent impacts during operation.
- Appropriate mitigation measures have been identified including (but not limited to) the implementation of appropriate diversions of Public Rights of Way during construction, that the disruption to users of Public Rights of Way is reduced as far as possible during the construction phase and will be incorporated into a Construction and Environmental Management Plan and that the public will be kept informed of the nature, timing and duration of particular activities during the construction phase (including liaison with Northumberland Council).

Could you please confirm that the above methodology is considered to be appropriate and if additional information is required please don't hesitate to get in touch as I am happy to arrange a meeting to discuss this further.

Kind regards,

Corinne

Corinne Marti *BSc,LLB(Hons)*

Consultant - Environmental Assessment and Management and Town Planning



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David Brookes
Infrastructure Records Manager
Technical Services
County Hall
Morpeth
Northumberland

Assessment of Cumulative Effects

Townley, Nicola

From: Townley, Nicola
Sent: 19 February 2020 12:35
To: katherine.robby@northumberland.gov.uk
Cc: Macmillan, Nic; Stubbs, Kevin; UK - Project - A1 Northumberland
Subject: FW: A1 Northumberland - Morpeth to Felton - EIA Cumulative assessment consultation
Attachments: Appendix 15.2 Long List Final v2JF.xlsx

Dear Katherine,

Following on from the below correspondence, we have again revisited the list of 'other development' applications to be considered as part of the cumulative assessment for the A1 in Northumberland: Morpeth to Felton EIA. This has been done to account for a change in the scheme's programme and as a means of capturing any refused applications where the appeal has been allowed or where they are still within their period for appeal.

The attached long list has been revised as follows:

- The list of applications has been updated to include 'refused' applications (where an appeal has been allowed) within the 3 year time period from September 2016;
- The list of applications has been updated to capture any additional applications (including refused applications still within their period for appeal) submitted between September 2019 and February 2020; and
- The list has been updated to reflect any change in status of the applications previously captured (i.e. was pending, but has since been permitted).

The list of applications therefore now captures applications in line with the criteria set out in the initial email below that have been submitted between 01/09/2016 and February 2020. Following the methodology in PINS's Advice Note 17, I have attached our updated list of 'other development' applications. The list presents the 'long list' of applications captured (in line with the criteria below) and those which have been screened out of the inclusion in the short-list (identified in column AL, with the reasoning in column AM for your information). From the search above, 14 additional developments have been included within the list (starting at row 55); for ease of reference, these have been highlighted.

As previously, this is being circulated for your attention and to welcome any comments you may have on the approach to the assessment and the long list of developments identified. If you wish to make any comments, I'd be grateful if you could send these by COP Monday 24th February – I appreciate this is a tight time frame, however as there's only a few changes from the previous info sent, and the approach to the assessment hasn't changed significantly, I hope this time frame is achievable.

If you have any queries please don't hesitate to get in touch.

Kind regards,

Nicola Townley

Assistant Consultant – Environmental Planning



T: +44 113 395 6219

No 8 First Street, Manchester, M15 4RP

From: Franklin-Losardo, Declan <Declan.Franklin@wsp.com>
Sent: 07 March 2019 10:44

To: 'katherine.robby@northumberland.gov.uk' <katherine.robby@northumberland.gov.uk>
Cc: Macmillan, Nic <Nic.Macmillan@wsp.com>; Stubbs, Kevin <Kevin.Stubbs@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>
Subject: RE: A1 Northumberland - Morpeth to Felton - EIA Cumulative assessment consultation

Dear Katherine,

Following my email below last October relating to the cumulative assessment which is being undertaken for the A1 Northumberland Morpeth to Felton EIA, to account for a change in the scheme's programme I have revisited the list of other development applications which we propose to consider in the cumulative assessment.

In my previous correspondence, the list of applications captured a 3 year time period from 01/09/2018. This list has been revisited to reflect any change in the status of the applications previously captured (i.e. was pending, but has since refused) as well as to capture any applications submitted between September 2018 to 28/02/2019.

Following the methodology in PINS's Advice Note 17, I have attached our updated list of 'other development' applications – This shows the 'long list' of applications captured (in line with the criteria below) and those which have been screened out of the inclusion in the short-list (highlighted in column AL, with the reasoning in column AM for your information).

Tab 1 of the excel file contains the list of applications. The remaining tabs relate to other aspects of the cumulative assessment but I have included for your information, should you wish to view (Tabs 2 and 3 – the traffic model's uncertainty log and an assessed version, and Tab 4 – PINS Tier list of sites, assessed)

For your ease of reference, I have separated the 'newly' captured applications (row 39) and those which have now been discounted (i.e. previously captured but now refused/withdrawn) – row 55.

As previously, I'm circulating this to you for your attention and to welcome any comments you may have,

If you wish to make any comments, I'd be grateful if you could send these by 15th March 2019 – I appreciate this is short time, however as there's only a few changes from the previous info sent, I hope this is okay.

Kind regards,
Declan Franklin
Senior Environmental Consultant



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From: Franklin-Losardo, Declan
Sent: 09 October 2018 12:19
To: 'katherine.robby@northumberland.gov.uk' <katherine.robby@northumberland.gov.uk>
Cc: Macmillan, Nic <Nic.Macmillan@wsp.com>; Stubbs, Kevin <Kevin.Stubbs@wsp.com>
Subject: A1 Northumberland - Morpeth to Felton - EIA Cumulative assessment consultation

Dear Katherine,

As you'll be aware, Highways England intends to submit an application for a Development Consent Order to upgrade the A1 between Morpeth and Felton from single carriageway to dual carriageway, along with other improvements such as junctions and an additional bridge over the River Coquet. A cumulative effects assessment is being undertaken as part of the Environmental Impact Assessment (EIA) and will be presented in an Environmental Statement (ES) which will accompany the application.

As part of the EIA, a Scoping Report was submitted to the Planning Inspectorate (PINS) on the 25th January 2018, with a scoping opinion received from PINS in March 2018 and a response from NCC received 8th May 2018. Chapter 17 of the scoping report detailed the proposed methodology for the cumulative effects assessment and paragraph 17.3.4 states that consultation with NCC will be undertaken to ascertain comment and request any other known relevant information beyond what has been collected.

I'd therefore be grateful if you could:

- Provide any comment on the detailed methodology (below) on collating the cumulative assessment's long-list;
- Provide any comment on the list of applications/allocations included in the long-list (attached), notably any applications/allocations which you are aware of which are not captured in the long-list, or any which may you are aware of that have extended permissions
- Provide information on any applications in the search area being brought forward under other consenting regimes (e.g. electricity act)

To this avail, please find the following documents:

- The A1 M2F Cumulative assessment 'long list' of development applications and allocations.
- NCC's Scoping Opinion
- Scoping report (not attached due to file size. Available on PINS's webpage: <https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-northumberland-morpeth-to-felton/?ipcsection=docs>)

The overall approach of collating the long list follows PINS Advice Note 17 and is described in the scoping report, however with consideration of comments received in the scoping opinion, the long list has been developed by:

- Using the 5km Landscape and Visual Assessment's Zone of Theoretical Visibility and 1km around the roads included within the Air Quality assessment's Affected Road Network which extend beyond the ZTV, as the cumulative assessment's long list study area;
- Using this study area, NCC's online planning portal was used to search for Major Applications (as defined by the General Development Procedure Order 2015) which were validated within the last 3 years (based upon the default period of three years in which to start a planning permission) of 01/09/2018;
- Full, Outline, Hybrid and Reserved Matters (where it is clear from the title or application information that the associated Outline application is a Major Application) applications which are Major Applications and met the above criteria were entered into the long list. Refused applications were screened out;
- The determination of 'Development Certainty' considers the following:
 - o Certain (consented and started construction)
 - o Likely (Consented, not started construction or construction status unknown)
 - o Unknown (not-consented and not started construction)

- Unlikely – Any unique circumstance which indicates the application is unlikely to be progressed

Each application's documentation where possible was reviewed to obtain any construction timescale information. Where this information or the documentation was not readily available, a worst-case assumption has been made that the application's construction timescales of the application would overlap with the scheme and therefore be relevant to the cumulative assessment.

- A check, as far as reasonably practicable, was made on NCC's online planning webpage to identify any applications which may have extended permissions beyond the initial 3 year search timeframe.
- Development allocations (table 2 of the attached) have been identified by reviewing the current development plan which comprises the saved policies of the Alnwick District Wide Local Plan (1997) and the Castle Morpeth District Local Plan, February 2003, the Northumberland County and National Park Joint Structure Plan as well as NCC's Emerging Northumberland Local Plan.

Please could you respond with any comments you have on the above points, or confirm that NCC have no comment to make.

In order to meet our timescales, I'd be grateful FOR a response by **COB Friday 19th October**

If you have any questions please don't hesitate to get in contact,

Regards

Declan Franklin

Senior Environmental Consultant

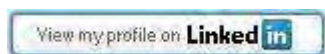


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Townley, Nicola

From: Townley, Nicola
Sent: 19 February 2020 12:35
To: liam.hall@northumberland.gov.uk
Cc: Macmillan, Nic; UK - Project - A1 Northumberland; Stubbs, Kevin
Subject: FW: Data request - A1 M2F - EIA Cumulative Assessment

Dear Liam,

I hope you are well.

Following on from the below, we have recently revised the search of other developments that are being considered as part of the cumulative assessment for the Environmental Statement currently being prepared for the A1 between Morpeth and Felton. As such, we have identified 14 additional developments that will be included within the assessment.

As before, could you please provide the site boundary data in geo-referenced shapefiles for these additional developments? The application document references are as follows:

19/04296/FUL
19/04235/CCD
19/00904/FUL
19/04025/FUL
19/02747/FUL
19/00991/FUL
19/01008/FUL
19/04531/FUL
19/01687/FUL
19/04108/OUT
19/02085/OUT
19/04073/SCREEN
16/04486/FUL
16/04426/FUL

Would you please be able to provide this information by COP Friday 21st February? I apologise for the short notice on this but your assistance would be greatly appreciated. Please do not hesitate to get in touch on the details below should you need any further information.

Kind regards,

Nicola Townley

Assistant Consultant – Environmental Planning



T: +44 113 395 6219

No 8 First Street, Manchester, M15 4RP

From: Franklin-Losardo, Declan <Declan.Franklin@wsp.com>
Sent: 06 March 2019 12:02
To: 'Liam Hall' <liam.hall@northumberland.gov.uk>

Cc: Macmillan, Nic <Nic.Macmillan@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>
Subject: RE: Data request - A1 M2F - EIA Cumulative Assessment

Hi Liam,

I hope you're well,

If you recall our conversation below, last October, Highways England intends to submit an application for a Development Consent Order to upgrade the A1 between Morpeth and Felton. WSP are acting on behalf of Highways England preparing the application and undertaking the Environmental Impact Assessment – of which, I'm conducting the cumulative impact assessment.

Further to my previous emails, we have had to refresh our search of other developments which has resulted in our assessment capturing a few more developments than I previously requested. I've listed the application references of these additional developments below – as before, please could you send the red-line-boundary data in geo-referenced shapefiles for these?

18/03647/FUL
18/03203/FUL
18/03231/FUL
18/03489/OUT
18/03897/FULES
18/03736/FUL
18/03562/FUL
18/04481/FUL
18/03650/OUT
19/00530/OUT
19/00500/FUL
18/03276/FUL
18/04038/FUL
18/04533/FUL

We're **very** pushed on the programme now, so I'd really appreciate your immediate assistance with this.

Are you able to send this data by COB 13th March please?

If you have any queries, please don't hesitate to get back to me

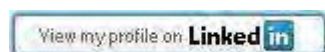
Kind regards,
Declan Franklin
Senior Environmental Consultant



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From: Liam Hall [<mailto:liam.hall@northumberland.gov.uk>]
Sent: 16 October 2018 14:19
To: Franklin-Losardo, Declan <Declan.Franklin@wsp.com>
Cc: Macmillan, Nic <Nic.Macmillan@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>
Subject: Re: Data request - A1 M2F - EIA Cumulative Assessment

Hi Declan,

ICT have now provided the shapefiles for me, but i have been advised i have to send this via cryptshare.

I will do this now and will provide you with the password aswell when its generated.

Regards

Liam

Liam Hall
Technical Planning Officer (CRT)
Development Management
Northumberland County Council
County Hall
Morpeth
NE61 2EF
Tel: 01670 622626
E-mail: Liam.Hall@northumberland.gov.uk
Website: www.northumberland.gov.uk

On Tue, 16 Oct 2018 at 09:49, Liam Hall <liam.hall@northumberland.gov.uk> wrote:

Hi Delan,

Its in the hands of our ICT now, as soon as the information is made available i will pass it on for you.

Regards

Liam

Liam Hall
Technical Planning Officer (CRT)
Development Management
Northumberland County Council
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Morpeth
NE61 2EF
Tel: 01670 622626
E-mail: Liam.Hall@northumberland.gov.uk
Website: www.northumberland.gov.uk

On Tue, 16 Oct 2018 at 09:15, Franklin-Losardo, Declan <Declan.Franklin@wsp.com> wrote:

Good morning Liam,

Thanks for your response – I understand that Joanna Mahoney from Highways England has emailed you separately to confirm that WSP are acting on HE's behalf for the A1 Morpeth to Felton project, can you confirm and thus action my request as soon as possible please?

If you've any further questions please let me know,

Many thanks,

Declan Franklin

Senior Environmental Consultant

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From: Liam Hall [mailto:liam.hall@northumberland.gov.uk]

Sent: 11 October 2018 10:44

To: Franklin-Losardo, Declan <Declan.Franklin@wsp.com>

Cc: Macmillan, Nic <Nic.Macmillan@wsp.com>; Stubbs, Kevin <Kevin.Stubbs@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>

Subject: Re: Data request - A1 M2F - EIA Cumulative Assessment

Hi Declan,

I will look into this with the help with a colleague in ICT to gather the shape files.

However, i have been advised that i require an email from Highways England clarifying that WSP are acting on their behalf and are requesting the shape files on this basis. Also when we provide the GIS shape files, they are provided for this purpose only and should be treated as confidential and not be used for any other purpose.

Once i have received this email i will be able to progress this further.

Regards

Liam Hall

Technical Planning Officer (CRT)

Development Management

Northumberland County Council

County Hall

Morpeth

NE61 2EF

Tel: 01670 622626

E-mail: Liam.Hall@northumberland.gov.uk

Website: www.northumberland.gov.uk

On Tue, 9 Oct 2018 at 16:42, Franklin-Losardo, Declan <Declan.Franklin@wsp.com> wrote:

Dear Liam,

As you'll be aware, Highways England intends to submit an application for a Development Consent Order to upgrade the A1 between Morpeth and Felton from single carriageway to dual carriageway, along with other improvements such as junctions and an additional bridge over the River Coquet. A cumulative effects assessment is being undertaken as part of the Environmental Impact Assessment (EIA) and will be presented in an Environmental Statement (ES) which will accompany the application.

Following the recent Scoping Opinion received from Northumberland County Council and to assist with the A1 M2F cumulative assessment a list has been compiled of development applications and allocations.

Whilst significant detail has been compiled to establish this list there remains the spatial aspect of presenting this information to the Planning Inspectorate.

In order to assist with finalising the cumulative list please can you confirm if the Council are able to provide the GIS Shapefile with the red line boundaries for the applications included within the list (attached).

This GIS spatial data would ensure that information submitted to the Planning Inspectorate directly reflects that used by the Council.

Please could you provide this information by Monday 15th October?

Your assistance on this matter would be gratefully appreciated.

Kind regards,

Declan Franklin

Senior Environmental Consultant

WSP, The Victoria

150-182 The Quays, Manchester

M50 3SP

Tel: +44(0) 161 886 2400

[REDACTED]

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Environmental Consultation

A1 in Northumberland: Morpeth to Ellingham

Part B: Alnwick to Ellingham

CONTENTS

AIR QUALITY

NOISE AND VIBRATION

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GEOLOGY AND SOILS

POPULATION AND HUMAN HEALTH

ASSESSMENT OF CUMULATIVE EFFECTS

Air Quality

Subject: FW: FW: A1 in Northumberland

----- Forwarded message -----

From: **Gary Park** <gary.park@northumberland.gov.uk>
Date: Tue, 9 Aug 2016 at 16:46
Subject: Re: FW: A1 in Northumberland
To: Waterfall, Emily <Emily.Waterfall@highwaysengland.co.uk>

Hi Emily,

Further to our telephone conversation on 09/08/2016 I can confirm the following:

- A DMRB assessment for AQ impact may be acceptable if it can be supported by;
- Robust information on present and projected traffic flows demonstrating that this dualling (in itself) would not increase the traffic load or increase any particular source (ie HGV).
- Information showing the predicted impact upon the number of receptors by the dualling scheme.

Obviously, you won't have baseline data from which to predict any AQ impact but the crucial thing here is predicting change. Given that there should be no predicted increase in road traffic it may be acceptable to input pollutant levels from similar roadside locations.

I think you may have to have a chat as to how a DMRB could be done or presented without baseline data and it may be a conclusion that any attempt at doing this might just muddy the waters and then the reliance is just upon robustly demonstrating no change in traffic.

The Morpeth to Felton section has an AADF of 14k and the Alnwick to Brownside has an AADF of 10k. We have a roadside AQ station on Cowpen Road (A193) Blyth which has a traffic flow of 19k and speed limit of 10-20 mph and that doesn't exceed the AQ objectives.

It is likely that with faster speed limits and generally more open country dispersion is very much enhanced.

Given the 20-30 per cent error on diffusion tubes, I think it is unlikely that any attempt at baseline monitoring would be very robust, especially if done over a relatively short period of time (even one year).

There are DfT census points on both stretches of road - census point id 36094 for Morpeth to Felton and census point id 80436 for Alnwick to Brownside:

<http://www.dft.gov.uk/traffic-counts/cp.php?la=Northumberland>

Just as a "quick and nasty" assessment of receptor impacts and assuming a single carriageway road width of 5 metres and 10 metres for a dual carriageway, I did a quick count of properties at 45 and 55 metres from the centrepont of the A1 for the two sections to be dualled.

The 45 and 55 metres are arbitrary but using the NO2 fall-off calculator:

<http://laqm.defra.gov.uk/tools-monitoring-data/no2-falloff.html>

you might expect a 50 per cent reduction in NO2 from carriageway to approx 45 metres.

At present there are 17 properties on the Morpeth to Felton section within 45 metres of the carriageway, with the dualling this would increase to 21 properties within 55 metres (an increase of 4).

At present there are 3 properties on the Alnwick to Brownside section within 45 metres of the carriageway, with the dualling this would increase to 5 properties within 55 metres (and increase of 2).

I think this gives an indication of the minimal impact the dualling would have.

DEFRA have produced strategic noise maps for road and rail which show locations where noise is predicted to be a significant impact, I mentioned this and they are available at:

<https://www.gov.uk/government/publications/open-data-strategic-noise-mapping>

The "pinch point i was trying to remember is actually Ellingham Lodge which is just north of the Brownsideside dual carriageway section, but Patterson's Cottage is close.

You could also use/reference the DEFRA background maps for AQ which includes NO2, PM10 and PM2.5 They include eastings and northings so they can be imported into a GIS:

<https://uk-air.defra.gov.uk/data/laqm-background-home>

I think key to the rationale as to why an air quality assessment would not be required (other than any concotned DMRB) is **no increase in traffic**, and possibly limited change to receptors introduced by the dualling.

As I also mentioned, you may also want to account for address any possible impact from the Morpeth Northern Bypass as I think the did traffic predictions to the south and (I presume north) of Fairmoor, Morpeth where the intersection is presently being created.

I don't think any of the former district and borough councils (Berwick, Alnwick or Castle Morpeth) in Northumberland carried out any roadside monitoring of the A1 and it is certainly something we would not consider doing currently.

I think that's everything but please come back to me if you need anything else or you think I can help in any way.

Regards

Gary

NORTHUMBERLAND

Northumberland County Council

Gary Park BSc (Hons)

Environmental Protection Officer

Public Health Protection Unit

Fire & Rescue Service

Northumberland County Council

County Hall

Morpeth

NE61 2EF

Telephone: 01670 623697

Fax: 01670 626059

E-mail: gary.park@northumberland.gov.uk

Web: www.northumberland.gov.uk

On 2 August 2016 at 13:04, Gary Park <gary.park@northumberland.gov.uk> wrote:

Hi Emily,

I don't think anyone has told me what this is in relation to and whether it involves any road realignment or additional carriageways. However, I think any of the below might be applicable.

I think in order for you to demonstrate that this would not impact air quality it might be worth submitting a short document. I hate to use the word "report" as it implies more than what we would require.

Obviously as an allegory for air quality impact (as I guess we are looking at primarily impacts upon AQ from road traffic), is to show that:

- What impact on road traffic numbers the scheme would have.
- How these fit against; Table 7.1 – Screening Assessment of Road Traffic Sources in the LAQM Technical Guidance (TG16) - <http://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>

It would be typical to present this as a "do nothing" and "do something" with projections up to x numbers of years in the future (as in most DMRB reports).

I'm not familiar what section or sections this would apply to but we can certainly assist in providing the number of relevant receptors for any stretch or stretches of the A1. It is worth noting that we do not consider monitoring air quality on any stretch of the A1 in Northumberland, given the general set-back distances most dwellings are not close to the carriageway and the mostly open environs affording better dispersion of emissions.

It may be that some work has been done on traffic and it might only need this presented in the form of air quality impacts rather than traffic numbers.

I hope that helps but please get back to me if you need anything else.

Regards

Gary

NORTHUMBERLAND

Northumberland County Council

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On 2 August 2016 at 10:08, Waterfall, Emily <Emily.Waterfall@highwaysengland.co.uk> wrote:

Hi Gary

I refer to my Stuart's email below where he passed on your details. Just by way of introduction my name is Emily Waterfall and I am Assistant Project Manager on the A1 in Northumberland scheme.

We are currently working on our strategy for assessing Air Quality and as part of this are determining whether Air Quality monitoring is required and if so when this should be gathered. It is currently considered very unlikely that the changes in air quality caused by the scheme would cause any new exceedances, or make any existing exceedances worse. However we need to consider what information and data would be required to support the Development Consent Order application for the scheme.

Therefore we would be very grateful if we obtain some guidance and views from yourself on behalf of NCC around whether you would support a DCO application which scopes out AQ and states that the scheme will not have a significant effect on AQ without gathering Air Quality monitoring data to evidence the current baseline. As mentioned above Defra AQ background figures suggest that the scheme would be unlikely to worsen AQ, but we are in discussions around whether PINs would support this conclusion without the project having any AQ monitoring data and the risk associated with not doing AQ monitoring

Please do not hesitate to give me a call if it's easier to discuss over the phone- or if needs be we can arrange for a time to have a discussion on this.

Many thanks in advance for your help

Kind regards

Emily

Emily Waterfall

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

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Web: <http://www.highways.gov.uk>

GTN: 0300 470 2608

From: Stuart McNaughton [<mailto:stuart.mcnaughton@northumberland.gov.uk>]

Sent: 19 July 2016 15:43

To: Grubert, Jeff; Park, Gary

Cc: Waterfall, Emily; Cammock, Mike; Wain, Charles

Subject: Re: A1 in Northumberland

Hi Jeff

Contact at Northumberland would be Gary Park who I have copied into this email but his contact details are also set out below.

Gary Park BSc (Hons)

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Web: www.northumberland.gov.uk

Thanks

Stuart

On 18 July 2016 at 16:10, Grubert, Jeff <Jeff.Grubert@highwaysengland.co.uk> wrote:

Hi Stuart,

Not sure if Emily already contacted you about this as she is currently on holiday. Our Environmental Specialist has asked us to assess the risk of not taking air quality readings at this stage in the project. Can you please forward the message below from Emily to your air quality specialist or send Mike Cammock his/her email or phone details?

Thanks,

Jeff

'We are currently working on our strategy for assessing Air Quality and as part of this are determining whether Air Quality monitoring is required and if so when this should be gathered. It is currently considered very unlikely that the changes in air quality caused by the scheme would cause any new exceedances, or make any existing exceedances worse. However we need to consider what information and data would be required to support the Development Consent Order application for the scheme. Therefore we would be very grateful if we could have a conversation with your AQ representative to talk through our approach and gather your views.

I have copied in Mike Cammock who is project manager on the scheme from our consultants Jacobs. Could you please advise who it would be best to speak to and their contact details by return email (if this isn't you) and Mike will arrange a time to discuss.

Please do not hesitate to contact myself or Mike if you have any questions or wish to discuss further.

Kind regards

Emily'

Jeff Grubert

Highways England | Lateral| 8 City Walk | Leeds | LS11 9AT
Mobile Phone No. 0781 231 9990

Web: <http://www.highways.gov.uk>

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--

Stuart McNaughton BSc. MSc. MIHT CMILT
Strategic Transport Policy Officer

Economic and Inclusion Policy Team

Townley, Nicola

From: Townley, Nicola
Sent: 26 May 2020 10:33
To: Townley, Nicola
Subject: FW: Alnwick to Ellingham consultation

From: Porter, Luc <Luc.Porter@wsp.com>
Sent: 03 February 2020 12:16
To: gary.park@northumberland.gov.uk
Cc: McCann, Lowri <lowri.mccann@wsp.com>
Subject: RE: Alnwick to Ellingham consultation

Hi Gary,

Apologies for the delay in getting back to you. Please find attached the centrelines and DCO boundary for both schemes. Please let me know if you have any queries.

Many Thanks

Luc Porter MSc CEnv MEnvSc MIAQM
Principal Air Quality Consultant, Environment



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From: Porter, Luc
Sent: 22 January 2020 16:54
To: gary.park@northumberland.gov.uk
Cc: McCann, Lowri <lowri.mccann@wsp.com>
Subject: Alnwick to Ellingham consultation

Hi Gary,

Please find details of our assessments for the A2E scheme which is going through to DCO.

A2E

We have undertaken the air quality assessment for the A1 A2E scheme, however, we have noted an oversight that we have not consulted with yourselves regarding the human receptors we've modelled.

As mentioned on the call the assessment was undertaken according to the DMRB (HA207/07) and associated IANs using the latest emissions factors from IAN 185. Modelling was undertaken using ADMS-Roads.

The human receptors we've modelled are shown in the attached figures with further details shown in the table below. Both schemes share the cumulative scenario and therefore the A2E only receptors differ and represent a sub set of those detailed below.

R_01	409068	637511	1.5	Smeafeld Lodge, adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_02	411852	633606	1.5	Property adjacent to the A1 and B1342, rural. Increase in traffic flow along the A1 in the Cumulative Scenario.
R_03	412269	632012	1.5	New Mousen, adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_04	413623	627916	1.5	Etive Cottage, adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_05	416909	622995	1.5	North Charlton, adjacent to the A1, rural. Increase in traffic flows along the A1 in the Scheme and Cumulative Scenarios.
R_06	416516	620284	1.5	South Charlton, adjacent to the B6347, predominantly rural. Change in alignment takes the road directly to new A2E junction.
R_07	417553	621057	1.5	Patterson Cottage, adjacent to the A1, rural. Alignment moves away and increase in traffic flows along the A1 in the Scheme and Cumulative Scenarios.
R_08	417514	620329	1.5	Property South west of new junction, rural. Decrease in traffic flows along the B6341.
R_09	417819	620029	1.5	Rock Lodge, adjacent to the B6341 and near the A1, rural. Realignment of nearby junction and decrease in traffic flows along the B6341.
R_10	418126	618255	1.5	Heiferlaw Bank, adjacent to B6341, rural. Decrease in traffic flows along the B6341 in the Scheme and Cumulative Scenarios.
R_11	418724	617252	1.5	Heckley Fence, between the A1 and B6341, rural. Increase in traffic flows along the A1 and decrease in flows along the B6341 in the Scheme and Cumulative Scenarios.
R_12	419101	614883	1.5	Broom House, near B6341 roundabout, rural. Increase in traffic flows along an unnamed road towards the A1 Denwick junction.
R_13	420271	614293	1.5	Property North east of Alnwick adjacent to the B1340 and near the A1, predominantly rural. Increase in traffic flows along the A1.
R_14	420287	613907	1.5	Waterside House, North east of Alnwick adjacent to the A1, predominantly rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_15	420256	612643	1.5	Property East of Alnwick adjacent to the A1 and the A1068, predominantly rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_16	419122	611269	1.5	Greensfield Moor Farm, South of Alnwick adjacent to the A1, predominantly rural. Increase in flows along the A1 in the Cumulative Scenario.
R_17	417682	608901	1.5	Deanmoor Cottages, South of Alnwick adjacent to the A1, rural. Increase in flows along the A1 in the Cumulative Scenario.
R_18	417458	605225	1.5	Property East of Newton on the Moor adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.

R_19	417610	602385	1.5	Lane Head Farm, North of Felton adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_20	415754	610298	1.5	Hadwin's Close adjacent to minor road south of Alnwick, rural. Increase in traffic flows diverting south-east from A697 to A1 in the Cumulative Scenario.
R_21	409434	609936	1.5	Learchild Moor House, adjacent to the A697, rural. Decrease in traffic flows along the A697 in the Cumulative Scenario.
R_22	412843	601543	1.5	Property in Longframlington adjacent to the A697, predominantly rural. Decrease in traffic flows along the A697 in the Cumulative Scenario.
R_23	418418	600588	1.5	Property in Felton adjacent to Main Street, urban. Decrease in traffic flows in the centre of Felton in the Cumulative Scenario.
R_24	417305	598674	1.5	West Moor House adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_25	417874	597372	1.5	Brockenfield Holiday Park, adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_26	418340	595132	1.5	Causey Park Hag, adjacent to the A1, rural. Alignment moves closer and increase in traffic flows along the A1 in the Cumulative Scenario.
R_27	414852	594636	1.5	Longhorseley, adjacent to the A697, predominantly rural. Decrease in traffic flows along the A697 in the Cumulative Scenario.
R_28	418951	594358	1.5	Oak Inn, Causey Park Bridge adjacent to A1, rural. Bypassed with new alignment and decrease in traffic flows along the old A1 in Cumulative Scenario.
R_29	418337	593860	1.5	Causey Park, adjacent to the A1, rural. Alignment moves closer and increase in traffic flows along the A1 in Scheme and Cumulative Scenarios.
R_30	418880	593388	1.5	Tindale Hill, adjacent to the A1, rural. Bypassed by new alignment and decrease in traffic flows along the old A1 in Scheme and Cumulative Scenarios.
R_31	418840	592336	1.5	School House, adjacent to the A1, rural. Bypassed by new alignment and decrease in traffic flows along the old A1 in the Cumulative Scenario.
R_32	418245	588630	1.5	Northgate Farm, adjacent to A1 and A697 junction, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_33	418154	587454	1.5	Fair Moor, adjacent to the A1 near Morpeth, predominantly rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_34	418196	586556	1.5	Pinewood Drive, near existing A1 southwest of Morpeth, edge of residential development north of Morpeth. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_35	419640	586266	1.5	Newgate Street, adjacent to the A192 in Morpeth, urban. Increase in traffic flows along the A192 onto the A1 in the Cumulative Scenario.
R_36	418735	583893	1.5	Rock Cottage, South west of Morpeth adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.
R_37	420590	582228	1.5	High Clifton Farm, South of Morpeth adjacent to the A1, rural. Increase in traffic flows along the A1 in the Cumulative Scenario.

With no designated sites within 200m of the ARN for the A2E scheme, the only assessment of eco impacts is in the shared cumulative assessment (as shown in M2F email.)

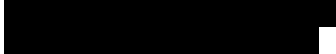
Any questions please call me.

Thanks
Again

Luc Porter *MSc CEnv MEnvSc MIAQM*
Principal Air Quality Consultant, Environment



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Noise and Vibration

McCulloch, Richard

From: Bolton, Nicola
Sent: 17 October 2018 12:39
To: Gary Park
Subject: RE: FW: A1 Improvement Scheme (Alnwick to Ellingham) - Noise and Vibration Consultation (Scoping)

Hi Gary,

Thank you for providing this response.

On your second point, when installing equipment for the purpose of measuring road traffic noise, we aim to elevate the microphone such that it isn't shielded from road traffic and other sources by fences, walls, buildings etc.

Thank you for your continued assistance.

Kind regards

Nicola Bolton
Principal Consultant, Acoustics



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From: Gary Park [mailto:gary.park@northumberland.gov.uk]
Sent: 17 October 2018 12:19
To: Bolton, Nicola <Nicola.Bolton@wsp.com>
Subject: Re: FW: A1 Improvement Scheme (Alnwick to Ellingham) - Noise and Vibration Consultation (Scoping)

Hi Nicola,

The alternative monitoring locations are acceptable.

We appreciate that planned locations are not always accessible or acceptable once the site is attended and that data from virtually any location can be extrapolated/interpolated and/or modelled to receptor location.

The only point I would make that these alternative locations are not shielded in any way from the road traffic noise source and there is a line-of-sight to vehicles on the carriageway (barring field walls, trees etc.).

Regards

Gary

Gary Park BSc (Hons)**Environmental Protection Officer**

Public Health Protection Unit

Housing and Public Protection Service

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On Thu, 16 Aug 2018 at 09:23, Bolton, Nicola <Nicola.Bolton@wsp.com> wrote:

Gary,

I have been forwarded the below email, by my colleague, Iain Kelly. Iain Kelly has passed on the A1 Alnwick to Ellingham project to me to progress with the associated noise and vibration assessments. I am therefore following up on your response to our consultation emails.

Firstly, thank you for your response. Based on your comment surrounding our proposed noise measurement location at Charlton Mires, I have suggested an alternative measurement location within the attached pdf plan. You will also note that I have included an additional measurement location, ST5, at East Cawledge Farm. This location has been selected due to an additional construction compound which is proposed at Alnwick (Please see attached read line boundary plan). It would be our intention that this location would be installed on land adjacent to the farm house, however, in the event that access to the property is not granted, an alternative location would be adopted on land further south (see attached document presenting alternatives). Similarly, it is possible that an alternative may be selected at LT1 on the opposite side of the B6341 from the identified cottage.

You will also note that I have adopted an alternative to ST1 which was originally at Denwick Hamlet Church. This has been necessary due to anticipated issues associated when gaining agreement on access.

I have attached an additional pdf document (Location LT1 ST1 & ST5 alternatives) which, for LT1 and ST2, presents alternatives, and for ST5 presents the proposed additional measurement location. The proposed measurement locations are represented by red dots, with the properties with a square around them representing the receptors which we aim to represent.

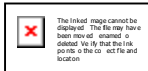
Once you have had time to review this information, I would be most grateful for any feedback which you wish to make.

We are currently proposing to undertake the survey during week commencing 10th September.

Kind regards

Nicola Bolton

Principal Consultant, Acoustics



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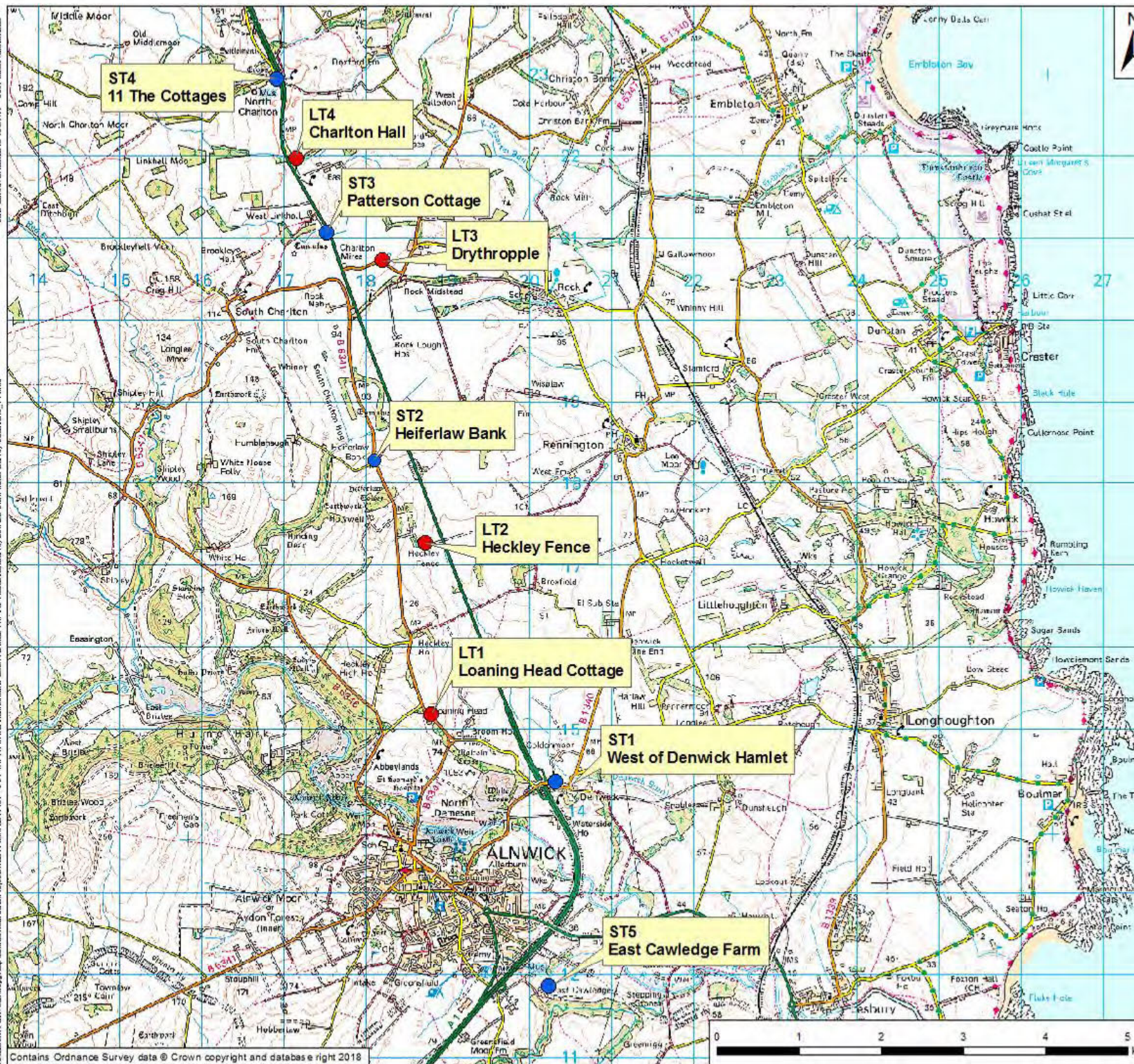
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From: Gary Park [mailto:gary.park@northumberland.gov.uk]
Sent: 13 July 2018 13:34



Key

DRAFT



Unattended 24hr Noise Survey Location



**Attended Noise Survey
Location (Day and Night)**

Right	P01	15/05/18	DRAFT	SW	XX XX
	Rev	Date	Description	By	Chk'd App



Project Title	A1 NORTHUMBERLAND, ALNWICK TO ELLINGHAM
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Figure X Baseline Noise Survey Location Plan

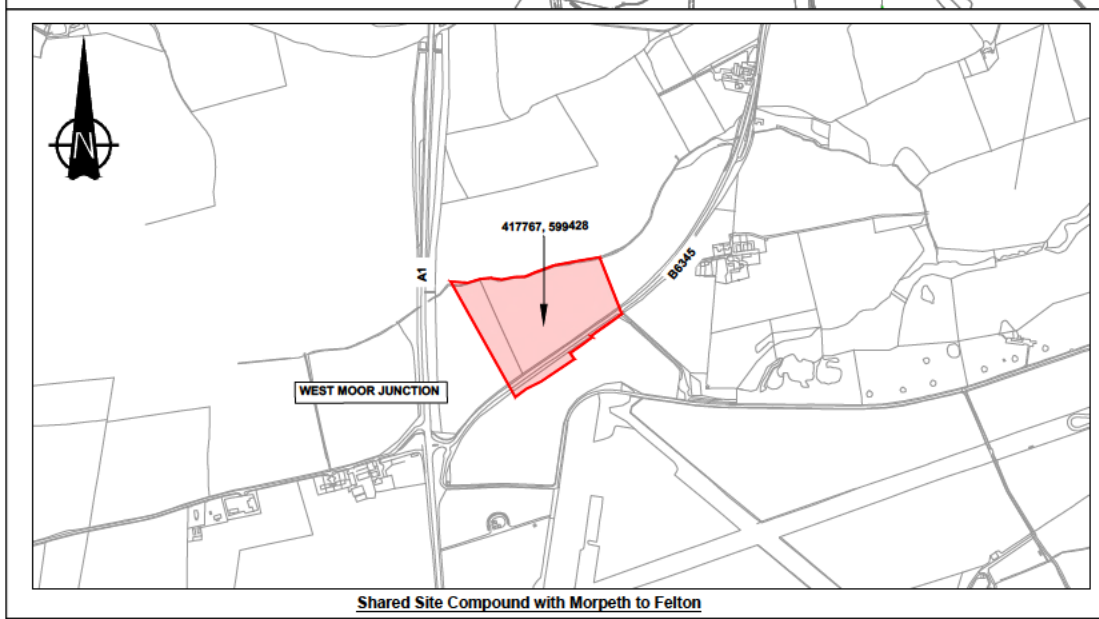
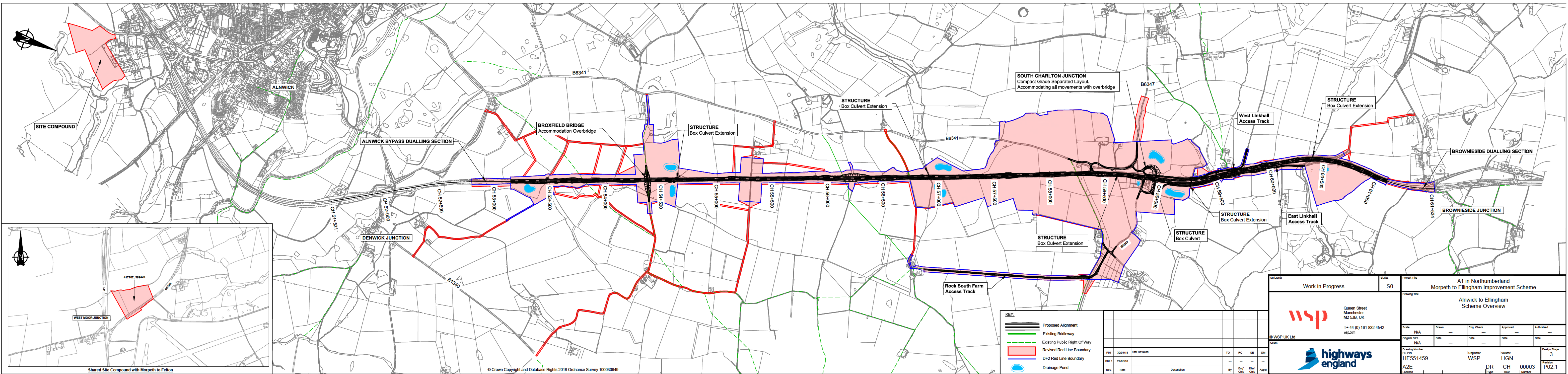
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For Information

S1

Drawing Number Project HExxxxxx	Original WSP	Volume 70036006
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Work in Progress

S0

Project Title

A1 in Northumberland
Morpeth to Ellingham Improvement Scheme



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Manchester
M2 5JB, UK
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Drawing Title

Alnwick to Ellingham
Scheme Overview

Date	Drawn	Checked	Eng. Check	Approved	Authorised
N/A	---	---	---	---	---

Original Date

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Drawing Number

HE551459

Originator

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Revision

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3

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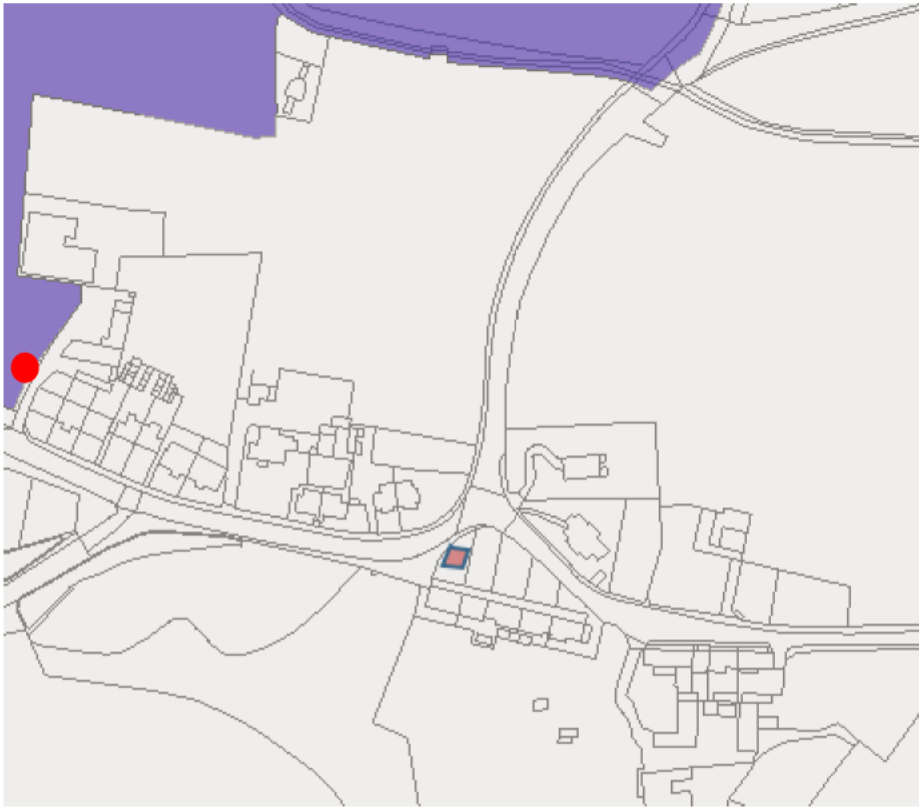
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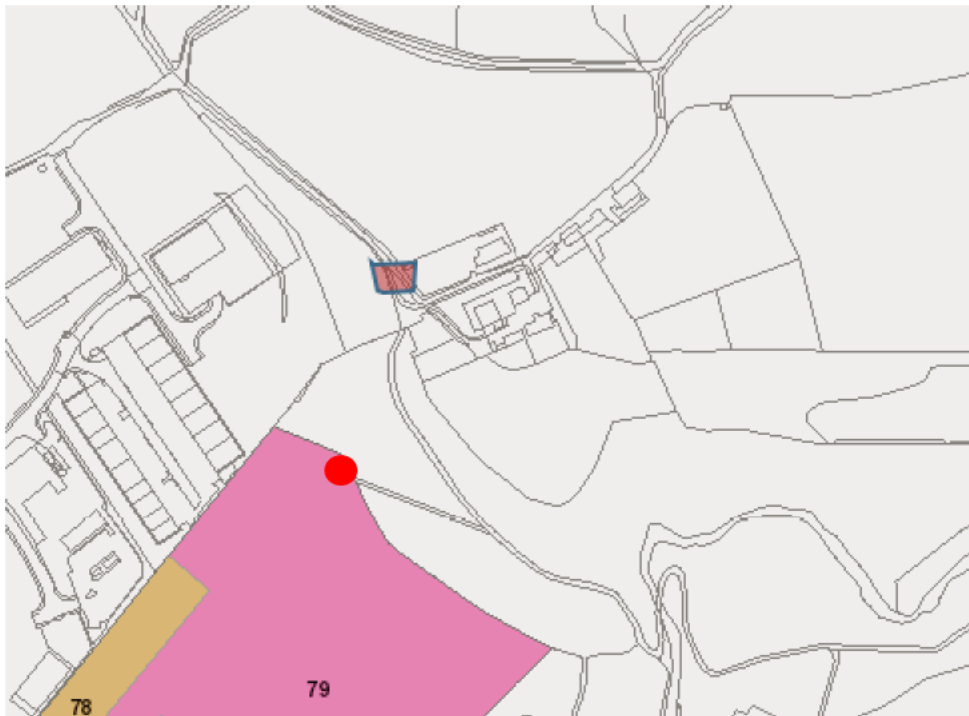
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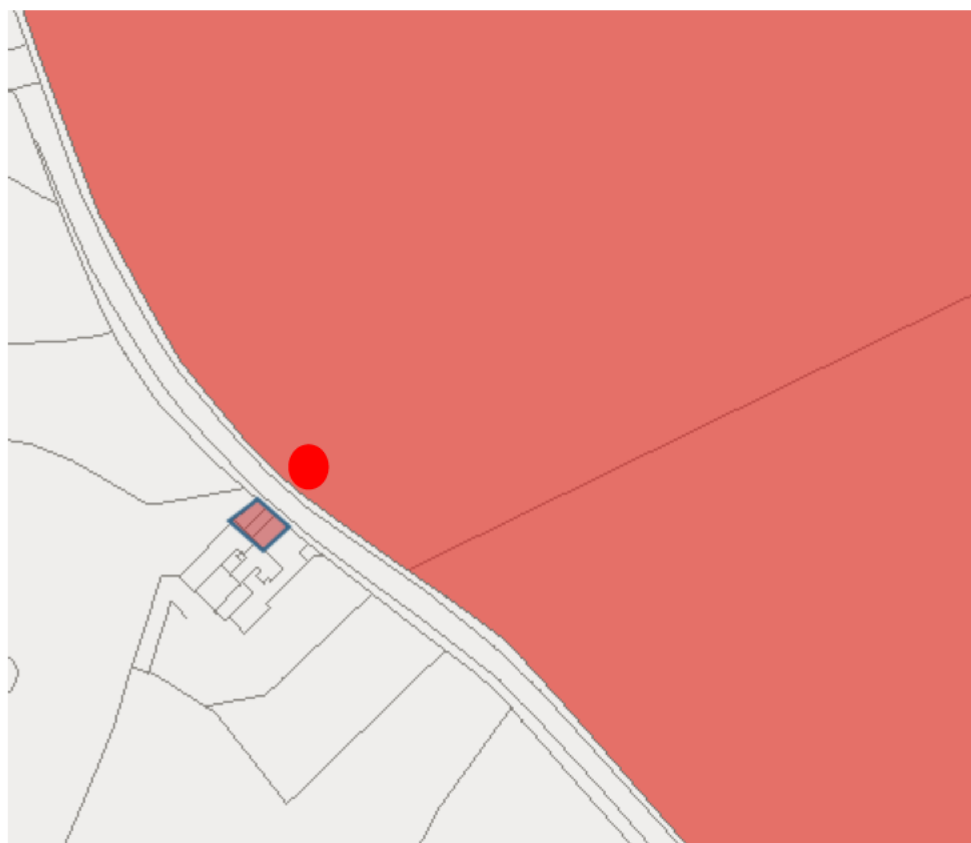
ST1 - Denwick Hamlet Church



ST5 – Nr East Cawledge Farm



LT1 Loaning Head Cottage



To: Wigham, Stephen <Stephen.Wigham@wsp.com>

Cc: Kelly, Iain <Iain.Kelly@wsp.com>

Subject: Re: A1 Improvement Scheme (Alnwick to Ellingham) - Noise and Vibration Consultation (Scoping)

Ho Stephen,

Apologies for not getting back to you sooner on this one.

I was finding some time to overlay the plans you sent on our GIS just to confirm the new carriageway arrangement and identifying receptors for noise and other reasons (as I'm sure they'll feature as they have in the Fairmoor to Felton section).

It would appear that agricultural buildings and possibly Charlton Mires Farmhouse are to be demolished - if this is the case, then the logical measurement position here should be the Cottages to the east of the farmhouse (if they are to be retained).

The only great deviation from the existing route would appear to be to the north of Charlton Mires up to West Linkhall, but the additional carriageway will be to the east of the existing single-carriageway (ie no closer to these receptors).

Other than these observation - the measurement location seem fine and representative of the nearest receptors.

I think the expectation (as it was for the Fairmoor to Felton section) is that the proposed dualling would not, in itself, create additional traffic but just make the passage of the existing traffic levels easier through these sections and generally improve speed for traffic which may be slightly congested by HGVs.

1. available information on known local sources of noise and vibration across the area;

The Council is not aware of any particular noise sources along this stretch of the A1 other than minor issues which might influence and assessment:

Wind turbine farm at Middelmoor - nearest turbine is 1.3km west of the carriageway in the vicinity of West Lodge (NE67 5HS).

2. any specific noise or vibration related local planning policies;

Please consult the Local Planning Authority on this.

3. national noise and vibration policies that are considered particularly relevant to the local area;

Please consult the Local Planning Authority on this.

4. any known local receptors, other than dwellings, that could be particularly sensitive to noise and vibration (e.g. medical facilities, research centres etc.)

No other sensitive receptors in these or similar categories.

5. sources of historic noise or vibration complaint.

None.

Hope this helps, but please get back to me if you need anything else.

Regards

Gary



Gary Park BSc (Hons)

Environmental Protection Officer

Public Health Protection Unit

Housing and Public Protection Service

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On 7 June 2018 at 18:17, Wigham, Stephen <Stephen.Wigham@wsp.com> wrote:

Hi Gary,

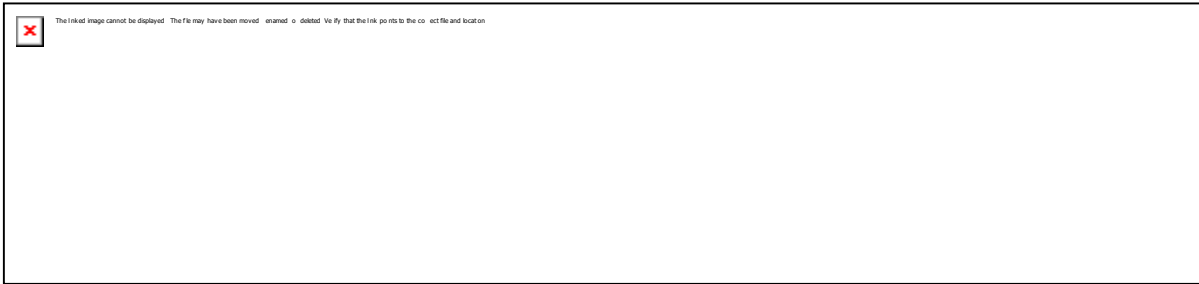
Following my previous consultation regarding the Morpeth to Felton A1 improvement scheme back in November 2017, I now need to consult with you on the Alnwick to Ellingham section.

The works forms part of the A1 Morpeth for Ellingham Improvements scheme which aims to create a continuous, high quality dual carriageway from Newcastle to Ellingham. The Alnwick to Ellingham section involves 8km of online widening to upgrade the existing road from a single carriageway to a two lane dual carriageway. The existing at-grade junction at South Charlton is to be replaced with a compact grade separated junction and all existing accesses onto the A1 to be stopped up, resulting in multiple private means of access diversions.

An accommodation bridge will be provided at Broxfield, spanning the mainline and providing access for vehicles and vulnerable road users from one side of the A1 to the other. Additional key design features include the provision of six parking lay-bys (three in each direction), bus lay-bys, multiple attenuation ponds and the introduction of new culverts and extension of existing ones.

Please see attached plans.

I write to confirm that we, WSP, have been appointed to undertake the environmental noise and vibration assessments that will be reported in the scheme Environmental Statements, and to confirm that Iain Kelly will lead for this work. His contact details are as follows:



We are keen to get Northumberland County Councils' (NCC) input to the assessment work that is to be undertaken. Accordingly, I have attached a draft baseline survey monitoring (attended and unattended) location plan for your review. Please would you be able to review and provide feedback?

We are currently drafting the Scoping Report. In brief, the following assessment methodology is proposed:

Assessment Methodology

It is proposed that a quantitative assessment will be undertaken to determine the potential noise and vibration impacts associated with the construction and operation of the Scheme, based upon the available traffic data. The operational and construction traffic noise and vibration assessment will be undertaken with reference to DMRB Volume 11, Section 3, Part 7, HD 213/11 Revision 1 (Highways Agency, 2011) and WebTAG unit A3 Section 2 (Noise Impacts) as appropriate. All road traffic noise predictions will be undertaken in accordance with the calculation methodology presented in the former Department of Transport/Welsh Office technical memorandum Calculation of Road Traffic Noise (CRTN). Due regard will be afforded to the aims of the Noise Policy Statement for England (NPSE) (Department for Environment, Food and Rural Affairs, 2010).

As the Scheme has the potential to generate significant noise and vibration impacts, it is proposed that a Detailed Level assessment will be undertaken in accordance with guidance contained within HD 213/11.

Study Area

The study area for the noise and vibration assessment will be defined in accordance with the guidance provided in HD 213/11 which is as follows:

- i. *Identify the start and end points of the physical works associated with the Scheme;*

- ii. *Identify the existing routes that are being bypassed or improved, and any proposed new routes, between the start and end points;*
- iii. *Define a boundary one kilometre from the carriageway edge of the routes identified in (ii) above;*
- iv. *Define a boundary 600m from the carriageway edge around each of the routes identified in (ii) above and also 600m from any other affected routes (see below) within the boundary defined in (iii) above. This area is called the “calculation area”;*
- v. *Identify any affected routes (see below) beyond the boundary defined in (iii) above; and*
- vi. *Define a boundary 50m from the carriageway edge of the routes identified in (v) above.*

Affected roads are defined in DMRB as any roads which undergo a change in traffic noise level of 1 dB $L_{A10, 18hr}$ or more in the short term (year of opening Do-Minimum to year of opening Do-Something) or 3 dB $L_{A10, 18hr}$ or more in the long term (future year (worst affected year 15 years after opening) Do-Minimum to 15 years after opening Do-Something).

The study area will ultimately be defined through details emerging from the revised traffic modelling and will therefore be based on a combination of the Scheme Footprint and the predicted change in traffic flows.

Please can you review the above and attached draft baseline survey monitoring locations and let me know if you have any queries or comments on this? We are seeking to progress the baseline noise survey works shortly so would be grateful to receive any comments before the end of the month if at all possible?

Finally, in line with DMRB guidance, we are requesting that NCC provide the following information. Please would it be possible for you to advise?:

- available information on known local sources of noise and vibration across the area;
- any specific noise or vibration related local planning policies;
- national noise and vibration policies that are considered particularly relevant to the local area;
- any known local receptors, other than dwellings, that could be particularly sensitive to noise and vibration (e.g. medical facilities, research centres etc.); and
- sources of historic noise or vibration complaint.

Best regards and we look forward to your response,

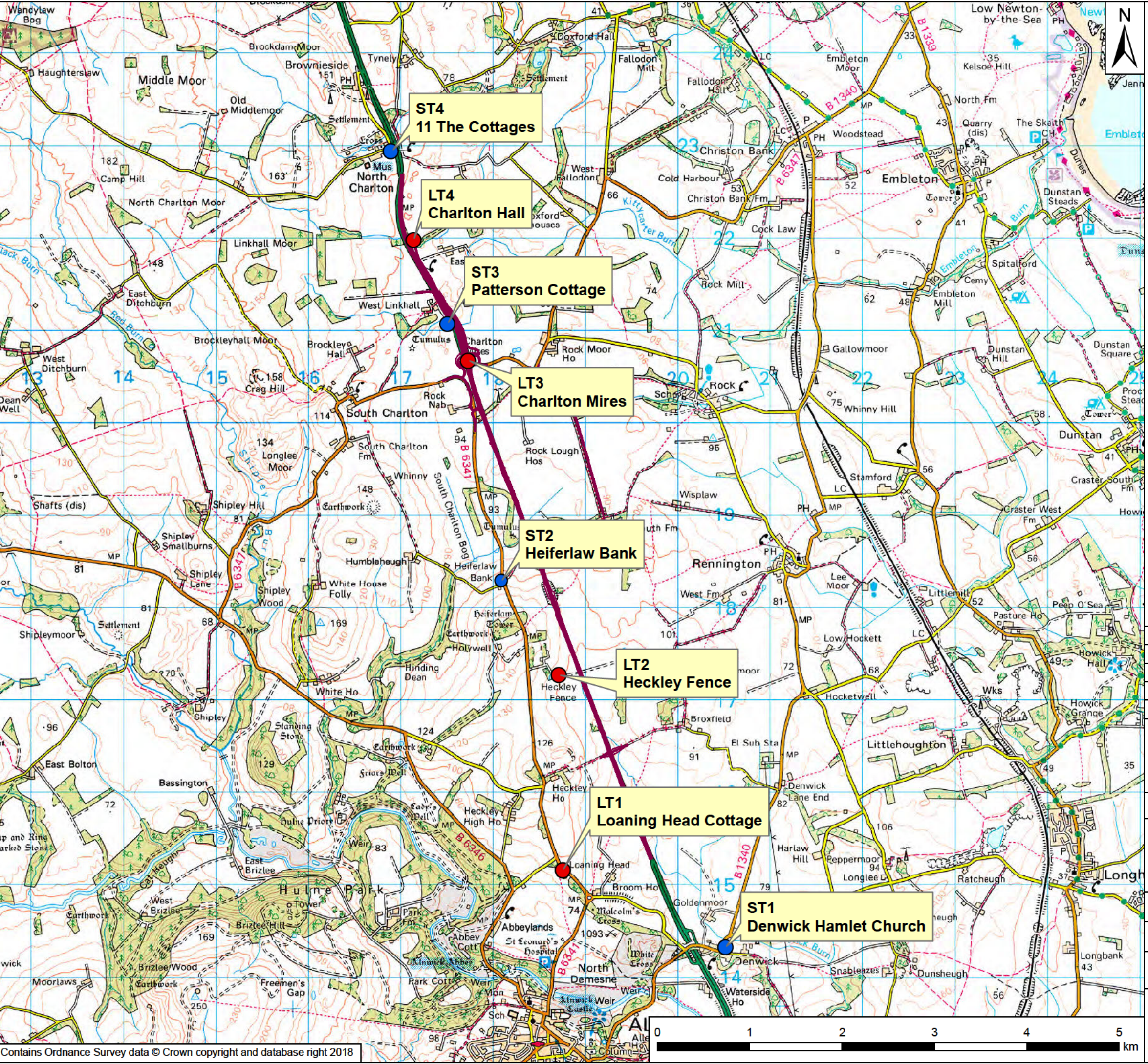
Stephen Wigham *BSc (Hons) MSc PgDip MIOA ACIEH*

Principal Engineer, Acoustics



T+ 44 (0) 191 226 2552

Document Path: I:\Client\Users\uksw012\Desktop\A2E Draft Noise Survey Locations.mxd
Date Saved: 18/05/2018 12:15:28 User Name: UKSW012



Key

● Unattended 24hr Noise Survey Location

● Attended Noise Survey Location (Day and Night)

DRAFT

P01	18/05/18	DRAFT	SW	XX	XX
Rev	Date	Description	By	Chk'd	App'd
Client					

Project Title

A1 NORTHUMBERLAND, ALNWICK TO ELLINGHAM

Drawing Title

Figure X Baseline Noise Survey Location Plan

Scale	1:40,000	Drawn	SW	Checked	XX	Approved	XX	Authorised	XX
Original Size	A3	Date	18/05/18	Date	xx/xx/xx	Date	xx/xx/xx	Date	xx/xx/xx
Drawing Status									Suitability
For Information									S1
Drawing Number		Project		HExxxxxx		Originator		WSP	
A2E		Location		Type		Role		Number	

Project Ref. No.

70038006

Revision

P01

Landscape and Visual

McCulloch, Richard

From: Lewis, Sophie
Sent: 27 September 2018 14:29
To: Whitehead, Andrew (NE)
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hi Andy,

Thanks for the update and the suggestion, I have contacted David Feige separately.

I'm due on site on Monday, have you had chance to review the information?

Thanks
Sophie

From: Whitehead, Andrew (NE) [mailto:Andrew.Whitehead@naturalengland.org.uk]
Sent: 21 September 2018 12:20
To: Lewis, Sophie <Sophie.Lewis@wsp.com>
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hi Sophie

Sorry – I did receive your message, but haven't had a chance to look at anything yet.

If you haven't already done so though I would suggest you contact David Feige at Northumberland Council to get his views, as he is also the AONB Officer so may have some comments from that perspective.

I will aim to get back to you next week.

Regards

Andy

Andy Whitehead
Team Leader – Sustainable Development, Marine & Wildlife Licensing
Northumbria Area Team,
Natural England,
Lancaster House,
Hampshire Court,
Newcastle upon Tyne, NE4 7YH

Tel: 0208 0265533 / [REDACTED]

Please note I work a 9 day fortnight, with alternate Fridays off.

www.gov.uk/naturalengland; Follow us on [Twitter](#).

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

We now offer free and chargeable advice to land owners and managers planning works on Sites of Special Scientific Interest through [SSSI Advice Service](#).

To help Developers consider the environment Natural England offers two chargeable services:
- the [Discretionary Advice Service \(DAS\)](#) which can provide advice on planning/licensing proposals;
- the [Pre-submission Screening Service \(PSS\)](#) for European Protected Species mitigation licence applications.

From: Lewis, Sophie [<mailto:Sophie.Lewis@wsp.com>]
Sent: 21 September 2018 11:30
To: Whitehead, Andrew (NE) <Andrew.Whitehead@naturalengland.org.uk>
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Good morning,

Please can you confirm receipt of the below email and attachments dated 12th of September?

If there is a problem with the attachments due to file size, I can send them again as a downloadable link.

Kind regards,
Sophie

From: Lewis, Sophie
Sent: 12 September 2018 11:29
To: Andrew.Whitehead@naturalengland.org.uk
Subject: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Good morning,

I am currently working on behalf of Highways England, in relation to the Landscape and Visual Impact Assessment for the A1 Alnwick to Ellingham highway improvement scheme

As part of this process I have undertaken a desk based study to identify potential viewpoint locations prior to my site visit w/c 1st of October. I am seeking consultation on the preliminary 18 viewpoint locations, in terms of their suitability and also if there are any additional views you would like to see included?

I have attached the following documents for reference:

- A1 Alnwick to Ellingham LVIA Methodology
- Figure 1 – Zone of Theoretical Visibility (ZTV)
- LVIA Consultation Letter

If you require any further information, please let me know.

Kind regards,
Sophie

Sophie Lewis CMLI
Consultant Landscape Architect



St John's House, 2 -10,
Queen Street, Manchester,

McCulloch, Richard

From: Lewis, Sophie
Sent: 27 September 2018 14:40
To: David Feige
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hi David,

No problem, sorry to hear that.

I'm due to undertake the first site visit for the A1 Alnwick to Ellingham Improvement next week, but I will be heading out again later in the year to obtain winter photography (worse case). If you are unable to provide feedback prior next week's visit, any comments can be reviewed during the winter survey.

Thanks
Sophie

From: David Feige [mailto:david.feige@northumberland.gov.uk]
Sent: 25 September 2018 16:30
To: Lewis, Sophie <Sophie.Lewis@wsp.com>
Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hello Sophie

I apologise for not responding sooner. I have recently had to take some compassionate leave and so I'm consequently very behind with everything. I'll respond as soon as I can, but I understand if you need to proceed without waiting for my response.

Regards

David

On Fri, 21 Sep 2018 at 11:30, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Good morning,

Please can you confirm receipt of the below email and attachments dated 12th of September?

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Kind regards,

Sophie

From: Lewis, Sophie
Sent: 12 September 2018 11:28
To: David.feige@northumberland.gov.uk
Subject: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

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If you require any further information, please let me know.

Kind regards,

Sophie

Sophie Lewis CMLI

Consultant Landscape Architect



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M2 5JB

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--

David Feige
Principal Ecologist and AONB Officer
Planning and Housing Services
Northumberland County Council
County Hall
Morpeth
Northumberland NE61 2EF
Telephone: 01670 622653
E-mail: david.feige@northumberland.gov.uk
Website: <http://www.northumberland.gov.uk>

From: David Feige <david.feige@northumberland.gov.uk>
Sent: 29 January 2019 14:16
To: Lewis, Sophie
Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hello Sophie

Thanks for your email and for keeping me in touch with things. I am content that the Alnwick to Ellington Improvement Scheme will not have a significant effect on the special qualities of the Northumberland Coast AONB and so have no further comments.

I hope the weather is kind to you when you are on site.

All the best

David

On Tue, 29 Jan 2019 at 08:22, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Hi David,

Hope you are well.

I am due on site w/c 11th of February to undertake the winter survey for the A1 Alnwick to Ellingham Improvement Scheme. Prior to this I wanted to follow up and address any queries you may have on the original viewpoint selection?

During our previous site visit we visited the publicly accessible areas of the AONB that are covered by the ZTV. As the majority of views from the AONB are obscured by intervening vegetation and ridgelines the receptors are not anticipated to experience significant visual effects and therefore have been scoped out of the visual assessment. However, the AONB lies within the 3c Rock and 2a Lower Aln Landscape Character Areas and will assist in determining the overall of value of these character areas for the landscape assessment.

As per my original email, I have attached the following for reference:

- A1 Alnwick to Ellingham LVIA Methodology
- Figure 1 – Zone of Theoretical Visibility (ZTV)
- LVIA Consultation Letter

If you have any questions, please let me know.

Thanks

Sophie

Sophie Lewis *CMLI*

Consultant Landscape Architect



t : +44 1616028843

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M15 4RP

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From: David Feige [mailto:david.feige@northumberland.gov.uk]

Sent: 25 September 2018 16:30

To: Lewis, Sophie <Sophie.Lewis@wsp.com>

Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hello Sophie

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Regards

David

On Fri, 21 Sep 2018 at 11:30, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Good morning,

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Kind regards,

Sophie

From: Lewis, Sophie
Sent: 12 September 2018 11:28
To: David.feige@northumberland.gov.uk
Subject: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

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- LVIA Consultation Letter

If you require any further information, please let me know.

Kind regards,

Sophie

Sophie Lewis *CMLI*

Consultant Landscape Architect

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--
David Feige

Principal Ecologist and AONB Officer

Planning and Housing Services

Northumberland County Council

County Hall

Morpeth

Northumberland NE61 2EF

Telephone: 01670 622653

E-mail: david.feige@northumberland.gov.uk

Website: <http://www.northumberland.gov.uk>



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McCulloch, Richard

From: Lewis, Sophie
Sent: 26 September 2018 10:32
To: 'Teira Paz, Rosa'
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Good morning,

Thank you for your response. As part of the EIA and viewpoint consultation process discussions are underway with Northumberland County Council. During the site visit, visibility from within Rock Conservation Area will be reviewed to determine a suitable viewpoint location.

Thanks
Sophie

From: Teira Paz, Rosa [mailto:Rosa.TeiraPaz@HistoricEngland.org.uk]
Sent: 24 September 2018 09:29
To: Lewis, Sophie <Sophie.Lewis@wsp.com>
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Dear Ms Lewis,

Thank you very much for your email of 12 of September inviting us to review the Landscape and Visual Impact Assessment's proposed viewpoint locations for the A1 Alnwick to Ellingham Improvement Scheme.

The viewpoint locations presented in Figure 1 and described in Table 6 of the Landscape & Visual Impact Assessment Methodology take in a wide section of the area affected by the proposal but I defer to the more localised knowledge of the landscape and heritage officers at Northumberland County Council in this regard. They are better placed to understand whether the viewpoints are the best available in respect to historic landscape character and whether the preliminary viewpoint locations H1 and H2 (Heritage) are enough to cover the grade I Alnwick Castle park and garden.

In respect to our statutory planning remit, namely the effect on highly graded heritage assets and their settings, I would like to point out the lack of coverage of Rock Conservation Area. Its proximity to the A1 would merit its inclusion within a visual assessment.

If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Kind regards,
Rosa

Rosa I. Teira Paz
Assistant Inspector of Historic Buildings and Areas, North East
Historic England | Bessie Surtees House | 41-44 Sandhill | Newcastle Upon Tyne | NE1 3JF
Email: Rosa.TeiraPaz@historicengland.org.uk

Please note that my usual working days are Tuesday-Thursday and Wednesday-Thursday A/W



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From: Lewis, Sophie [\[mailto:Sophie.Lewis@wsp.com\]](mailto:Sophie.Lewis@wsp.com)

Sent: 21 September 2018 11:29

To: Teira Paz, Rosa

Subject: FW: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Good morning,

Please can you confirm receipt of the below email and attachments dated 12th of September?

If there is a problem with the attachments due to file size, I can send them again as a downloadable link.

Kind regards,
Sophie

From: Lewis, Sophie

Sent: 12 September 2018 11:28

To: Rosa.TeiraPaz@historicengland.org.uk

Subject: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Good morning,

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As part of this process I have undertaken a desk based study to identify potential viewpoint locations prior to my site visit w/c 1st of October. I am seeking consultation on the preliminary 18 viewpoint locations, in terms of their suitability and also if there are any additional views you would like to see included?

I have attached the following documents for reference:

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- Figure 1 – Zone of Theoretical Visibility (ZTV)
- LVIA Consultation Letter

If you require any further information, please let me know.

Kind regards,
Sophie

Sophie Lewis CMLI

McCulloch, Richard

From: Robert Mayhew <robert.mayhew@nnpa.org.uk>
Sent: 21 September 2018 17:10
To: Lewis, Sophie
Cc: Susannah Buylia
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Sophie,

In respect to the proposed A1 improvement scheme between Alnwick and Ellingham, and the effect that this might have on the views into or out from the Northumberland National Park, I can confirm that the proposed viewpoints appear to be a good representation of the key receptor sites associated with this proposed development.

Given the nature of the development, north Northumberland topography and distances involved, I would suggest that the effect on views into the National Park are likely to be more affected than those looking out from the Park and therefore effects of the development on the views looking west at viewpoints 9, 10, 11, 12, 13, 14, 15, 16, 17, and 18 are likely to be of most interest to the National Park Authority.

I can confirm that I am content with the number and location of the viewpoints identified and do not wish to propose any additional ones.

Many thanks for including me in the consultation process.

Kind regards

Robert Mayhew

From: Lewis, Sophie [mailto:Sophie.Lewis@wsp.com]
Sent: 12 September 2018 11:29
To: Robert Mayhew
Subject: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

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Kind regards,

Sophie

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Consultant Landscape Architect



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Robert Mayhew, Head of Conservation

Telephone: 01434 611539 [REDACTED]

Web: www.northumberlandnationalpark.org.uk

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McCulloch, Richard

From: Katherine Robbie <katherine.robby@northumberland.gov.uk>
Sent: 27 September 2018 14:28
To: Lewis, Sophie
Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme
Attachments: image002.jpg

I've started looking at it. I will try and get back to you by the end of the day.

Katherine

On Thu, 27 Sep 2018 at 14:25, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Hi Katherine,

Thanks for the update, I'm due on site on Monday, have you had chance to review the information?

Thanks

Sophie

From: Katherine Robbie [mailto:katherine.robby@northumberland.gov.uk]
Sent: 24 September 2018 15:31
To: Lewis, Sophie <Sophie.Lewis@wsp.com>
Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hi Sophie,

I did get the email. It's just in a long list of things to look at. I will come back to you tomorrow if that's OK.

Katherine

On Fri, 21 Sep 2018 at 11:31, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Good morning,

Please can you confirm receipt of the below email and attachments dated 12th of September?

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Kind regards,

Sophie

From: Lewis, Sophie

Sent: 12 September 2018 11:28

To: Katherine.robby@northumberland.gov.uk

Subject: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

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Kind regards,

Sophie

Sophie Lewis CMLI

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--

Katherine Robbie

Senior Planning Officer

Specialist Planning Services

From: Lewis, Sophie
Sent: 28 September 2018 15:22
To: Katherine Robbie
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hi Katherine,

Thank you for your comments.

Whilst on site next week, we will review the visibility of the site from publicly accessible areas covered by the ZTV in the AONB. I am also liaising with David Feige (AONB Officer) in regards to the viewpoints.

Have a good weekend.

Thanks
Sophie

From: Katherine Robbie [mailto:katherine.robby@northumberland.gov.uk]
Sent: 27 September 2018 16:36
To: Lewis, Sophie <Sophie.Lewis@wsp.com>
Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Sophie,
I've looked at this as a paper based exercise and have not had the opportunity to drive the route to check the proposed viewpoints. I would broadly agree with the viewpoints chosen based on the receptors you identified. I would however like further assurances that the proposed work would not have adverse impacts on the AONB given the status of the area and the ZTV which indicates that the line of the road may be visible from the designation.

If you wish to discuss further please do not hesitate to contact me further.

Regards,
Katherine

On Wed, 12 Sep 2018 at 11:28, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

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--

Katherine Robbie

Senior Planning Officer
Specialist Team
Planning Services
Place Directorate

Northumberland County Council
County Hall
Morpeth
NE61 2EF
[REDACTED]

E-mail: Katherine.robbye@northumberland.gov.uk

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McCulloch, Richard

From: Lewis, Sophie
Sent: 29 January 2019 08:23
To: 'Katherine Robbie'
Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hi Katherine,

Hope you are well. Apologies for the delay in getting back to you.

I am due on site w/c 11th of February and wanted to follow up re your concerns of adverse effects on the AONB. As discussed, during our previous site visit we reviewed the inter visibility of the Scheme from areas within the AONB. The majority of views from the AONB are obscured by intervening vegetation and ridgelines, as a result receptors are not anticipated to experience significant visual effects, and therefore have been scoped out of the visual assessment. However, the AONB lies within the 3c Rock and 2a Lower Aln Landscape Character Areas and will assist in determining the overall of value of these character areas for the landscape assessment.

I trust this addresses your concerns, but if you have any further queries, please let me know.

Thanks
Sophie

Sophie Lewis CMLI
Consultant Landscape Architect



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From: Katherine Robbie [mailto:katherine.robby@northumberland.gov.uk]
Sent: 28 September 2018 15:43
To: Lewis, Sophie <Sophie.Lewis@wsp.com>
Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Thanks that's great. If you need anything more please contact me.

Katherine

On Fri, 28 Sep 2018 at 15:22, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Hi Katherine,

Thank you for your comments.

Whilst on site next week, we will review the visibility of the site from publicly accessible areas covered by the ZTV in the AONB. I am also liaising with David Feige (AONB Officer) in regards to the viewpoints.

Have a good weekend.

Thanks

Sophie

From: Katherine Robbie [mailto:katherine.robby@northumberland.gov.uk]

Sent: 27 September 2018 16:36

To: Lewis, Sophie <Sophie.Lewis@wsp.com>

Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Sophie,

I've looked at this as a paper based exercise and have not had the opportunity to drive the route to check the proposed viewpoints. I would broadly agree with the viewpoints chosen based on the receptors you identified. I would however like further assurances that the proposed work would not have adverse impacts on the AONB given the status of the area and the ZTV which indicates that the line of the road may be visible from the designation.

If you wish to discuss further please do not hesitate to contact me further.

Regards,

Katherine

On Wed, 12 Sep 2018 at 11:28, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Good morning,

I am currently working on behalf of Highways England, in relation to the Landscape and Visual Impact Assessment for the A1 Alnwick to Ellingham highway improvement scheme

As part of this process I have undertaken a desk based study to identify potential viewpoint locations prior to my site visit w/c 1st of October. I am seeking consultation on the preliminary 18 viewpoint locations, in terms of their suitability and also if there are any additional views you would like to see included?

I have attached the following documents for reference:

- A1 Alnwick to Ellingham LVIA Methodology
- Figure 1 – Zone of Theoretical Visibility (ZTV)
- LVIA Consultation Letter

If you require any further information, please let me know.

Kind regards,

Sophie

Sophie Lewis *CMLI*

Consultant Landscape Architect

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M2 5JB

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--

Katherine Robbie

Senior Planning Officer

Specialist Team

Planning Services

Place Directorate

Northumberland County Council

County Hall

Morpeth

NE61 2EF



E-mail: Katherine.robby@northumberland.gov.uk

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McCulloch, Richard

From: Katherine Robbie <katherine.robby@northumberland.gov.uk>
Sent: 17 June 2019 12:08
To: Lewis, Sophie
Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Follow Up Flag: Follow up
Flag Status: Flagged

Sophie,
I've had a quick look at the viewpoints and for the purposes stated I think those chosen will be representative.

I hope this is the information you are looking for.

Regards,
Katherine

On Mon, 17 Jun 2019 at 08:46, Lewis, Sophie <Sophie.Lewis@wsp.com> wrote:

Morning Katherine,

I hope you had a good weekend.

Have you managed to review the proposed photomontage locations for A2E?

Thanks in advance.

Sophie

Sophie Lewis CMLI

Consultant Landscape Architect



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From: Lewis, Sophie

Sent: 22 May 2019 11:20

To: Katherine Robbie <katherine.robby@northumberland.gov.uk>

Subject: RE: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

Hi Katherine,

Hope you are well.

Following public consultation on A2E and as part of the ongoing landscape work. I am seeking consultation on the proposed photomontage locations:

Viewpoint 2 – to represent views of residents at West Linkhall

Viewpoint 4 – looking towards Charlton Mires Junction

Viewpoint 7 – to represent views of residents at Heckley House

Viewpoint 13 – to represent views at Drythopple and surrounding residents

Viewpoint 20 – to represent views of residences at Heckley Fence

The above locations have been selected to address questions that have been raised during the public consultation. The locations are illustrated on the attached Figure A9 – Zone of Theoretical Visibility.

I look forward to hearing your thoughts in terms of their suitability, if you require any further information please let me know.

Thanks

Sophie

Sophie Lewis *CMLI*

Consultant Landscape Architect



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From: Katherine Robbie [<mailto:katherine.robby@northumberland.gov.uk>]

Sent: 28 September 2018 15:43

To: Lewis, Sophie <Sophie.Lewis@wsp.com>

Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

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Sophie

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Sent: 27 September 2018 16:36

To: Lewis, Sophie <Sophie.Lewis@wsp.com>

Subject: Re: Representative Viewpoint Locations - A1 Alnwick to Ellingham Improvement Scheme

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Regards,

Katherine

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Sophie

Sophie Lewis *CMLI*

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Katherine Robbie

Senior Planning Officer

Specialist Team

Planning Services

Place Directorate

Northumberland County Council

County Hall

Morpeth

NE61 2EF



Cultural Heritage



Historic England

NORTH EAST OFFICE

Ms Alexandra Grassam
WSP
Three White Rose Office Park
Millshaw Park Lane
Leeds
LS11 0DL

Our ref: PL00440722

15 June 2018

Dear Ms Grassam

Thank you for your email regarding the production of an EIA for the A1 upgrade between Alnwick and Ellingham. Without knowing the specifics of the proposal apart from it involves widening the carriageway I can't say to what degree we would get involved with the scheme at the moment. However I do note that the red line boundary contains or is adjacent to a number of scheduled monuments and listed buildings and any direct impacts upon them will need to be seriously considered in some detail.

In respect to indirect impacts, again the nature of the scheme really dictates the extent of the study zone when it comes to considering the issue of setting. I would include consideration of the registered park and garden at Alnwick Castle because it is extensive in area and of the highest grade - I. Although impact matrixes are useful in sifting through a large number of assets, I advise using the more detailed and thorough approach to setting for the strongest impacts contained within Historic Environment Good Practice in Planning Note 3 - The Setting of Heritage Assets. <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

The lead from this office will either be myself or Lee McFarlane, Inspector of Ancient Monuments depending on where the impacts are the strongest. In respect to charging, we provide a free cycle of advice which results in an initial view on a proposal. After this we offer an extended pre application service where further analysis and comment is charged on a cost recovery basis subject to your agreement. More information on that can be found on our website - <https://historicengland.org.uk/services-skills/our-planning-services/enhanced-advisory-services/extended-pre-application-advice/>. In summary if you can provide more detail on the scheme we can advise further on the scope and content of the EIA.

Yours sincerely,

Martin Lowe
Principal Inspector of Historic Buildings and Areas



BESSIE SURTEES HOUSE 41-44 SANDHILL NEWCASTLE-UPON-TYNE NE1 3JF

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McCulloch, Richard

From: Lowe, Martin <Martin.Lowe@HistoricEngland.org.uk>
Sent: 15 June 2018 15:19
To: Grassam, Alex
Cc: Parrish, Aisling; McFarlane, Lee
Subject: A1 upgrade Alnwick to Ellingham
Attachments: A1 Alnwick to Ellingham EIA - Historic England initial letter .pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Alex

Further to your email to Aisling Parrish I attach a letter detailing our likely involvement and information requirements for the EIA on the A1 Alnwick to Ellingham.

Regards

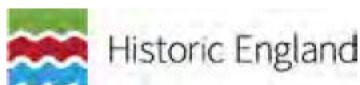
Martin Lowe

Martin Lowe | Principal Inspector of Historic Buildings and Areas, North East



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From: Collins, Mike <Mike.Collins@HistoricEngland.org.uk>
Sent: 07 June 2019 15:43
To: Grassam, Alex; McFarlane, Lee
Cc: Wilson, Victoria; UK - Project - A1 Northumberland; Karen Derham
Subject: RE: A1 in Northumberland: Alnwick to Ellingham

Dear Alex,

Thank you for your email, and apologies that my response has been slightly delayed.

Response to our comments

In addition to your email I have also received a letter from Mr Stoneman from Highways England. Although the contents of both communications are compatible with each other, Mr Stoneman's letter was less definitive on issues like the removal of the scheduled burial mound from the application scheme, perhaps because it predated the detailed discussions which led to your advice below. I only mention this to flag up the obvious need for the DCO application to be clear on such issues, and that if details change we clearly may need to revise our advice – something which we would all like to avoid happening.

We note your response to each issue – as you appreciate, as we are now outside of Historic England's free cycle of advice we cannot comment in detail on these. The one area where I would clarify our earlier comment is with reference to the potential for waterlogged remains within the scheduled burial mound to be impacted on through changes to the surrounding area, even if the burial mound itself is protected from direct impacts. I note that there are now no plans for a detention basin close to the site, which sounds positive. However, we would still expect the potential impact of the wider scheme on groundwater levels to be considered as part of the assessment process leading to the DCO application – it may be that there will indeed be no impact on groundwater levels, but the need to understand such impacts and present properly evidenced conclusions would nevertheless still remain.

Archaeological evaluation on non-scheduled areas

Although it is only right that Karen Derham from County Archaeology is the lead on this issue, as we've previously set out I think there also is a role for Historic England here because of the potential for further nationally-significant remains close to the scheduled site. On this basis we're happy to provide further advice as part of this process. However, again given that we've come to the end of the free cycle of pre-application advice, this does mean that before we can do so we need to have the EAS agreement in place. Perhaps we can arrange a suitable time to catch up on the phone and agree the likely scope of work you'll need us to do, to allow us to put together a cost estimate for this? Next week I am in for much of Monday, Wednesday and Thursday. In the meantime I am currently available from lunchtime on the 19th – I will blank this for the moment, in case we are able to put the EAS agreement in place in the meantime.

All best wishes

Mike

Mike Collins
Team Leader Development Advice

North East and Yorkshire
Inspector of Ancient Monuments: Hadrian's Wall
North East and Yorkshire & North West Regions

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From: Grassam, Alex [mailto:alex.grassam@wsp.com]
Sent: 21 May 2019 13:24
To: Collins, Mike; McFarlane, Lee
Cc: Wilson, Victoria; UK - Project - A1 Northumberland
Subject: A1 in Northumberland: Alnwick to Ellingham

Dear Mike and Lee,

I am contacting you to provide you with an update on the assessment work being undertaken for the proposed dualling of the A1 between Alnwick and Ellingham, Northumberland on behalf of Highways England. I have received the response to the Section 42 consultation and I thank you for your comments. I am also now in a position to share with you the results of the geophysical survey undertaken by SUMO of the scheme via this link https://wsponline-my.sharepoint.com/:b:/g/personal/alex_grassam_wsp_com/EaRZJyB44bILoby0LMcozqYBXkDuteX7QBL7jIO-ABEq8A?e=7VWNKo. Please let me know if you have any problems with this link.

I have structured this email to respond to each of the points provided in the S42 response. I am aware that we have now completed our free cycle of pre-application advice and that any further comments would be subject to a fee.

Prehistoric burial mound 420m north-west of East Linkhall

The scheme design has now been updated to remove the proposed detention basin from this location and to exclude the entire field containing this Scheduled Monument from the application boundary. The assessment will now be addressing potential impacts on this asset due to change in setting only.

Potential waterlogged archaeological remains within the scheduled burial mound

The removal of the detention basin from this field and the exclusion of the entire field from the application boundary has removed this as a potential impact on this asset. As part of the assessment on all aspects of the

historic environment, I will be cross referencing the assessment work being undertaken by the hydrology team in order to determine the impacts.

Early development of detail
This risk has been noted.

Archaeological evaluation on non-scheduled areas
The geophysical survey has identified features of potential origin immediately to the west of Scheduled Monument Camp at West Linkhall (National Monument List Number 1006500). Below are the extracts from SUMO's report which relate to this.



KEY			
	Probable Archaeology		Agricultural (Ploughing / Drain)
	Possible Archaeology		Natural (zone / trend)
	Uncertain Origin (discrete / trend / increased response)		Pile or Service
	Wedge & Furrow		Ferrous / Magnetic Disturbance

5.1.4 Area 4

1006500 (Scheduled Monument) Camp at West Linkhall. Iron Age occupation defended settlement site abuts the Scheme Footprint to the east of this area.

There is a cluster of magnetic anomalies [3] similar to those located in Area 4; that is, some of the responses are associated with extant earthworks and depressions, whilst others are possibly pits or similar archaeological features. Ridge and furrow cultivation effects are also visible in the northern third of the survey area (red survey corridor below). Without the evidence of the standing earthworks, it is uncertain how much weight would have been given to the magnetic results features, but the suggestion is that the site extends beyond the outline shown in the earthworks plan.



There is a potential, therefore, for remains directly associated with the Scheduled Monument outside of the Scheduled Monument boundary and within the Proposed Scheme. In line with National Planning Policy for National Network and NPPF, we are proposing to undertake a trial trench evaluation to establish if we do have “non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments” and therefore “should be considered subject to the policies for designated heritage assets.” We request and welcome your input into the development of the intrusive programme of works, along with the County Archaeology office at Northumberland County Council.

The geophysical survey failed to identify any anomalies of potential archaeological origin to the west of Scheduled Monument North Charlton medieval village and open field system (NHLE 1018348). We are therefore not proposing any works in this area at this time.

Milepost – NHLE 1371021 – Grade II listed
Comments noted.

Further pre-application involvement from Historic England

It is noted that we have now completed the free cycle of advice from yourselves and all further consultation would be subject to a fee. We will liaise with Highway England to get this in place as we would like to progress further consultation as quickly as possible to ensure we remain on programme.

We would also like to invite you to a site visit in order assist in determining the scope of the evaluation works proposed and to address any other matters relating to the impact of the Scheme on the historic environment. We are currently anticipating being on site next on either the 12th or 13th June.

Kind regards

Alexandra Grassam BA MSc
Senior Heritage Consultant

wsp

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From: Collins, Mike <Mike.Collins@HistoricEngland.org.uk>
Sent: 22 July 2019 17:04
To: Grassam, Alex
Cc: UK - Project - A1 Northumberland; Wilson, Victoria
Subject: RE: A1 in Northumberland: Alnwick to Ellingham consultation

Dear Alex,

Further to the message I've just left you, my understanding is that the A1 Alnwick to Ellingham scheme has now been adjusted to ensure that there will be no scheduled monuments within the development area for the scheme. As such, it seems to me that our potential remit has changed:

1. With reference to non-scheduled archaeological remains you are already engaged in discussions with Karen Derham from the County Council. We believe that this is absolutely the right thing for you to do, the County being the expert advisors on this issue. Given that this issue is within Karen's remit rather than our own, we have to consider all our other work, the staff time and resources that would go into carrying out the work that you have helpfully outlined and also the value that would be added to the process by this engagement. Having done this, we do not think it would be appropriate in this case for us to be involved in this issue at this point – we would effectively be duplicating the discussions you are already having with Karen, and are content that the County are more than capable of dealing with this issue
2. As you'll recall, there was some suggestion that works required for the scheme could potentially have an impact on water levels and flows, leading to the degradation of any waterlogged archaeological remains within the scheduled monuments close to the road. My understanding is that the wider WSP team felt that such an impact was unlikely to happen. We would expect to see the issue considered in a detailed and evidence-based way, and it is possible that once this has been done you might wish to come back for comment on the analysis done, but until that stage we clearly wouldn't have anything to comment on, and I am sure that all of us would prefer to avoid any unnecessary evaluation work looking for waterlogged archaeology on scheduled sites if this is actually unnecessary because there will be no impact on water levels within them

In summary – we don't believe it would be appropriate to conclude an agreement to cover extended pre-application advice at this point, but that it might be necessary to revisit this with reference to the very specific issue of waterlogged archaeological remains within scheduled monuments only, once your thinking on this issue has developed further.

Happy to discuss further, and all best wishes

mike

Mike Collins
Team Leader Development Advice
North East and Yorkshire
Inspector of Ancient Monuments: Hadrian's Wall
North East and Yorkshire & North West Regions

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From: Grassam, Alex [mailto:alex.grassam@wsp.com]
Sent: 02 July 2019 13:57
To: Collins, Mike
Cc: UK - Project - A1 Northumberland; Wilson, Victoria
Subject: A1 in Northumberland: Alnwick to Ellingham consultation

Dear Mike,

I hope you are well. As discussed in our last phone call, here is a list of the activities I would require your input into for the consultation for the DCO application.

1. Review of Written Scheme of Investigation for West Linkhall
2. Review of Written Scheme of Investigation for North Charlton
3. Attendance on site during West Linkhall excavation (scheduled late July)
4. Attendance on site during North Charlton excavation (scheduled late July)
5. Review of the Historic Environment Desk-based Assessment and provision of comments on impacts and effects on the Scheduled Monuments
6. Consultation and review of Outline Written Scheme of Investigation for the trial trenching on the Scheme (works to be undertaken post-consent).

I think that covers what I know is required for now. My assessment has not identified any Grade I or Grade II* Listed Buildings which could be impacted by the Scheme, so it is just the Scheduled Monuments I believe we need to focus on.

Are you able to make a calculation of what time/money you will need from the SMA to cover this?

Kind regards

Alexandra Grassam BA MSc
Senior Heritage Consultant



McCulloch, Richard

From: Collins, Mike <Mike.Collins@HistoricEngland.org.uk>
Sent: 07 June 2019 16:09
To: Grassam, Alex
Subject: RE: Grassam, Alex shared "SUMO Report 13633 A1 in Northumberland" with you.

That's come through fine Alex 😊

Have a good weekend

mike

Mike Collins
Team Leader Development Advice
North East and Yorkshire
Inspector of Ancient Monuments: Hadrian's Wall
North East and Yorkshire & North West Regions
[REDACTED] [REDACTED]

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From: Grassam, Alex [mailto:alex.grassam@wsp.com]
Sent: 07 June 2019 15:59
To: Collins, Mike
Subject: Grassam, Alex shared "SUMO Report 13633 A1 in Northumberland" with you.

Dear Mike, this email contains a link to the report. If this doesn't work, please let me know and I will send it via my Drop Box account.



This link only works for the direct recipients of this message.



SUMO Report 13633 A1 in Northumberland

Open



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AGENDA & MEETING NOTES

PROJECT NUMBER	70044136 and 70044137	MEETING DATE	22 August 2018
PROJECT NAME	A1 in Northumberland	VENUE	NCC Offices, Morpeth
CLIENT	Highways England	RECORDED BY	VW
MEETING SUBJECT	Meeting subject		

PRESENT	Lee McFarlane – Historic England (LM), Glen Shaw – NCC Conservation Officer (GS), Karen Derham – NCC Archaeologist (KD), Alyssa Young (via telephone) – HE Environmental Advisor (AY), Alex Grassam (AG) – WSP Cultural Heritage Lead, Victoria Wilson (VW) – A2E Section Environment Lead
APOLOGIES	None
DISTRIBUTION	As above plus: Click to type
CONFIDENTIALITY	Restricted

ITEM	SUBJECT	ACTION	DUE
1	Introductions	N/A	N/A
2	Morpeth to Felton Section: Introduction to the scheme design and programme	N/A	N/A
3	<p>Morpeth to Felton: Review of potentially sensitive receptors identified in the draft Historic Environment desk-assessment and in the PEIR</p> <p>Geophysical Survey is complete and has been circulated</p> <p>KD concerned that the Geophysical Survey does not show all details</p> <p>GS not concerned about permanent impact on above ground assets</p> <p>The following advice was provided for activities during construction</p> <ul style="list-style-type: none"> ■ <u>Felton Park</u> – Construction traffic should avoid the lane and these measures should be included in the ES and CEMP; ■ <u>Causey Park</u> – Locally significant feature that is considered to be haunted. ■ <u>Milestones</u> – A single milestone is to be removed. The remaining five are on the section that is to be de-trunked so will not be disturbed during construction. AG unable to locate some but will contact Milestone Society to ask for more information if available. <p>KD requested that a WSI be provided as part of the ES Chapter and the use of LiDAR data as another tool to assess the potential for archaeological remains was also advised to form part of the assessment.</p>	<p>AG</p> <p>AG</p> <p>AG/VW</p> <p>AG/VW</p> <p>AG</p>	<p>As part of EIA</p> <p>As part of EIA and in CEMP</p> <p>As part of EIA</p> <p>As part of EIA</p> <p>If needed</p>

MEETING NOTES

	LM stated that further pre-application advice would be chargeable. AG to check whether agreement is already in place for NCC.		
4	<p>Morpeth to Felton: Post submission programme of investigation and mitigation</p> <p>LM expressed concern about the use of design and build contracts following issues with other Highways England Schemes, e.g. The A1 scheme and Catterick.</p> <p>With regards to trial trenching, KD suggested that 5 to 10 % of the scheme area should be subject to survey ahead of construction. Areas of specific interest are at the pit alignment and chapel, following the outputs of the Geophysical Survey.</p>	AG	As part of EIA
5	Alnwick to Ellingham: Introduction to the scheme design and programme	N/A	N/A
6	<p>Alnwick to Ellingham: Review of potentially sensitive receptors identified in Scoping report</p> <p>The Prehistoric burial mound Scheduled Monument within the current redline boundary was the main concern. VW stated that WSP were looking at alternatives to the siting of the detention basin in this field so as to avoid the need for this field to remain within the Scheme.</p>	VW	Ongoing
7	<p>Alnwick to Ellingham: Programme of works required to support the DCO submission</p> <p>Geophysical Survey is currently being procured and the final report will be circulated in due course.</p> <p>LM requested that a detailed topographic survey of the camp, a Scheduled Monument at West Linkhall would be useful. AG to take away and consider further.</p> <p>It was agreed that Rock Conservation Area is unlikely to be impacted. AG is to complete a walkover survey of the Kiln by walking from CA, to assess potential impacts.</p> <p>Pillbox</p> <p>Due to potential impacts on Scheduled Monuments, Historic England is likely to need to be involved up to submission. AG to contact directly following desk based and Geophysical baseline work completed</p> <p>LM requested that Historic Landscape viewpoints are included within the scope of the EIA, and that these should be agreed with a colleague, Chris Mayes. Viewpoints to be determined using the calculated Zone of Theoretical Visibility (ZTV). AG/VW to liaise with WSP Landscape specialist.</p>	<p>AG/VW</p> <p>AG</p> <p>AG</p> <p>AG</p> <p>AG/VW</p>	<p>In due course</p> <p>In due course</p>
8	<p>AOB</p> <p>None</p>	N/A	N/A

MEETING NOTES

NEXT MEETING

An invitation will be issued if an additional meeting is required.

McCulloch, Richard

From: Grassam, Alex
Sent: 02 July 2019 13:59
To: Karen Derham
Cc: UK - Project - A1 Northumberland; Wilson, Victoria; Collins, Mike
Subject: A1 in Northumberland Alnwick to Ellingham - West Linkhall
Attachments: A1inNorthumberland_A2E_WSI_DraftForComment.pdf

Dear Karen,

Please find attached the Draft WSI for the trial trench excavation at West Linkhall, Alnwick, Northumberland for your comments.

Please feel free to give me a call if you wish to discuss this document. We are aiming to be on site in late July.

Kind regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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McCulloch, Richard

From: Grassam, Alex
Sent: 04 June 2019 16:43
To: Karen Derham; mike.collins@HistoricEngland.org.uk; McFarlane, Lee
Cc: Wilson, Victoria; UK - Project - A1 Northumberland
Subject: A1 in Northumberland Alnwick to Ellingham Site meeting

Dear all,

I emailed an update on the A1 in Northumberland Scheme on the 21st May, including a link to the results of the geophysical survey. Please let me know if you have had any problems accessing the report.

I also suggested that it would be useful to have a site visit to look at any areas identified so far as being potentially sensitive and to discuss the proposed trial trenching next to the Scheduled Monument Camp. I need to try and fix a date for this now so we can arrange site access. I am proposing Wednesday 19th June. Can you please let me know if you would like to attend and if this date is ok.

Kind regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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From: Grassam, Alex
Sent: 21 May 2019 13:31
To: Karen Derham
Cc: Wilson, Victoria; UK - Project - A1 Northumberland
Subject: A1 in Northumberland: Alnwick to Ellingham.









Dear Karen,

I hope you are well. I am contacting you to provide you with an update on the assessment work being undertaken for the proposed dualling of the A1 between Alnwick and Ellingham, Northumberland on behalf of Highways England.

I am also now in a position to share with you the results of the geophysical survey undertaken by SUMO of the scheme – you should be able to access it via this link https://wsponline-my.sharepoint.com/:b:/g/personal/alex_grassam_wsp_com/EaRZJyB44blLoby0LMcozgYBXkDuteX7QBL7jIO-ABEq8A?email=karen.derham%40northumberland.gov.uk&e=aCRJAe. If you have any issues with this link, please let me know.

I would like to draw your attention in particular to the results near the Scheduled Monument Camp at West Linkhall (National Monument List Number 1006500). The survey has identified features of potential origin immediately to the west of camp. Below are the key extracts from SUMO's report which relate to this.



KEY		
	Probable Archaeology	 Agricultural (Ploughing / Drain)
	Possible Archaeology	 Natural (zone / trend)
	Uncertain Origin (discrete / trend / increased response)	 Plot or Service
	Ridge & Furrow	 Ferrous / Magnetic Disturbance

5.1.4 Area 4

1006500 (Scheduled Monument) Camp at West Linkhall. Iron Age occupation defended settlement site abuts the Scheme Footprint to the east of this area.

There is a cluster of magnetic anomalies [3] similar to those located in Area 4; that is, some of the responses are associated with extant earthworks and depressions, whilst others are possibly pits or similar archaeological features. Ridge and furrow cultivation effects are also visible in the northern third of the survey area (red survey corridor below). Without the evidence of the standing earthworks, it is uncertain how much weight would have been given to the magnetic results features, but the suggestion is that the site extends beyond the outline shown in the earthworks plan.



There is a potential, therefore, for remains directly associated with the Scheduled Monument outside of the Scheduled Monument boundary and within the Proposed Scheme. In line with National Planning Policy for National Network and NPPF, we are proposing to undertake a trial trench evaluation to establish if we do have “non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments” and therefore “should be considered subject to the policies for designated heritage assets.” We request and welcome your input into the development of the intrusive programme of works, along with Historic England.

The geophysical survey failed to identify any anomalies of potential archaeological origin to the west of Scheduled Monument North Charlton medieval village and open field system (NHLE 1018348). We have also updated the design to remove the proposed detention basin in the field within the Scheduled Monument barrow (NHLE 1018499) from the scheme, so all of this field has now been excluded from the application boundary. We are therefore not proposing any works in these areas.

As a first approach, I would like to arrange a time convenient to you to discuss the proposed scope of evaluation by the scheduled camp via telephone. We would also like to invite you to a site visit in order assist in determining the scope of the evaluation works proposed and to address any other matters relating to the impact of the Scheme on the historic environment. We are currently anticipating being on site next on either the 12th or 13th June. I appreciate that there is a charge for this input, but believe this is covered by the contract set up for the Morpeth to Felton Scheme. If this is not the case, do please let me know and I will chase it up at our end.

I have been in contact with Mike Collins and Lee McFarlane at Historic England in regards to this application.

Regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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McCulloch, Richard

From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 18 June 2019 12:48
To: Grassam, Alex
Subject: Re: A1 in Northumberland Alnwick to Ellingham Site meeting

No problem, I'll park in the village and look out for you!

On Tue, 18 Jun 2019 at 12:41, Grassam, Alex <alex.grassam@wsp.com> wrote:

Brilliant – thanks Karen. I propose we try and park on the west side of the A1, in the village, and then proceed on foot using the underpass to get to site. I'm very wary of taking vehicles to the east side in case the landowner takes issue.

From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 18 June 2019 12:22
To: Grassam, Alex <alex.grassam@wsp.com>
Subject: Re: A1 in Northumberland Alnwick to Ellingham Site meeting

Thanks for the email. Happy to meet at 11am at North Charlton, would you like to meet where the cars are parked on on site? My work mobile is 07966329054.

Regards

Karen

On Tue, 18 Jun 2019 at 10:04, Grassam, Alex <alex.grassam@wsp.com> wrote:

Hi Karen,

We have just had access confirmed for tomorrow. Please find attached a copy of the RAMs for the site visit.

I propose we meet at North Charlton first to look at the northern Scheduled Monument Site. 11am ok for you?

Location 1: North Charlton Medieval Village and Open Field System. Parking in North Charlton Village, on west side of A1 (postcode NE67 5HP). From here, proceed on foot to site, accessing it via the underpass of the A1.



We can then travel south to review the proposed trenching site:

Location 2: Camp at West Linkhall. Park along access road to West Linkhall property, on west side of the A1 (postcode: NE67 5HU). From here, cross over the A1 and access field via farmers gate.



In addition to this, I'm happy if you want to have a drive along the scheme together.

Unfortunately, Mike can't join us as we haven't got paper work and pennies sorted. I spoke to him yesterday and he requested that we go ahead without him, given the difficulties with access. There will be another opportunity to meet on site once the excavations are underway, and we can try and look at the northern SM from public rights of way.

Regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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From: Karen Derham <karen.derham@northumberland.gov.uk>

Sent: 17 June 2019 12:51

To: Grassam, Alex <alex.grassam@wsp.com>

Subject: Re: A1 in Northumberland Alnwick to Ellingham Site meeting

No problem, keep me posted. Unfortunately we didn't go on holiday as my Dad lost his passport and we couldn't find it anywhere in his house. Ah well, rescheduled for October.

Regards

Karen

On Mon, 17 Jun 2019 at 09:50, Grassam, Alex <alex.grassam@wsp.com> wrote:

Hi Karen,

I hope you had a lovely holiday.

I'm still aiming for Wednesday, but at the moment I am still trying to get access confirmed. All being well, I will be there for around 11.30am on Wednesday.

It is looking very unlikely that Martin from Historic England will be able to attend as we've not managed to get payment set up, but this is my only opportunity to get myself and anyone one else onto the Scheduled Monument at the northern end of the Scheme.

Alex

From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 17 June 2019 09:40
To: Grassam, Alex <alex.grassam@wsp.com>
Subject: Re: A1 in Northumberland Alnwick to Ellingham Site meeting

Hello Alex,

I was wondering if the site visit on Wednesday has been agreed and what time we are intending to meet on site.

Thanks

Karen

On Tue, 4 Jun 2019 at 16:43, Grassam, Alex <alex.grassam@wsp.com> wrote:

Dear all,

I emailed an update on the A1 in Northumberland Scheme on the 21st May, including a link to the results of the geophysical survey. Please let me know if you have had any problems accessing the report.

I also suggested that it would be useful to have a site visit to look at any areas identified so far as being potentially sensitive and to discuss the proposed trial trenching next to the Scheduled Monument Camp. I need to try and fix a date for this now so we can arrange site access. I am proposing Wednesday 19th June. Can you please let me know if you would like to attend and if this date is ok.

Kind regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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Karen Derham

Assistant County Archaeologist

Northumberland Conservation

Development and Regulatory Services

Northumberland County Council

County Hall

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Northumberland NE61 2EF

Telephone: 01670 622655

Fax: 01670 533409

email: karen.derham@northumberland.gov.uk

McCulloch, Richard

From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 26 July 2019 15:42
To: Grassam, Alex
Subject: Re: A1 A2E - Intrusive works

will do, have a lovely break too

On Fri, 26 Jul 2019 at 15:40, Grassam, Alex <alex.grassam@wsp.com> wrote:

Hi Karen,

Many thanks for the quick response to the trench locations. I will get the WSIs updated and over to you for when you get from your holiday (I hope you have a nice break!). In the meantime, I will continue working with PCA to get mobilised on site.

As discussed, my leave starts on Friday 2nd August and I am not back until the 12th August (when you are off on annual), so we will miss each other for the next few weeks. In my absence, can you please copy in Jeremy Bradley (Jeremy.bradley@wsp.com) and Victoria Wilson (Victoria.wilson@wsp.com) into any correspondence relating to the project.

Regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 26 July 2019 15:00
To: Grassam, Alex <alex.grassam@wsp.com>
Subject: Re: A1 A2E - Intrusive works

Dear Alex,

Thank you for the amendments to the trenching at South Charlton, which I'm happy with and the clarification about the other sites.

Regards

Karen

On Fri, 26 Jul 2019 at 14:22, Grassam, Alex <alex.grassam@wsp.com> wrote:

Hi Karen,

Thanks for your response. We are working away at our end to help resolve the payment issue too, to support you in this.

I have noted your comments about the wording in the WSIs and will update accordingly.

Updated Proposed Trenching Plan

I have had a look at your proposed trench location alterations and have made the following adjustments:

- 1.The 5th trench from the north has been rotated through 90 degrees so it crosses the “linear trench of uncertain origin”
- 2.The 6th trench has been located approximately 13m to the south to evaluate area of “natural” on the geophysical survey
- 3.The 8th trench has been rotated and relocated to the south-east so it intersects with the two potential pit anomalies.
- 4.The 7th trench has been repositioned to evaluate the space between 6th and 8th trench.
- 5.The 12th trench has been repositioned so it targets an area potentially obscured by magnetic disturbance, and an area of “natural”. I don’t want to add another trench in this location as it is one of the access tracks to field and looks to me like the land has been built up to provide an elevated access route in (see photo below – it is at the far end of the photo, near the road sign). The landowner needs to be able to retain this access point. This could account for the geophysical survey results in this area.



Proposed trench location amendments (previous in red, new in green)



View south across site to southern access point

Can you please let me know if you are happy with these updates. As you say, some of these may well have to be updated anyway to take account of the topography in the site, and avoid obstacles such as shrubs.

Additional Areas of Geophysical Survey

By way of a quick response to your final point, I'm making an assumption on the areas of potential archaeological interest you have identified from the geophysical survey. I should have stated that the geophysical survey area was larger than our current application area – it was based on the one we used at the scoping stage. One area of interest from the geophysical survey is the potential ring ditch features to the west of Charlton Mires. The red line boundary has been pulled in at this location, however, and these will not be directly impacted.



The second one is the highly likely archaeological features at East Linkhall – near the Non-Designated potential camp earthwork. There will be no physical direct impacts from the Scheme here, as the access road is an existing feature.



The geophysical survey also included the field to north of East Linkhall which contains the Scheduled barrow, and a possible curvilinear feature was picked in here – all of this field has been removed now.



Regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 26 July 2019 12:31
To: Grassam, Alex <alex.grassam@wsp.com>
Subject: Re: A1 A2E - Intrusive works

Dear Alex,

Thank you for your email. Our admin team is currently looking into which part of NCC Highways England has set up purchase order PO 4099099-1 with. However any clarification on this matter from Highways England may help to resolve the issue. In particular we need to know the address and email address where my invoice needs to be sent and a copy of the purchase order should clarify this is its is possible to email me a copy.

As we discussed on the phone on Wednesday, it was my intention to provide you with my comments on the two written scheme of investigation before I go on leave, irrespective of whether the issue of invoicing had been resolved. It is also my understanding that the approval of the WSI is not the only issue which still needs to be resolved before work can commence on site.

Please find my comments attached for the two WSIs below.

WSI for trial trenching at North Charlton

3.1.4 east and west have been transposed on bullet point 4

4.2.1 It would be useful to clearly state that the test pits must be positioned outside the scheduled area and positioned to evaluate the potential man-made earthworks on top of the ridge

4.4.13 Don O'Meara is the HE Regional Science Adviser (0191 269 1250 07824 529245)

In the environmental sampling section of the WSI it would be useful to add in the potential requirement for an on-site visit by a suitably experienced geo-archaeologist/soil scientist if there is any uncertainty about the archaeological versus geological origin of the remains which are revealed.

Contingency requirement - a contingency requirement is needed in case there are issues which can be resolved by the expansion of existing trenches or the provision of additional trenching. Up to 10 linear metres of additional trenching (1.8m in width) should be sufficient with the understanding that unless small-scale expansion of the trench, the contingency will only be implemented with the agreement of WSP and NCC Conservation Team

7.2.2 Site visits by NCC will be subject to their standard charging strategy

Trench layout. Having visited the site and looked at the Blood and Bowden article you sent, there is a definite potential that the lower ground to the immediate east of the A1 has been truncated. While the trenching will show the build-up of deposits across the site, is there the potential for an east-west trench positioned to take in both the lower ground and the ridge to the east? This should hopefully clearly demonstrate if an earlier build-up of deposits and ground levels had been removed, increasing the gradient of this ridge.

In addition, the geophysics report states that there is a level of background disturbance but the anomalies highlighted in grey on Figure 3 of the geophysics report are marked as uncertain origin rather than as a pipe or service. As a result I would request that the southernmost linear trench is moved to the north to intersect with the curving anomaly unless there are other issues such as services which would prevent this.

WSI for trial trenching to the east of the A1 at South Charlkton

Contingency requirement - a contingency requirement is needed in case there are issues which can be resolved by the expansion of existing trenches or the provision of additional trenching. In this WSI the contingency requirement should be but higher, up to 60 linear metres (1.8m in width) but once again with the understanding that unless small scale expansion of the trench, the contingency will only be implemented with the agreement of WSP and NCC Conservation Team

Trenching: I appreciate that services and topography have an impact on trenching location. However looking at the geophysical survey results (figure 3), the green dotted line is flagged up as a feature of uncertain origin so if the 5th or 6th trench from the north was moved to a NW-SE orientation this would cross the line, if feasible with topography. In addition if the 7th trench was moved to the south, it could intersect with the potential pit anomalies (in blue) and provide a section through the natural anomaly marked in yellow on the geophysical survey report, particularly if this represents a watercourse with the potential for remains or palaeo-environmental evidence (the 8th trench could be moved further north to provide coverage). An additional trench at the southern end of the site would also provide coverage and evaluate an area which is obscured by magnetic disturbance/ferrous material.

Further archaeological evaluation on the Alnwick to Ellingham section of the A1

The geophysical survey report has identified other anomalies of potential archaeological origin, please could you provide an indication of the trenching is likely to be carried out in those areas?

Many thanks

Karen

On Thu, 25 Jul 2019 at 14:45, Grassam, Alex <alex.grassam@wsp.com> wrote:

Hi Karen,

Thanks for the update on this yesterday. I understand that you are unable to review the attached until the payment is addressed. I provided you confirmation of this on the 15th July, however if you need any further assistance with this, can you please let me know so I can see what I can sort out from our end.

You also mentioned you are on leave next week (29th July) and part of the week after (5th August) – did I understand this correct?

As we haven't had these signed off, we have decided to delay the start of the intrusive works from Monday 29th July until we get these documents approved. Can you please let me know when you may be able to provide me with comments on these?

Unfortunately, we are on a tight deadline to deliver this work, and I have to try to minimise any delays which could impact the submission of the DCO application.

Regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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<https://www.visitnorthumberland.com/sharenland>

From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 02 July 2019 10:20
To: Grassam, Alex
Cc: Wilson, Victoria; UK - Project - A1 Northumberland; Collins, Mike
Subject: Re: A1 in Northumberland AE2: Summary of site meeting - 19th June 2019
Attachments: Charging-Policy (5).pdf

Dear Alex,

Thanks for the email which effectively summarises our site visit. As we discussed on site, it would be useful to have both locally experienced archaeological contractors and a geo-archaeologist who will be able to identify whether the earthworks at North Charlton are archaeological or geological in origin which will inform the level of preservation versus mitigation which will be required on the site.

I've attached a copy of our charging strategy for reference and I look forward to receiving a WSI for comment in due course.

Regards

Karen

On Thu, 27 Jun 2019 at 11:58, Grassam, Alex <alex.grassam@wsp.com> wrote:

Dear Karen,

Thank you so much for attending the site meeting on the 19th June 2019. The meeting formed part of ongoing consultation for the preparation of the Cultural Heritage Chapter of EIA to support the upcoming DCO application to dual the existing A1 between Alnwick and Ellingham.

The Scheme boundary is located adjacent to the boundaries of two Scheduled Monuments: Camp at West Linkhall (NHLE 1006500) and North Charlton Medieval Village and open field system (NHLE 1018348). As outlined in the Planning Act 2008 Section 42 response from Historic England (dated 8th April 2019), these areas require further consideration to determine what level of assessment is necessary to inform the assessment due to the potential for the Scheme to contain non-designated remains of national significance. The purpose of the meeting was to visually assess the Scheme immediately adjacent to two Scheduled and to discuss the level of assessment, and to understand the aims of the work.

Below is a summary of the meeting and key points. Can you please confirm that this matches your understanding of what we saw and discussed.

Camp at West Linkhall

No intrusive investigations are recorded within the Monument and its date and function is unconfirmed, although it is assumed to be an Iron Age date defensive settlement site. The earthworks within the designated boundary are well preserved and clearly of archaeological origin. There are earthworks extending beyond the monument's boundary, primarily in the form of ridge and furrow. There is a potential for buried remains predating the ridge and furrow to be preserved under the earthworks, potentially relating to the monument. This part of the Scheme requires ground disturbance for the construction of the dual carriageway and haul road to the east of the carriageway. There is no viable option to relocate the works to the west. Given the potential for remains of national significance and the scale of the impacts proposed in this location, evaluation trenching is recommended to determine the presence, absence, extent and value of the buried archaeological resource.



Camp at West Linkhall (NHLE 1006500)

Medieval Village and open field system

No intrusive investigations are recorded within the Monument, however from the form of earthworks it is assumed to be a deserted medieval village. The earthwork remains on the east side of the carriageway appear to be associated with the open fields and there is abundant ridge and furrow earthworks both within and beyond the monument boundary. At the northern end of the scheme, the scheme boundary follows the existing highway boundary represented by a fence. There is an existing trackway running parallel to the scheme. Moving southwards beyond the trackway, the scheme boundary runs through the edge of the field along a flat area of land. It then moves out slightly to the east and follows the edge of the designated boundary. This is where the current single carriageway and dual carriageway join up.

The site visit observed that the boundary of the monument is represented by curvilinear ridge running broadly north-south and measuring up to approximately 2m in height. The land either side of the bank is flat. Running along the top of the bank are a series of smaller east-west aligned ridges, possibly the remains of ridge and furrow cut into the bank. The site visit identified two issues.

The first is the potential for buried archaeological remains in the Scheme boundary here in the flat area. It is not clear whether this area has been impacted on by previous activity (i.e. creation of the existing dual carriageway). The merits of undertaking intrusive evaluation works here as part of the assessment were highlighted to establish previous levels of disturbance and the potential for the survival of archaeological remains.

The second issue relates to the earthworks associated with the linear bank, which extend outside of the monument boundary and into the scheme footprint. It is not clear if all of the earthworks are of archaeological origin. Intrusive evaluation works were discussed in order to understand the origin, purpose, date and value of the earthworks.



North Charlton Medieval Village and open field system (NHLE 1018348)

Actions:

WSP will communicate these recommendations to Highways England.

Kind regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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McCulloch, Richard

From: Karen Derham <karen.derham@northumberland.gov.uk>
Sent: 12 July 2019 10:57
To: Grassam, Alex
Subject: Re: A1 in Northumberland Alnwick to Ellingham - West Linkhall

Thanks Alex, any word on agreeing charging as we probably need to get that sorted before progressing much further.

Many thanks

Karen

On Tue, 2 Jul 2019 at 13:59, Grassam, Alex <alex.grassam@wsp.com> wrote:

Dear Karen,

Please find attached the Draft WSI for the trial trench excavation at West Linkhall, Alnwick, Northumberland for your comments.

Please feel free to give me a call if you wish to discuss this document. We are aiming to be on site in late July.

Kind regards

Alexandra Grassam BA MSc

Senior Heritage Consultant



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--

Karen Derham

Assistant County Archaeologist

Northumberland Conservation

Development and Regulatory Services

Northumberland County Council

County Hall

Morpeth

Northumberland NE61 2EF

Kleinschmidt, Georgie

Subject: FW: A1 in Northumberland Alnwick to Ellingham - Draft WSI for Trenching and Historic Building Recording

Attachments: A2E_WSI_DraftFigs_Optimized.pdf; A2E_WSI_NCC .docx; Appendix 8.6WSI_HBR_NCC.docx

From: Grassam, Alex <alex.grassam@wsp.com>

Sent: 11 February 2020 16:46

To: Karen Derham <karen.derham@northumberland.gov.uk>

Cc: Hales, Sally <Sally.Hales@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>

Subject: RE: A1 in Northumberland Alnwick to Ellingham - Draft WSI for Trenching and Historic Building Recording

Dear Karen,

Many thanks for your comments. I have added the ones related to the WSIs into the documents themselves as comments and tracked changes so you can see easily the responses. I have reviewed your requests for relocation of trenches and have provided a narrative below. Most we have been able to address. I have updated the trench plan (attached).

Trench locations

Firstly, I don't appear to have the geophysical survey report for this section, it may have been lost in the mire of emails but if you could send a copy over that would be much appreciated. – *Please send me a file link so I can upload it at your end*

I have been looking at the digitized extent of anomalies on the plans in the WSI and while I appreciate this has its limitations, I thought it would be useful to provide some initial comments before only being in the office for 2 days over the next 2 weeks.

Rather than having a long line of trenches to the east of the A1 but taking into consideration trench positions in a limited space, is there a possibility of angling the trenches on different orientations to get wider coverage? *A few have been angled more but often the space available to trench is considerably narrower than shown on the trenching plan . This is due to trees and wide verges of the A1.*

In addition, there is an absence of trenches in the narrow strips (roads or services?) back from the A1 and a section between trenches 18 and 20 and between trenches 225 and 228 where anomalies have been noted. What's the reasoning and can this be amended? *The haul roads have only been evaluated where they are to cross virgin ground. For the most part, they follow existing farm access track and we thought there would be little value in evaluating these sections. The gap between Trs 18 and 20 (now 15 and 18) is currently wooded. The gap between Trs 225 and 228 (now 205 and 208) is the site of the earlier West Linkhall eval.*

In addition, looking at the location of geophysical anomalies, could the following trench location amendments be carried out (unless there is a good reason why not):

- Trench 28 be extended to the north to ensure it intersects with the potential linear? *The geophysical anomaly cross Tr28 close to its mid-point. Tr28 was located as it is to assess whether the two parallel anomalies to the east continue on their south-west alignment in to the evaluation area. Now lengthened NNW*
- Trenches 24 and 25 be combined and extended slightly at either end to ensure it intersects with anomalies? *Extended both trenches to catch the linears.*
- Move Trench 13 slightly further north to provide better coverage and potentially intersect with any continuation of the linear in Trench 14. *Moved it 5m north-west but a SW-NE overhead will not allow much more.*

- Is trench 7 necessary in that location or if moved further north-east will it provide better coverage? **Moved north-east towards Tr8.**
- Trench 43 and 44 may as well be connected and have a greater chance of intersecting with any extension of the linear to the north. **DONE**
- Can trench 41 be reorientated to be perpendicular to the anomalies or is it positioned to intersect with the maximum number of anomalies? **It was positioned to intersect with three anomalies and assess the interior of the small enclosure. Altered to an L-shaped to be perpendicular to the anomalies.**
- Can trench 37 or 38 be moved 90 degrees or so to provide better coverage? **Space is very tight here as two overhead cables run E-W between Trs37 and 38. And a field boundary runs WSW-ENE between Tr37 and Trs 35 and 36. There is no real potential to move 38 but 37 was shortened to c.20m and located half way between Trs 35 and 36 on a NNW-SSE alignment.**
- Can Trench 139 be moved slightly further to the west where it is less likely to miss the 2 anomalies it is positioned to intersect with. **Moved, but needs to avoid paddock fencing.**
- Trenches 90-94 are all positioned to intersect with the same linear anomaly as are trenches 230-235 over a different linear. Can they be shifted around a bit to provide wider coverage of the areas? **Yes updated**
- Does Trench 89 have the potential to miss the anomaly, can it be shifted round? **The NNW end of the trench is close to the field boundary so not much wiggle room. Lengthened it SSEwards.**
- There are a high density of trenches in the area of Charlton Mires (Trenches 178-220), some with multiple sections across the same linear, given the density of multiple linears in some areas, is there a merit is actually opening up an area rather than linear trenches in the eastern part of this area to understand the nature, extent and origin of the anomalies? **Too many trenches in this area; have redone the maths. Trenches now more evenly distributed.**
- Can trench 137 be repositioned to ensure it doesn't miss the anomaly and to establish if there is a return to the feature on the western side? **Changed Tr137 to a T-shaped arrangement**
- If Trench 139 is moved further to the west it will ensure it doesn't miss the 2 linears. **Think this is a repeat of a point above?**
- Could trenches 147 and 148 be connected? **Done.**

FYI: due to a change to the RLB, Trenches 1-3 and 76-79 are no longer required.

From: Karen Derham <karen.derham@northumberland.gov.uk>

Sent: 06 February 2020 16:30

To: Grassam, Alex <alex.grassam@wsp.com>

Subject: Re: A1 in Northumberland Alnwick to Ellingham - Draft WSI for Trenching and Historic Building Recording

Dear Alex,

Thank you for the two WSIs I have looked at the documents and have the following comments to make.

Historic building recording WSI

2.4.2 objective 3 and section 2.8 - archive at Woodhorn and digital archive at ADS

On site recording

2.6.4 What is meant by "sketched requirements"?

There is no specific section for drawings including the range of drawings to be used and the need for a plan showing the location and orientation of the photographs have been taken.

2.6.5 Building Site Investigation. The WSI has identified that a site visit is required by the archaeological contractors before producing a method statement (section 2.5.1, 2.5.3, 3.2.2) and the building site investigation as described in the WSI will help to inform the extent of drawings required. As a result, this section should be included in the requirements before the method statement is produced rather than afterwards, as it will help to inform the level of recording work, particularly drawings that are required and whether rectified photography is more appropriate than drawings in this instance

2.6.6 the use of graduated metric scale needs to be stated

2.7.1 there is no reference to elevational drawings , if required.

Trial trenching WSI

1.1.3 needs to briefly include the same level of detail about the evacuation at North Charlton

1.1.6 Could you detail the potential mitigation measures:

- preservation in situ where feasible
- Full open area excavation
- Strip, map and Record
- Watching brief
- Earthwork survey

1.3.1 I don't appear to have received a draft WSI in November 2019

3.1.4 Mitigation work prior to main phase on construction needs to include Open area excavation, as well as strip map and record

4.2.5 Where trenches reveals a posthole or small pit, the trench shall be expanded a bucket's width as standard either side of the feature to assess whether it forms part of a structure or feature, without affecting the contingency requirement or requiring prior approval by the applicant or NCC (We've found this speeds up the process of effective trial trenching)

4.3.3 all termini - " If, after hand excavation, no dateable finds are recovered from large or extensive features then up to 100% will be excavated." - what percentage of the features is proposed for initial evaluation and is 100% in the absence of finds appropriate at an evaluation stage

5.3.3 also Archaeologia Aeliana

Trench locations

Firstly, I don't appear to have the geophysical survey report for this section, it may have been lost in the mire of emails but if you could send a copy over that would be much appreciated.

I have been looking at the digitized extent of anomalies on the plans in the WSI and while I appreciate this has its limitations, I thought it would be useful to provide some initial comments before only being in the office for 2 days over the next 2 weeks.

Rather than having a long line of trenches to the east of the A1 but taking into consideration trench positions in a limited space, is there a possibility of angling the trenches on different orientations to get wider coverage?

In addition, there is an absence of trenches in the narrow strips (roads or services?) back from the A1 and a section between trenches 18 and 20 and between trenches 225 and 228 where anomalies have been noted. What's the reasoning and can this be amended ?

In addition, looking at the location of geophysical anomalies, could the following trench location amendments be carried out (unless there is a good reason why not):

- Trench 28 be extended to the north to ensure it intersects with the potential linear?
- Trenches 24 and 25 be combined and extended slightly at either end to ensure it intersects with anomalies?
- Move Trench 13 slightly further north to provide better coverage and potentially intersect with any continuation of the linear in Trench 14
- Is trench 7 necessary in that location or if moved further north-east will it provide better coverage?

- Trench 43 and 44 may as well be connected and have a greater chance of intersecting with any extension of the linear to the north
- Can trench 41 be reorientated to be perpendicular to the anomalies or is it positioned to intersect with the maximum number of anomalies?
- Can trench 37 or 38 be moved 90 degrees or so to provide better coverage?
- Can Trench 139 be moved slightly further to the west where it is less likely to miss the 2 anomalies it is positioned to intersect with
- Trenches 90-94 are all positioned to intersect with the same linear anomaly as are trenches 230-235 over a different linear. Can they be shifted around a bit to provide wider coverage of the areas?
- Does Trench 89 have the potential to miss the anomaly, can it be shifted round?
- There are a high density of trenches in the area of Charlton Mires (Trenches 178-220), some with multiple sections across the same linear, given the density of multiple linears in some areas, is there a merit in actually opening up an area rather than linear trenches in the eastern part of this area to understand the nature, extent and origin of the anomalies?
- Can trench 137 be repositioned to ensure it doesn't miss the anomaly and to establish if there is a return to the feature on the western side?
- If Trench 139 is moved further to the west it will ensure it doesn't miss the 2 linears
- Could trenches 147 and 148 be connected?

I appreciate there may be a number of reasons for the trench positions, but if you could provide some elucidation or the trenches can be moved, that would be much appreciated.

I'm about to leave the office but will be back in again on 11th and 12th next week before a week's leave, if you would like to discuss anything further, otherwise I look forward to seeing the amended WSIs in due course.

Regards

Karen

On Tue, 28 Jan 2020 at 10:34, Grassam, Alex <alex.grassam@wsp.com> wrote:

Dear Karen,

Please find attached the draft Written Scheme of Investigation for post-consent trial trenching on Alnwick to Ellingham and a historic building recording (level 3) for the Charlton Mires property. We would appreciate your comments on these as soon as possible as we are due to finalise the Development Consent Order application in early February. We've followed the same approach as A1 M2F for the trenching.

Kind regards

Alexandra Grassam BA MSc MCIfA

Principal Heritage Consultant

Health and Wellbeing Champion



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From: Collins, Mike <Mike.Collins@HistoricEngland.org.uk>
Sent: 13 May 2020 15:13
To: Grassam, Alex
Cc: UK - Project - A1 Northumberland; McCann, Lowri
Subject: RE: Summary of meeting - 26/02/2020. A1 in Northumberland

Dear Alex,

I'm very well and hope you and the wider 'A1' Team are likewise. Apologies for the time taken to respond to your email of last month – it has clearly been a difficult time for all of us, and things have been taking longer than we'd have liked.

The main issues covered:

- Location of the scheduled monument (section 1 of your notes). I do agree that provided the boundary of the scheme is to lie west of the "combs" then it will lie outside of the scheduled monument.

However, for the sake of completeness I need to say that we would in general advise not to rely on GPS only to mark out the boundaries of a scheduled monument on the ground. The polygons of (the majority of) monuments have been digitised against an OS 1:10000 raster map, and it is this map which goes with the schedule entry to show the extent of the monument. Using the polygons digitised from this map with GPS will always (particularly at the edges) be to some extent inaccurate because of the nature of raster depiction and changes in map bases. In cases where a decision is needed as to the boundaries of the monument then there is often a need for a discussion with us (and sometimes a site visit). In this case we are in agreement – looking at the 1:10000 and the line of the mapped scheduled monument, this has clearly been drawn to include the "combs", and to stop immediately beyond them. This being the case, and the DCO documentation needs to be very clear on this, then a direct impact on the monument will be avoided

- Haul road (section 2.1 in your notes) – I welcome the suggestion that the haul road is not currently proposed to run adjacent to the monument. However, we would still be concerned if, as the notes suggest, the Order Limits still include this area, to allow the potential haul road to be explored at a later stage. This would leave this issue, and therefore consideration of the potential impacts of the scheme, unresolved at DCO determination stage, and Historic England would have significant concerns with such a situation. We would advise a need for any need for a haul road to be resolved, and for clear and unambiguous consideration of its impacts if it is to be proposed, to be included at DCO stage rather than to be left ambiguous
- Setting impacts North Charlton (3.1) – I think that in the context of the monument, and the present surrounding landscape, it is unlikely that the proposal will have a harmful impact on the setting of the monument here. Clearly, regardless of Historic England's views, there is still a need for the DCO supporting information to provide a thorough assessment of such impacts, and the basis for the judgement that you have come to
- Evaluation trenches (4.1) – we note the results, but would defer to Northumberland County Council as to the implications of this work

- Setting of West Linkhall (5.1) – I think your note is fair. The information we looked at *suggested* that the impact on the setting of the monument here would be minor, but we did need to see the fuller information as described in your note in order to come to a more definitive view on this

Hope these help, and happy to talk further () as required.

All best wishes

Mike



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From: Grassam, Alex [mailto:alex.grassam@wsp.com]
Sent: 08 April 2020 14:49
To: Collins, Mike
Cc: UK - Project - A1 Northumberland; McCann, Lowri
Subject: Summary of meeting - 26/02/2020. A1 in Northumberland

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Dear Mike,

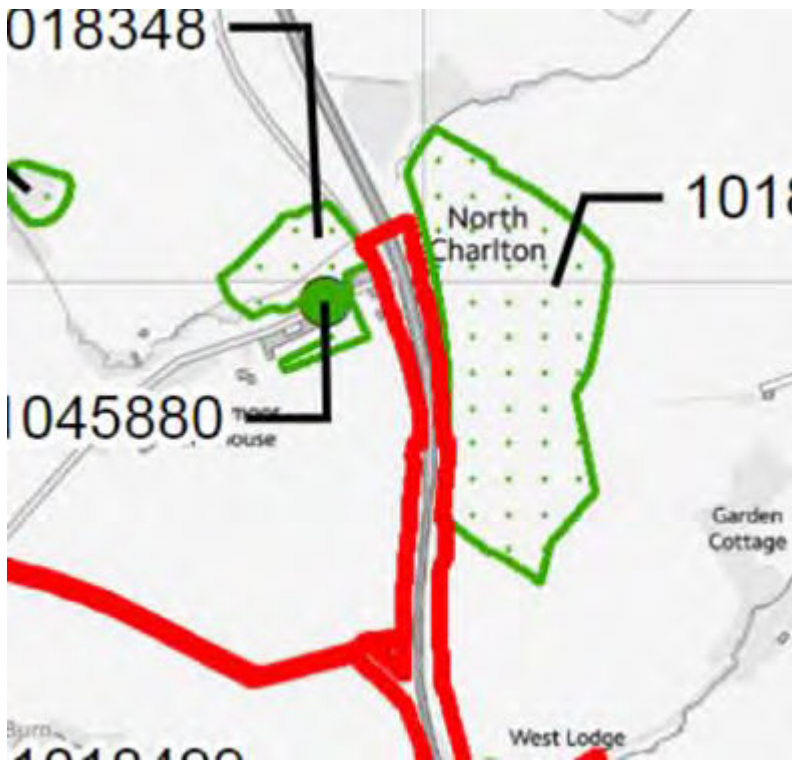
I hope you are well.

Please find attached the minutes of the meeting on the 26th February 2020. Can you please review and let me know if you are satisfied with the content.

There are outstanding actions from myself which I am hoping I can address in this email.

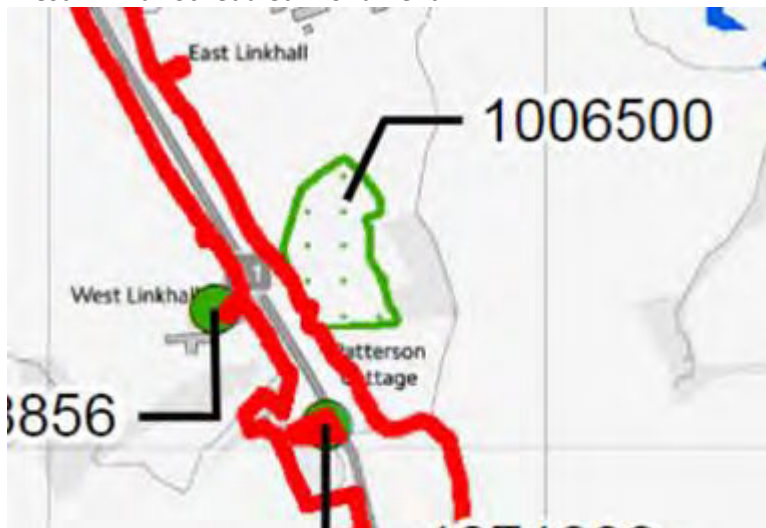
The first relates to the boundary of the North Charlton Scheduled Monument, the earthworks (the “combs” in particular), and the location of the works. I understand the concern, especially seen as though the western end of the scheduled monument boundary isn’t marked by an existing field boundary. However, when PCA did the evaluation works, the first activity they did was to mark out the exact boundary of the scheduled monument using a GPS. This revealed that the east-west aligned earthworks on the top of the long north-south linear bank are located within the Scheduled Monument boundary. I had a look through my photographs taken on site during the works – attached is the best one I could find to illustrate it (Attached Image: North Charlton, facing south). This photograph is taken at the end of the southern most trial trench, looking towards the southern end of the Scheduled Monument. The red and white tape line on the left hand side of the photograph is the line of the monument. You can see the “combs” lie on the other side of the tape line. The ground rises upwards at the southern end of the site, and it is my belief that some, if not all, of this material originally lay across the area we evaluated but has been moved.

North Charlton Scheduled Monument



The second query was the impact on the setting of the scheduled monument Camp at West Linkhall . Below is the scheme design in this location. The existing road will be widened to the east, towards the monument. There will be haul running along the east side of it. The current highway here is elevated and runs on an embankment, and the scheme design includes widening the embankment. The embankment will then drop towards the scheduled monument, but will fall short of its boundary. I have attached a photograph taken on the site (Image: Camp at Linkhall). This is taken from the north end of the site looking south. Please let me know if you need any more information.

West Linkhall Scheduled Monument



Extract from Landscape Plan



Kind regards

Alexandra Grassam BA MSc MCIfA

Principal Consultant: Cultural Heritage and Archaeology
Health and Wellbeing Champion



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AGENDA & MEETING NOTES

PROJECT NUMBER	70038006	MEETING DATE	26 February 2020
PROJECT NAME	A1 in Northumberland: Alnwick to Ellingham	VENUE	Telephone
CLIENT	Highways England	RECORDED BY	AG
MEETING SUBJECT	Cultural Heritage Assessment		

PRESENT	Alex Grassam (WSP Cultural Heritage and Archaeology), Lowri McCann (WSP EAM&TP), Mike Collins (Historic England)
APOLOGIES	None
DISTRIBUTION	As above plus: Highways England
CONFIDENTIALITY	Internal

ITEM	SUBJECT	ACTION	DUE
1	Review of results of Trial Trenching: North Charlton Scheduled Monument		
1.1	WSP provided Historic England the report detailing the results of the archaeological trial trenching in October 2019. The results had been negative (i.e. no archaeological remains identified). AG highlighted the aerial photograph image from 1983 which shows earthworks of ridge and furrow within the Scheme and trial trenching area which are no longer extant. It is concluded that this area has been impacted since 1983 resulting in a loss of these features.		
1.2	MC queried the extent and boundary of the Scheduled Monument as shown on the plan and plotted on the ground on site. AG explained that it had been marked out on site by PCA using GPS system. The trenches and test pits were located several metres from the boundary to take account for any inaccuracies in the GIS data and the GPS stakeout.	AG to provide images from site showing trench location	ASAP
1.3	MC queried the location of the earthworks thought to represent the surviving tail end of ridge and furrow, a key element of the Scheduled Monument, in relation to the scheme boundary. AG explained that these landscape features lay within the designated area when it was set out, haven't been evaluated and will not be impacted by the Scheme.	AG to provide images from site showing trench location	ASAP

MEETING NOTES

1.4	MC accepted that based on the current evidence, there would be no direct physical impacts causing substantial harm on the Scheduled Monument.		
2	Haul Road in North Charlton		
2.1	AG explained that the proposal to extend the haul road north so it runs adjacent to the boundary of the Scheduled Monument was not being progressed as part of the DCO application however the Order Limits would remain as it is to allow the potential for this to be explored at PCF Stage 5.		
2.2	MC queried if measures would be implemented in the CEMP to protect the North Charlton Scheduled Monument during construction. AG confirmed that there are measures in the Outline CEMP.		
3	Impact on the Setting of the North Charlton Scheduled Monument		
3.1	AG and MC discussed the conclusions of the assessment of impact on the setting of the Scheduled Monument. MC agreed with AG's assessment that the impacts were minimal and would not constitute substantial harm.		
4	Review of results of Trial Trenching: West Linkhall Scheduled Monument		
4.1	WSP provided Historic England the report detailing the results of the archaeological trial trenching in October 2019. The results had been negative (i.e. no archaeological remains identified).		
5	Impact on the Setting of the West Linkhall Scheduled Monument		
5.1	AG and MC discussed the conclusions of the assessment of impact on the setting of the Scheduled Monument. MC agreed broadly with AG's assessment that the impacts would not constitute substantial harm, however the information provided in October did not show the proposed dualled scheme or the proposed landscape mitigation. This needs to be reviewed before assessment confirmed.	AG to supply relevant extract from the landscape plan	ASAP
6	Statement of Common Grounds		
6.1	AG and LM briefly discussed the Statement of Common Ground process and confirmed it would commence shortly.		

NEXT MEETING

An invitation will be issued if an additional meeting is required.

Biodiversity

McCulloch, Richard

From: Heddell-Cowie, Morton <Morton.Heddell-Cowie@environment-agency.gov.uk>
Sent: 05 March 2019 12:58
To: Plenty, Shaun
Subject: RE: Electric fishing - Shipperton Burn, Alnwick

Good afternoon Shaun,

I did try to call but my message maybe difficult to understand, I have a throat infection.

I have had a chat with my technical specialist and he has advised me that we will not permit electric fishing on the Shipperton Burn during May.

Although, we will permit in-river works from 1st June onwards we do not recommend carrying out electric fishing surveys until July by which time the fry will be obvious and able to be caught. It is worth considering that growth rates in these small burns will be much less than those found further South. Surveys at this time will also be concurrent with our own survey programmes in the north east of England.

By carrying out an electric fishing survey so early in the year, it is quite likely the fry will be too small to catch and will not be attracted to the anode thus giving you a false result which may well result in you have to carry out the survey again.

If it is not possible to carry out the survey from July onwards we can recommend carrying out a walk over survey and extrapolate from the data from a survey we carried out. The survey site is located approximately 3km further downstream and was carried out on 30th August 2015; the length of the survey was 100m. As far as we aware there has been no fish kills since this survey was conducted and there are no impediments to fish passage from the source to the sea.

3 spine stickleback	20
Trout	51
Eels	14
Lamprey*	1
Stone loach	150

*we do not speciate juvenile lamprey in the field.

In future, if you are intending to electric fish in our area it would be best to try and schedule these surveys between 1st July and 1st October.

If you have any further questions please do not hesitate to get in touch and I apologise if there has been any misunderstanding.

Kind regards

Morton

Morton Heddell-Cowie MSc, BSc(hons), MSB.

Fisheries Technical Officer (Northumbrian Rivers)
Fisheries, Biodiversity and Geomorphology

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email: morton.heddell-cowie@environment-agency.gov.uk

ARE YOU AT RISK?



From: Plenty, Shaun [<mailto:Shaun.Plenty@wsp.com>]
Sent: 04 March 2019 14:52
To: Heddell-Cowie, Morton <Morton.Heddell-Cowie@environment-agency.gov.uk>
Subject: FW: Electric fishing - Shipperton Burn, Alnwick

Good afternoon Morton,

Would it be ok to give you a call to discuss the fish sampling of Shipperton Burn?

Many thanks

Dr Shaun Plenty
Senior Aquatic Ecologist

[REDACTED]
2 London Square, Cross Lanes, Guildford, GU1 1UN

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From: Heddell-Cowie, Morton [<mailto:Morton.Heddell-Cowie@environment-agency.gov.uk>]
Sent: 28 February 2019 11:36
To: Ritchie, Caroline <Caroline.Ritchie@wsp.com>
Subject: Electric fishing - Shipperton Burn, Alnwick

Good morning Caroline,

As discussed on the phone.

The Shipperton Burn will almost certainly support a small population of trout and if spawning was successful, the progeny will only have just started to emerge gravels during April, as such we would advise against carrying out an electric fishing survey during this month.

We will happily allow you to carry out an electric fishing survey from 31st May through to 1st October.

We would advise you that surveying from July onwards would provide you with the best results as fish will have had some time to grow making them easier to observe and identify and will be much easier to handle.

It would be really interesting to get the results of your electric fishing survey.

I hope this helps.

Kind regards

Morton

Morton Heddell-Cowie MSc, BSc(hons), MSB.

Fisheries Technical Officer (Northumbrian Rivers)
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McCulloch, Richard

From: Plenty, Shaun
Sent: 03 April 2019 10:47
To: Hill, Mike
Subject: RE: Review of Section 27A authorisation Shipperton Burn
Attachments: image001.jpg

Dear Morton,

Thank you for your response.

Following the submission of our request for S27A authorisation in October 2018, we withdrew the application on the basis that we could reapply and would likely be granted authorisation during the spring. In our experience S27A authorisation is granted relatively quickly and certainly always within the 20 days specified by the Environment Agency. It therefore raises the question as to why we would need to apply during the spring to electric fish during the summer months?

It is our belief that our original proposed survey date in late October would not have impacted the fish community of Shipperton Burn due to the relatively warm weather that was experienced that month and the likely delay in spawning. This position would seem to be mirrored by the Environment Agency. This is evidenced by an EA electric fishing team conducting surveys of Long Nanny (a burn located approximately 3.7 km away from Shipperton Burn) on the 30th October 2018. We note that a total of 94 brown trout were caught during these surveys and according to your position it would appear that the EA have therefore breached the Salmon and Freshwater Fisheries Act 1975.

We also believe that an electric fishing survey carried out in spring would have no significant effect on the fish population of Shipperton Burn. Juvenile fish and eggs would not be harmed by a correctly set e-fish backpack due to the small difference of the electric field across the organism. In terms of surveyors standing on the spawning gravels, this argument could be applied to people and animals entering the burn for reasons over which you have no control.

The data that was provided to Shaun Plenty was collected from another burn during 2015. Unfortunately it is not possible to use this data for mitigation purposes due to it being over two years old and from another watercourse. This is simply because of the possibility of anthropogenic impacts altering the structure fish communities and the possibility that the fish communities of Shipperton Burn and Brunton Burn are dissimilar.

The position the EA has taken will lead to no fisheries data being included in the Environmental Statement for the proposed section of the A1 where it crosses Shipperton Burn. Instead it will be noted that the EA refused permission for us to electric fish and the reasons for the refusal, some of which we believe to be questionable, stated. The result of this will be that, because neither ourselves or the EA are able to provide valid fisheries data relating to Shipperton Burn, no specific mitigation measures will be included with the Environmental Statement. Possible mitigation measures would have included avoidance periods when work should not be carried out.

Kind regards,

----- Original message -----

From: "Heddell-Cowie, Morton" <Morton.Heddell-Cowie@environment-agency.gov.uk>
Date: 02/04/2019 12:36 (GMT+00:00)
To: "Hill, Mike" <Mike.Hill@wsp.com>

Cc: "Winter, Neil" <neil.winter@environment-agency.gov.uk>
Subject: Review of Section 27A authorisation Shipperton Burn

Good afternoon Mike,

I have discussed your application and enquiry with my team leader, Jon Shelley and our area's fisheries technical specialist, Phil Rippon and as an area we do not normally permit electric fishing in our waterbodies before June or after September, where there is risk to spawning fish, their eggs or newly emergent fish. This is not only to prevent any harm being done to eggs and newly emergent fish but also to protect operators from potentially contravening the Salmon and Freshwater Fisheries act 1975. There are exceptions when electric fishing may be permitted before June or after September but the circumstances are quite specific (e.g. fish rescues, where we are confident no spawning could have taken place, etc).

Last autumn in response to an application to electric fish late in October, I suggested WSP resubmit application in the spring, imagining he would be applying during the spring to electric fish in the summer - I did not imagine you would be applying to electric fish during April, If I misunderstood you or I was not particularly clear, I apologise, it was not my intention to mislead you.

After I had reviewed WSP's application to electric fish in April and discussed it with one of my fisheries colleagues, I asked Caroline Ritchie (WSP) to withdraw the application indicating that this was not something we would permit. A few days later, I was contacted by James Plenty also of WSP to see if there was any way we could accommodate an electric fishing survey later in the spring, the last week in May. I indicated I would discuss the matter with Phil Rippon, who advised that although, the risks disturbing the eggs of trout or emergent trout would be lower there would still some risk of disturbance, therefore we could not recommend or permit the survey at this time.

In reply to James Plenty, it was recommended that a better course of action, as the survey was for presence/absence only, would be to use the electric fishing data from the our site on the Brunton Burn (this survey was carried out using WFD methodology), a few kilometres downstream and carry out a walk over survey on the Shipperton Burn to determine the habitats present. James indicated that this would be a satisfactory way forward but for their internal processes he would require an email indicating our reasons why we refused their permit.

In future, if WSP have been commissions to carry out electric fishing on the rivers in the North East of England, it would be best to schedule the surveys to ideally occur between mid- June and the end of September; each application is assessed on its own merits but as a general rule these dates apply. In the North-East we would normally start our electric fishing surveys in June but these surveys are specific to eel monitoring, salmonid surveys do not usually start until late June when the 0+ fish are large enough, >30mm for ease of identification.

Kind regards

Morton

Morton Heddell-Cowie MSc, BSc(hons), MSB.

Fisheries Technical Officer (Northumbrian Rivers) Fisheries, Biodiversity and Geomorphology

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McCulloch, Richard

From: Hill, Mike
Sent: 06 March 2019 15:26
To: Winter, Neil
Cc: Hewlett, Nigel; Plenty, Shaun; Chatterton, David
Subject: Shipperton Burn - consent refusal

Hi Neil,

I hope you are well. Please see below our correspondence with Morton in the Newcastle team. We did have a conversation prior to receiving this, where he explained his reasons, as he has done below in writing, and we decided that we could not withdraw our application in line with his wishes; so that we can record the fact that we have attempted to obtain survey data for this site/project, but owing to EA restrictions, we are unable to do so. We would need to demonstrate that we have attempted to obtain relevant data for this site, but have been refused permission, and this would be recorded in reports submitted with the DCO application as a limitation.

This compromises our ability to design in appropriate mitigation for any important fish populations which may exist there, and currently there is no data available, so it is a bit of a gap. It is therefore difficult to justify lots of potentially restrictive mitigation if we don't know what is actually present in this watercourse. It would be unreasonable to apply blanket mitigation measures to take account of any possible species of fish which may be present, as this could severely restrict the work programme or methods to be employed; which could pose issues of delay on project delivery, or add unreasonable additional cost to the project. If there was some flexibility in this, we think it would be of long term benefit for the preservation of local fish populations.

If not, then it would be useful for the EA to outline its policy on this more clearly, so that we can take account of any approved local arrangements in particular areas of the country ahead of time; since we are working on numerous large scale projects like this one across the EA's jurisdiction.

I look forward to hearing from you. I'm in the office on Thursday and Friday if you want to have a chat about it.

Kind regards
Mike

From: Heddell-Cowie, Morton <Morton.Heddell-Cowie@environment-agency.gov.uk>
Sent: 05 March 2019 13:50
To: Plenty, Shaun <Shaun.Plenty@wsp.com>
Subject: Electric Fishing survey - Shipperton Burn

Good afternoon Shaun

Many thanks for the recent inquiry and application to carry out an electric fishing survey on the Shipperton. Unfortunately on this occasion I have to decline your request. The reasons for the decision are as follows:

- The brown trout and possible sea trout populations on the Shipperton Burn are likely to be very small and as such will be sensitive to disturbance especially when the fry are new emerged from the gravel.
- If these small salmonid stream are disturbed they can take a long time to recover.
- In the rivers in the North East of England we would normally recommend that electric fishing surveys be carried out from the beginning of July through to the end of September which will offer protection to spawning adults, redds and emerging juveniles.

- Surveys carried between July and September will be concurrent with our own electric fishing programmes thus making reports and data consistent and comparable.

I am sorry we can't be more helpful on this occasion.

Kind regards

Morton

Morton Heddell-Cowie MSc, BSc(hons), MSB.

Fisheries Technical Officer (Northumbrian Rivers)
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Mike Hill

Technical Director – Aquatic Ecology



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Kleinschmidt, Georgie

From: Fenwick, Jack
Sent: 02 September 2019 13:45
To: Macmillan, Nic
Subject: FW: A1 in Northumberland - Morpeth to Felton

Email below for consultation response from NE regarding brown hare

Jack Fenwick BSc (Hons) ACIEEM
Principal Ecologist



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From: Cussen, Bob [mailto:Robert.Cussen@naturalengland.org.uk]
Sent: 08 August 2019 11:05
To: Fenwick, Jack <Jack.Fenwick@wsp.com>
Cc: Macmillan, Nic <Nic.Macmillan@wsp.com>; Franklin-Losardo, Declan <Declan.Franklin@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; 'A1 in Northumberland PCF' <A1inNorthumberlandPCF@highwaysengland.co.uk>; Stubbs, Kevin <Kevin.Stubbs@wsp.com>; Morrow, David <David.Morrow@wsp.com>; Achampong, Henri <Henrietta.Achampong@wsp.com>; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>; Walton, Silas <Silas.Walton@naturalengland.org.uk>
Subject: RE: A1 in Northumberland - Morpeth to Felton

Hi Fenwick

I will get you with additional comments on the ES Chapter later today (probably late this evening) but, specifically, with regard to the two questions in your email I have set out my thoughts below.

Brown hares:

To the best of my knowledge this species is considered to be widespread across all suitable habitats in Northumberland where the mixed agricultural systems seems to favour brown hares. They are common in certain areas of the county (upper Coquetdale and in the R. Till catchment around the Cheviot where I have regularly seen up to 8 individuals in riparian fields adjacent to the R. Glen in the Kirknewton area of NW Northumberland in the early spring).

There are not any licence requirements for the species in relation to developments as far as I am aware and the main thing that we would be looking to ensure is that you have mitigated for any likely impacts during construction and the operational phase of the proposal. The proposed mitigation pre construction to encourage dispersal from within the Order Limits and the overall design of the scheme to mitigate against

RTA caused by wildlife should be sufficient to ensure that the local brown hare population is not significantly impacted by the proposal.

Air quality assessment:

Four main points to make here, one of which, relating to water quality, we have discussed previously.

- With regard to section 9.10.13, while it is true that nitrogen is not the limiting nutrient in most river systems (where phosphorus is the limiting nutrient) any increases in nitrogen will ultimately end up in the estuary and marine environment (where there are a number of designated sites) where nitrogen is the limiting nutrient. I think that there are number of issues here which may need to be clarified further: a) while the direct nitrogen deposition on to the River Coquet is likely to be insignificant, the impact of the nitrogen levels from the carriage way runoff from the section of the proposal that drains into the Coquet catchment also needs to be considered. Particularly as all the drainage network is likely to be with in the zone of heaviest aerial deposition, all the nitrogen this will ultimately end up in the river except for any that is stripped out by vegetation growing in the balancing ponds (pond design that include appropriate vegetation could help significantly here not only to strip out nutrients but also to help trap sediment from the carriageway surface). This potential issues may have been addressed in the Road Drainage and Water Environment chapter of the ES and if so it should be cross referenced in this table. b) The downstream impact of increased nitrogen levels on the marine environment from the carriageway runoff is not considered in this chapter of the ES but it may have been covered in Ch10. This potential issue is something we discussed with regard to the HRA screening and it may be appropriate to reiterate that this risk will be minimised by appropriate pollution prevention and control measures deployed during the construction phase and by the network of stilling/balancing ponds during the operational phase bearing in mind the comment about the pond design given above.
- Section 9.10.17 relating to the % area of the SSSI affected. The SSSI is broken up into 16 units for monitoring purposes and the impacts of the proposal need to be considered in terms of the units impacted the proposal (units 5 and 13) rather than against the entire area of the SSSI. As a percentage the overall area of the units impacted is still likely to be relatively small but this should be set out with regard to these specific units so that the impact on the units can be clearly illustrated.
- Section 9.10.20 relating to the area of 0.13 ha of SSSI adversely impacted by nitrogen deposition (also referenced in section 9.10.17). It is not clear how exactly this area was calculated or if this adverse impact on this area has been compensated for through the Ancient Woodland Strategy.
- Sections 9.10.21 and 9.10.22 – indicate that the increase in nitrogen deposition i.e. 35m to the east (which equates to 0.2 ha) is compensated by the Ancient Woodland Strategy. What is not clear in my mind is whether or not this 35m falls within the Order Limits of the site? I assume that the 35m is east of the new bridge and Ecological mitigation plan in Figure 9.2 appears to show that this is the case and assuming that this is correct then it may be worth explaining this in a bit more detail in the this section. If, however, this is not the case and the 35m extends beyond the Order Limits then potentially the portion of the SSSI woodland impacted out with the Order Limits has not been covered by the compensation agreed in the Ancient Woodland Strategy.

One general point, there are several references to the proposed scheme resulting in a decrease in levels of deposition at a number of locations. It may be worth exploring/explaining how this occurs as it is counter intuitive to most people's understanding increases in traffic. I understand that mitigation built into the design can help to alter where and how much deposition occurs but it may be worth clarifying the mechanisms by which the proposed scheme may actually reduce deposition in certain locations.

I will include all of the above in my overall comments later today but I hope this proves to be useful.

All the best
Bob

From: Fenwick, Jack [<mailto:Jack.Fenwick@wsp.com>]

Sent: 07 August 2019 15:51

To: Cussen, Bob <Robert.Cussen@naturalengland.org.uk>

Cc: Macmillan, Nic <Nic.Macmillan@wsp.com>; Franklin-Losardo, Declan <Declan.Franklin@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; 'A1 in Northumberland PCF'

<A1inNorthumberlandPCF@highwaysengland.co.uk>; Stubbs, Kevin <Kevin.Stubbs@wsp.com>; Morrow, David

<David.Morrow@wsp.com>; Achampong, Henri <Henrietta.Achampong@wsp.com>

Subject: A1 in Northumberland - Morpeth to Felton

Hi Bob,

I hope the review of the ES Chapter and Appendices is going okay. Further to internal discussions, please could I request your comment specifically to the items below via reply to this email:

- Targeted surveys for brown hare were not undertaken as part of the baseline assessment of the Scheme. Brown hare were recorded incidentally when encountered during other surveys completed, with the Order Limits comprising habitats suitable to support the species. Due to the distribution and abundance of suitable habitat in the wider area and the known widespread distribution of brown hare nationally and within Northumberland, survey effort was not considered necessary to inform mitigation design. Mitigation includes habitat manipulation prior to commencement of construction to encourage natural dispersal into the wider suitable habitat. The impact assessment with respect to brown hare is considered valid.
- Please could you provide comment and/or confirm agreement with the outcomes of the air quality assessment on designated sites, detailed within the Assessment of Likely Significant Effects section of the ES.

Kind Regards,
Jack

Jack Fenwick BSc (Hons) ACIEEM
Principal Ecologist



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Kleinschmidt, Georgie

Subject: FW: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

From: Halstead, Abigail <Abigail.Halstead@naturalengland.org.uk>

Sent: 17 January 2020 11:59

To: Chatterton, David <david.chatterton@wsp.com>

Cc: Southwood, Lisa <lisa.southwood@naturalengland.org.uk>; White, Nicholas <Nicholas.White@naturalengland.org.uk>; Fenwick, Jack <Jack.Fenwick@wsp.com>

Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

17/01/2020

Dear David,

I have now reviewed the revised minutes and discussed the updated points, item 8 and item 9, with Nick White and I can confirm that they are an accurate account of what was discussed during our meeting on 11 December 2019.

Regards Abby.

Abby Halstead
Wildlife Lead Adviser
Natural England Wildlife Licensing Service DT2

email: abigail.halstead@naturalengland.org.uk
<http://www.gov.uk/natural-england>

My associated office is Lancaster House Newcastle Upon Tyne, please send post to **Lancaster House, Hampshire Court, Newcastle Upon Tyne, NE4 7YH** marked for my attention.

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- the [Discretionary Advice Service \(DAS\)](#), which can provide advice on planning/licensing proposals
- the [Pre-submission Screening Service \(PSS\)](#) for European Protected Species mitigation licence applications.

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From: Chatterton, David [<mailto:david.chatterton@wsp.com>]

Sent: 10 January 2020 14:58

To: Halstead, Abigail <Abigail.Halstead@naturalengland.org.uk>

Cc: Wilson, Victoria <Victoria.Wilson@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; 'A1 in Northumberland PCF' <A1inNorthumberlandPCF@highwaysengland.co.uk>; Fenwick, Jack <Jack.Fenwick@wsp.com>; Southwood, Lisa <Lisa.Southwood@naturalengland.org.uk>; McCann, Lowri <lowri.mccann@wsp.com>

Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Good afternoon Abigail

As per my email earlier this week, please find attached an second version of the meeting minutes with amendments made accordingly to items 8 and 9 as per Lisa's below email. As a follow-up to the action against myself for Item 17 I have confirmed that temporary diversions will be in place for short periods of time and included text within the minutes to this effect in bold. Could you please review the minutes and provide confirmation that the content is an accurate account of what was discussed and agreed during our meeting?

Should you have any further comments or questions please don't hesitate to contact me.

Kind Regards

David Chatterton BSc (Hons)

Associate, Ecology



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From: Southwood, Lisa <Lisa.Southwood@naturalengland.org.uk>

Sent: 07 January 2020 15:52

To: Fenwick, Jack <Jack.Fenwick@wsp.com>; Halstead, Abigail <Abigail.Halstead@naturalengland.org.uk>

Cc: Chatterton, David <david.chatterton@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; 'A1 in Northumberland PCF' <A1inNorthumberlandPCF@highwaysengland.co.uk>

Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Hi Jack

Thank you for sending the notes through. There are just a few points from our side:

ITEM 8

This was a suggestion of something it would be good to see rather than a requirement under the licence. It could be argued that these bat boxes are above and beyond the compensation requirements, but if some were erected in advance of the current boxes being moved it would allow bats to become familiar with their presence. If they are agreed to I don't think we would need to insist the bat boxes need to show signs of occupation prior to the originals being moved.

ITEM 9

Monitoring in year one can help identify early on any issues with the adequacy/suitability of compensation (e.g. temperatures in loft void being much colder than expected, or new building/planting/growth has obstructed flightlines to bat boxes). Staggered years 1, 3 and 5 may therefore be appropriate.

As mentioned before Xmas, Abby (in 'cc) will act as main point of contact going forward.

Kind regards, Lisa

Lisa Southwood

Team Leader

Natural England Wildlife Licensing Service (DT2)

Tel: 0208 02 65353

From: Fenwick, Jack [<mailto:Jack.Fenwick@wsp.com>]
Sent: 19 December 2019 12:54
To: Southwood, Lisa <Lisa.Southwood@naturalengland.org.uk>
Cc: Chatterton, David <david.chatterton@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; 'A1 in Northumberland PCF' <A1inNorthumberlandPCF@highwaysengland.co.uk>
Subject: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Dear Lisa

SENT ON BEHALF OF DAVID CHATTERTON

Following the meeting on 11th December 2019 to discuss ecological survey and mitigation as part of the A1 in Northumberland: Alnwick to Ellingham scheme, please find attached the meeting minutes of those matters discussed and agreed.

Please could you confirm that the contents of the attached are an accurate representation of the meeting. If there are any amendments or additions to be made, please could you confirm via reply and we would be happy to update the minutes.

If you have any queries, please feel free to get in contact.

Kind Regards,
Jack

Jack Fenwick *BSc (Hons) MCIEEM*
Principal Ecologist



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AGENDA & MEETING NOTES

PROJECT NUMBER	70044137	MEETING DATE	11 December 2019
PROJECT NAME	A1 – Alnwick to Ellingham (A2E) Dualling	VENUE	Environment Agency, Tyneside House
CLIENT	Natural England	RECORDED BY	DC/AM
MEETING SUBJECT	A1 – A2E Ecology Surveys, Assessment, and Mitigation discussion		

PRESENT	Natural England (NE) - Lisa Southwood (LS), Abby Halstead (AH), Annie Ivison (AI), Nick White (NW), WSP - Aaron Middleton (AM) & David Chatterton (DC)
APOLOGIES	Click here to enter text.
DISTRIBUTION	As above plus: Victoria Wilson, Lowri McCann
CONFIDENTIALITY	Confidential

ITEM	SUBJECT	ACTION
1	DC – Provided introduction to the A1 in Northumberland Alnwick to Ellingham (A2E) Scheme, and context of the Scheme in respect of the Morpeth to Felton (M2F) Scheme.	
2	DC – Provided details of surveys undertaken by Jacobs during 2015/2016 during optioneering stage for the Scheme.	
3	<p>DC – Provided details of how surveys and assessment has been approached during preparation of Environmental Statement (ES) for A2E:</p> <p>Phase 1 Habitat Survey – re-survey of entirety of survey corridor within 50m of the Scheme red line boundary (Order Limits).</p> <p>Bats – reassessment of buildings and trees to determine requirements for tree-climbed/aerial inspections (trees) and/or activity surveys within 50m of the order limits.</p> <p>Badger – survey for evidence conducted during resurvey of Phase 1 habitat survey for new signs of badger. Targeted resurvey of setts identified by Jacobs during surveys in 2015/16 of those closest to the Scheme (within 100m).</p> <p>Barn owl – targeted inspections of trees and buildings for the presence of roost features/roosts. Vantage Point surveys are targeted locations to determine use of the area by barn owl encompassing order limits plus 500m. Assessment of habitats to determine suitability to support forging barn owl. Incidental records also obtained by all surveyors during other surveys (e.g. bat surveys).</p> <p>Aquatics – habitat assessment completed of all watercourses. Only Shipperton burn subject to further surveys following habitat assessment, including electrofishing, macroinvertebrate surveys and white-clawed crayfish survey.</p>	

MEETING NOTES

	<p>Red squirrel – woodland suitability survey undertaken of all woodlands within 150m of the Scheme. Any incidental evidence of red squirrel recorded during surveys woodland.</p> <p>Otter & water vole – Surveys of all watercourse crossings, survey 250m upstream and downstream of road crossing point.</p> <p>Reptiles – Targeted presence/likely absence surveys of habitat considered to offer best possibility of supporting reptiles (as determined from Phase 1 habitat data).</p> <p>Great crested newt – Presence/likely absence and eDNA surveys undertaken of ponds across the Scheme within 250m.</p>	
4	<p>DC – provided details of those receptors scoped out of survey:</p> <p>Birds – breeding and wintering – given the results of surveys undertaken by Jacobs in 2015/16 and the undertaking of a new records search in 2019, bird surveys were not considered necessary for this assessment.</p> <p>Terrestrial invertebrates – owing to the habitats to be lost to the Scheme – those being of common and widespread type across the landscape and unsuitable to support rare or protected species and lack of records of notable species from the desk study; specific terrestrial invertebrate surveys were scoped out.</p> <p>Brown hare & Hedgehog – owing to the mainly ‘online’ nature of the Scheme, and habitats being lost not being integral to supporting either species, specific surveys for these species were scoped out, with ample, better opportunities for these species in the wider landscape beyond the Scheme.</p>	
5	<p>DC asked for comment on approach to surveys and those receptors excluded from survey. NE happy with approach to assessment, and no issue with those receptors scoped out for the justifications provided.</p>	
6	<p>DC/AM – Provided details of proposed mitigation for loss of woodland at the northern end of the Scheme containing bat boxes with known maternity roosts of rarer species (Natterer’s bat) and soprano pipistrelle breeding roosts considered to be of regional importance. DC/AM also discussed their proposed translocation to woodland within 100m to the south-east of their current location as the only option for mitigation.</p>	
7	<p>NW – Given the boxes contain maternity roosts of a rare bat species for the area, these boxes must be secured for a prolonged period of time, a minimum of 10 years. NE would like to see any landowner agreement in a formal/legal document to ensure protection for a predefined period.</p> <p>DC – have prescribed a minimum of 25 years security of receptor woodland from felling or damage in any agreement with the landowner. The form of any agreement is still to be agreed but will seek a legal basis for any agreement.</p>	<p>DC to speak with land agent to determine the type of legal agreements available</p>
8	<p>NW – suggested erecting compensatory boxes onto trees within the ‘receptor woodland’ prior to construction, with possible monitoring to see whether there is uptake of erected boxes (although confirmation of occupancy not required prior to translocation of currently located bat boxes). Whilst this wouldn’t be a licensable condition, this <i>suggestion</i> would provide opportunities for bats in advance of the bat box translocation and given them time to become familiar with their presence. However, queries of whether there would be any uptake given current boxes would remain in situ – ‘why would they move?’ but the options would be there.</p>	

MEETING NOTES

9	NW/AI – post-translocation monitoring should consider taking the form of a staggered monitoring approach, over staggered years – e.g. years 1, 3, 5. Monitoring in year 1 can provide information on the adequacy/suitability of compensation (e.g. planting/growth/obstruction of flight lines, etc.) and identify where changes are required early on. Given the regional importance of the maternity roost present, monitoring will need to be sufficient to ensure mitigation/compensation is working as desired over a prolonged period or identify where changes need to be made to achieve the desired results.	
10	DC/AM – Provided information of large noctule maternity roost located at Heckley House, with potential to be subject to disturbance owing to the construction of an access track within 30m north of the roost location. Roost already in proximity to a road, so habituated to some road associated disturbance. DC/AM – discussed approach to mitigation, including the erection of motion sensitive camera traps to monitor roost and determine whether bats exit the roost during daylight hours, indicating disturbance from construction/traffic movement. Roost to be subject to monitoring and possible surveys to determine use as noctule don't use roosts habitually year on year.	
11	NW – Can we prescribe when track can be used – i.e. only during winter months when bats aren't present? When will track be used and for what reason.	DC/AM – to explore potential for 'seasonal' use of track outwith roosting/breeding season
12	NE/NW – Noctule roost doesn't need to be included within Letter of No Impediment (LoNI) at this time. Would be required in LoNI if disturbance is confirmed through monitoring or change of design.	
13	DC/AM – Discussed demolition of Charlton Mires farm complex and East Cottage, and presence of several roosts discovered between the buildings of common species and low numbers (less than five). Presented mitigation proposals for erection of bat boxes along extant linear features and creation of new linear features to promote connection to wider landscape post development.	
14	NE – mitigation proposals for bat box erection and linear feature creation sufficient for the loss of those roosts associated with Charlton Mires and East Cottage	
15	AI/AH – discussed requirements for any LoNI application – specificity is key for any application, as specific as possible. Provide details of timing where possible to the most detailed degree or prescribe as a minimum the period within a work schedule in which a certain action will take place. Specificity required in mitigation requirements/action/programme as far as practically possible for any LoNI application.	
16	DC – Provided details of mitigation for barn owls in the form of trying to create 'hop over' strategy in line with best practice along the majority of the scheme through hedgerow and tree planting at the road edge. Secondly, mitigation will also aim to reduce the potential for habitat suitable to support foraging barn owl (either through planting of scrub/hedgerows or maintenance regimes during operation).	

MEETING NOTES

17	<p>LS – queried whether during construction traffic would be diverted or subject to contraflow, particularly and potential impacts to barn owl in the event of diversion.</p> <p>DC follow up from action - temporary diversions will be in place for short periods of time, anticipated to include four weekends and a number of overnight closures of the A1 to facilitate works. The diversion routes will take traffic along established roads, and given these will be overnight closures, coming into action between 21:00 and 22:00, traffic levels are likely to be minimal.</p>	DC to confirm, but assumed contraflow for traffic
18	<p>LS – queried future traffic baseline and potential for impacts on barn owl population.</p> <p>DC – provided details of the future baseline assessment included within the ES, and also that for the initial few years after construction there is not expected to be any significant increase in traffic.</p>	
19	DC – provided round up of other receptors and an absence of bespoke mitigation given a lack of species presence/evidence beyond best practice guidelines and methods to ensure conservation of protected species.	
20	<p>DC - thanked NE for their comment and review on the HRA by Andrew Whitehead.</p> <p>Thanked NE for the time and effort to meet before Christmas.</p>	

Kleinschmidt, Georgie

From: Chatterton, David
Sent: 10 February 2020 17:33
To: Whitehead, Andrew
Cc: Fenwick, Jack; mark.stoneman@highwaysengland.co.uk; Wilson, Victoria
Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Hi Andrew

Many thanks for your response and review of the Chapter. I'll take your comments on board and make edits in the Chapter where necessary and come back to you should I have any further queries, but again appreciate you taking the time to look at this. With regards the DAS contract, beyond Mark Stoneman being CC'd into the email, I have also made the project team aware here within WSP, and will discuss the matter with them.

Kind Regards

David Chatterton BSc (Hons)

Associate, Ecology



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From: Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>
Sent: 10 February 2020 12:41
To: Chatterton, David <david.chatterton@wsp.com>
Cc: Fenwick, Jack <Jack.Fenwick@wsp.com>; mark.stoneman@highwaysengland.co.uk
Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Hi David

Apologies for the delay in responding to you, but I have now had a chance to read through the Biodiversity chapter, and have a few comments below:

- In terms of your query regarding the 'less than local' categorisation – the logic behind this appears sound, and assuming there is assuming there is an equivalent in the survey guidelines which you've been using I don't see there being any objection to you using this approach;
- Paragraph 9.5.1 – we usually accept surveys up to 3 years old as being valid to support an application, and so it would be helpful to see what advice we have offered in this regard;
- Paragraph 9.6.2 – we agree with the distance criteria used for identifying sites which may potentially be impacted by the proposals;
- Table 9.6 – it is noted in the ornithology section that the breeding and wintering bird surveys were carried out in 2015/16, and so are now 4 years old – please see my previous comment regarding the age of survey data; -
- Section 9.7 – a map showing the proposal limits, including construction compound locations, in relation to designated sites would be useful;
- Table 9.7 – It is noted that the main construction compound will be 0.5km south of the River Coquet SSSI – as the proposal boundaries are north of the River Coquet, presumably there will be construction traffic from the main compound frequently crossing the SSSI. Has the potential impact from exhaust fumes from the construction traffic on the SSSI interest features been considered?

- Paragraph 9.7.4 – we note the statement that no ancient woodland will be affected as none falls within the 200m buffer, but it is unclear if this buffer includes travel from the main construction compound. River Coquet SSSI includes ancient woodland, immediately adjacent to the A1 crossing, but it is unclear if impacts from exhaust fumes from construction traffic on this habitat has been considered when making the statement above;
- Table 9.10 – Red squirrel & Bats (RS01 & BAT03) – we note the comment that a species protection plan would be produced in consultation with Natural England for these species. Presumably any species licences issued would cover mitigation and compensation requirements, which could then be transposed into a SPP, without the need for further NE input?

I hope you find these comments useful.

On a completely unrelated note I would appreciate your thoughts on whether the input to these schemes should be done through 2 separate discretionary advice contracts. So far all engagement has been undertaken under one contract, and is probably a reflection of the timescales for these schemes at the time the contract was set up. This approach is still valid and can continue if you think best. As work on both schemes is now progressing, and to provide clarity on which work has been completed in relation to which scheme and for budgeting purposes, it may now make more sense to split the contract. I have copied in Mark Stoneman at Highways England to flag this with him too, and if you could let me know how you think this would be best dealt with it would be appreciated?

Thank you

Regards

Andy Whitehead
Team Leader – Sustainable Development & Marine
Northumbria Area Team,
Natural England,
Lancaster House,
Hampshire Court,
Newcastle upon Tyne, NE4 7YH

Tel: 0208 0265533 / [REDACTED]

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To help Developers consider the environment Natural England offers two chargeable services:

- the [Discretionary Advice Service \(DAS\)](#) which can provide advice on planning/licensing proposals;
- the [Pre-submission Screening Service \(PSS\)](#) for European Protected Species mitigation licence applications.

From: Chatterton, David [<mailto:david.chatterton@wsp.com>]

Sent: 21 January 2020 17:12

To: Southwood, Lisa <Lisa.Southwood@naturalengland.org.uk>; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>

Cc: Fenwick, Jack <Jack.Fenwick@wsp.com>

Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Hi Lisa

Thanks for the clarification, and apologies for the confusion. @Whitehead, Andrew would you be able to provide a response to the below queries in my email earlier today?

Kind Regards

David Chatterton BSc (Hons)

Associate, Ecology



T +44 (0) 161 200 5000

From: Southwood, Lisa <Lisa.Southwood@naturalengland.org.uk>

Sent: 21 January 2020 17:06

To: Chatterton, David <david.chatterton@wsp.com>

Cc: Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>

Subject: FW: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Importance: High

Hi David,

Many thanks for chasing me up on this. Yes, just to clarify, the area teams will still lead on the provision of DAS advice in the wider context, which would generally include any review of the ES. The Wildlife licensing service would only comment specifically about issues relating to protected species licensing. We would usually provide any advice through the Area Team contacts, who would coordinate this advice with any other specialist advice sought, although there are some instances, like the meeting before xmas where it's beneficial to liaise with you directly.

I hope that helps?

Kind regards, Lisa

Lisa Southwood

Team Leader

Natural England Wildlife Licensing Service (DT2)

Tel: 0208 02 65353

From: Chatterton, David [<mailto:david.chatterton@wsp.com>]

Sent: 21 January 2020 15:06

To: Southwood, Lisa <Lisa.Southwood@naturalengland.org.uk>; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>

Cc: Fenwick, Jack <Jack.Fenwick@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; McCann, Lowri <lowri.mccann@wsp.com>

Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Importance: High

Hi Lisa/Andrew

On the back of my below email, I was wondering whether you'd be able to provide me a date that NE would be able to provide comment by; is Wednesday 29th January feasible?

Can I also ask specifically, with regards the nature evaluation assessment methodology, are NE happy with the approach to adopting a “Less than Local” importance criteria category? I’ve provided the exert from the Chapter here for ease and highlighted in yellow the “less than Local” category at the bottom (which conforms to the ‘Site’ level category). Would you be able to provide a response to this specific query by the end of the week?

Happy to discuss either of the points above by phone if required, please let me know the best number/person to contact.

Kind Regards

Importance	Criteria
International or European	<p>Ecosystems and Habitats - Ecosystems or habitats essential for the maintenance of:</p> <ul style="list-style-type: none"> – Internationally designated areas or undesignated areas that meet the criteria for designation; and/or – Viable populations of species of international conservation concern. <p>Species:</p> <ul style="list-style-type: none"> – Species whose presence contributes to the maintenance of qualifying habitats, communities and assemblages that occur within internationally designated sites or within undesignated areas that meet the criteria for such designation. – Resident, or regularly occurring, populations of species that may be considered at an International or European level including those listed on Annexes II, IV and V of the Habitats Directive and Annex I of the Birds Directive, where: <ul style="list-style-type: none"> – The loss of the population would adversely affect the conservation status or distribution of the species at this geographical stage; or – The population forms a critical part of a wider population at this scale; or <p>The species is at a critical phase of its life cycle at this scale</p>
UK or National	<p>Ecosystems and Habitats - Ecosystems or habitats essential for the maintenance of:</p> <ul style="list-style-type: none"> – Qualifying communities and assemblages that occur within nationally designated sites or within undesignated areas that meet the criteria for such designation; and/or – Viable populations of species of national conservation concern. – Areas of ancient woodland. – Habitats listed for their principal importance for biodiversity (Section 41 of the NERC Act 2006). <p>Species:</p> <ul style="list-style-type: none"> – Species whose presence contributes to: <ul style="list-style-type: none"> – The maintenance of qualifying habitats, communities and assemblages that occur within nationally designated sites or within undesignated areas that meet the criteria for such designation; or – The maintenance and restoration of biodiversity and ecosystems at a national level, as defined in the Natural Environment and Rural Communities (NERC) Act 2006 Section 41 requirements. – Resident, or regularly occurring, populations of species that may be considered at an International/European (as detailed above), National or UK level including those receiving legal protection (listed within Schedules 1, 5 and 8 of the WCA) or listed for their principal importance for biodiversity or conservation status, where: <ul style="list-style-type: none"> – The loss of the population would adversely affect the conservation status or distribution of the species at this geographical stage; or – The population forms a critical part of a wider population at this scale; or

Importance	Criteria
	<p>The species is at a critical phase of its life cycle at this scale</p>
Regional	<p>Ecosystems and Habitats - Ecosystems or habitats essential for the maintenance of:</p> <ul style="list-style-type: none"> – Populations of species of conservation concern within the region. <p>Species:</p> <ul style="list-style-type: none"> – Species whose presence contributes to the maintenance and restoration of biodiversity and ecosystems within the region. – Resident, or regularly occurring, populations of species that may be considered at an International, European, UK or National level (as detailed above), where: <ul style="list-style-type: none"> – The loss of the population would adversely affect the conservation status or distribution of the species at this geographical stage; or – The population forms a critical part of a wider population at this scale; or <p>The species is at a critical phase of its life cycle at this scale.</p>
County	<p>Ecosystems and Habitats - Ecosystems or habitats essential for the maintenance of:</p> <ul style="list-style-type: none"> – Populations of species of conservation concern within the authority area. <p>Species:</p> <ul style="list-style-type: none"> – Species whose presence contributes to the maintenance and restoration of biodiversity and ecosystems within a relevant area such as Northumberland. – Resident, or regularly occurring, populations of species that may be considered at an International, European, UK or National level (as detailed above), where: <ul style="list-style-type: none"> – The loss of the population would adversely affect the conservation status or distribution of the species at this geographical stage; or – The population forms a critical part of a wider population at this scale; or <p>The species is at a critical phase of its life cycle at this scale.</p>

Importance	Criteria
Local	<p>Ecosystems and Habitats - Ecosystems or habitats essential for the maintenance of:</p> <ul style="list-style-type: none"> Populations of species of conservation concern within the local area (for example a Local Nature Reserve). <p>Species:</p> <ul style="list-style-type: none"> Species whose presence contributes to the maintenance and restoration of biodiversity and ecosystems at a local level. Resident, or regularly occurring, populations of species that may be considered at an International, European, UK or National level (as detailed above), where: <ul style="list-style-type: none"> The loss of the population would adversely affect the conservation status or distribution of the species at this geographical stage; or The population forms a critical part of a wider population at this scale; or <p>The species is at a critical phase of its life cycle at this scale.</p>
Less than Local	Ecosystems or habitats that do not meet the above criteria, i.e., supporting at least populations of species of conservation concern within the local area

David Chatterton BSc (Hons)

Associate, Ecology



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From: Chatterton, David

Sent: 14 January 2020 16:33

To: Lisa.Southwood@naturalengland.org.uk; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>

Cc: Fenwick, Jack <Jack.Fenwick@wsp.com>; Halstead, Abigail <Abigail.Halstead@naturalengland.org.uk>

Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Hi Lisa/Andrew

I've spoken with Abbie this afternoon regarding Alnwick to Ellingham (A2E), following issue of the ES and associated appendices for review. I think there may be some confusion from our end. To confirm, following your reply email to Jack, after issuing the meeting minutes (on my behalf) just before Christmas, has Abbie been appointed to provide advice in terms of licensing matters only? Should the ES and appendices have been directed to Andrew (or another colleague) for review in the same vein that Bob Cussen undertook for Morpeth to Felton (M2F) (as confirmed by Jack)?

Abbie has raised that she sits on the licensing team and was not expecting to review the ES chapter and appendices.

Kind Regards

David Chatterton BSc (Hons)

Associate, Ecology



T +44 (0) 161 200 5000

From: Fenwick, Jack

Sent: 20 December 2019 10:58

To: Lisa.Southwood@naturalengland.org.uk

Cc: Chatterton, David <david.chatterton@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; McCann, Lowri <lowri.mccann@wsp.com>; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; 'A1 in Northumberland PCF' <A1inNorthumberlandPCF@highwaysengland.co.uk>

Subject: RE: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Dear Lisa,

Further to the below email, please find the following link to the WSP OneDrive sharepoint to access the A1 in Northumberland: Alnwick to Ellingham (A2E) biodiversity ES Chapter (Chapter 9) and accompanying appendices (baseline reports) and chapter figures.

https://wsponline-my.sharepoint.com/:f:/g/personal/jack_fenwick_wsp_com/EmDfp49O1ntPhzXVxEIzUlsBcGFnTzOkflnuKPKHCGSn3A?e=BjFcd9

Please note that the bat appendix (Appendix 9.5) shall be updated following the meeting held last week. Updates shall also be made to Chapter 9 in relation to capturing discussions within the consultation section.

The chapter and its appendices are provided for Natural England's review and comment. If you have any issues with downloading the files or would like to discuss further, please feel free to get in contact.

Kind Regards,
Jack

Jack Fenwick BSc (Hons) MCIEEM
Principal Ecologist



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From: Fenwick, Jack

Sent: 19 December 2019 12:54

To: Lisa.Southwood@naturalengland.org.uk

Cc: Chatterton, David <david.chatterton@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; Whitehead, Andrew <Andrew.Whitehead@naturalengland.org.uk>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; 'A1 in Northumberland PCF' <A1inNorthumberlandPCF@highwaysengland.co.uk>

Subject: A1 in Northumberland: Alnwick to Ellingham - Meeting Minutes 11/12/2019

Dear Lisa

SENT ON BEHALF OF DAVID CHATTERTON

Following the meeting on 11th December 2019 to discuss ecological survey and mitigation as part of the A1 in Northumberland: Alnwick to Ellingham scheme, please find attached the meeting minutes of those matters discussed and agreed.

Please could you confirm that the contents of the attached are an accurate representation of the meeting. If there are any amendments or additions to be made, please could you confirm via reply and we would be happy to update the minutes.

If you have any queries, please feel free to get in contact.

Kind Regards,
Jack

Jack Fenwick BSc (Hons) MCIEEM
Principal Ecologist



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Road Drainage and the Water Environment

MEMO

TO	Lucy Mo (Environment Agency) James Hitching (Northumberland County Council)	FROM	Sarah Hamilton (WSP)
DATE	18 May 2018	CONFIDENTIALITY	Confidential
SUBJECT	A1 Alnwick to Ellingham Improvement Works – Proposed Approach		

Overview

This memo details our proposed approach to the Water / Flood Risk Environmental Impact Assessment (EIA) Chapter, Flood Risk Assessment (FRA) and Water Framework Directive (WFD) Assessment for the A1 Alnwick to Ellingham Improvement Works. The Scheme's red line boundary is included in Appendix A.

Hydraulic modelling

We currently assume that the Environment Agency / Northumberland County Council do not have any existing hydraulic models for watercourses along the length of the proposed Scheme.

Hydraulic modelling is proposed to inform the assessment of risk and mitigation for the most significant watercourses likely to be affected by the Scheme, namely the unnamed Tributary of Kitty Carter Burn, Shipperton Burn and Denwick Burn.

A simplified approach is proposed to inform the assessment of risk and mitigation for the smaller watercourses affected by the Scheme, using hand calculations or software such as Culvert Master to appropriately size and design any diversions and watercourse crossings.

If this approach changes as new information regarding the Scheme becomes available, we will contact the Environment Agency / Northumberland County Council to confirm our amended approach (if appropriate).

Climate Change

Our assessment will take into account the potential effects of climate change:

- For watercourses with a catchment of greater than c.3km², we propose to use the Higher Central allowance (25%) for the increase in peak flow to inform the design on the works and test the resilience of the design against the Upper-End allowance (50%); and
- For watercourses with a catchment of less than c.3km², we propose to use the peak rainfall intensity guidance, using the Higher Central allowance to inform the design on the works, and the Upper-End allowance to test the resilience of the design.

Water Framework Directive

We propose that the Water Framework Directive (WFD) Assessment will follow the approach outlined below:

- Pre-Screening – the identification of catchments;
- Screening – Identification if further assessments are required;
- Further Assessment; and
- Identification and evaluation of measures during the construction and operation phases.

HAWRAT assessments will be undertaken to inform the WFD Assessment.



Surface Water Drainage

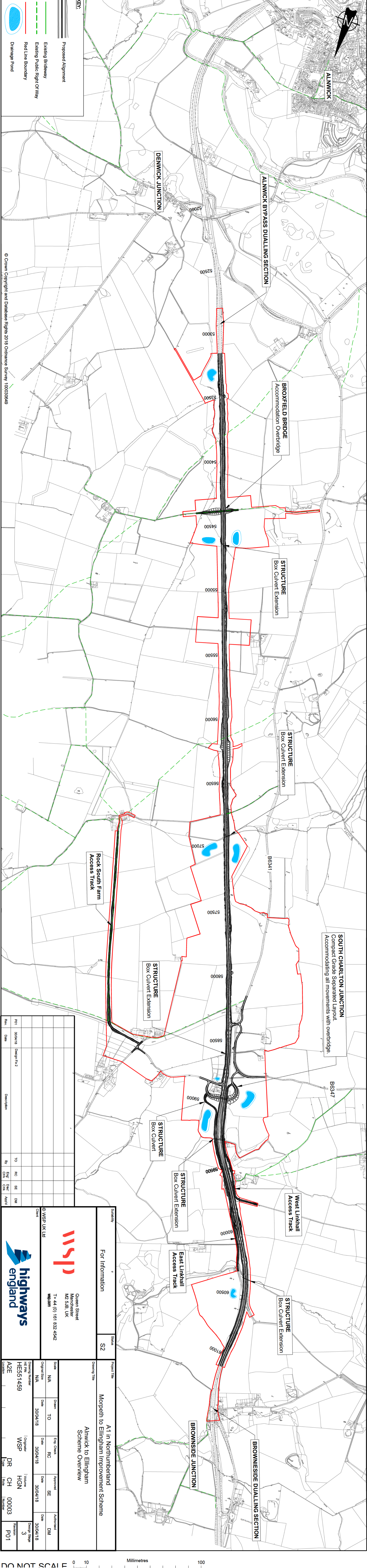
Please note that the Highways team within WSP will be dealing with the surface water drainage strategy and therefore does not form part of our assessment.

Questions

- Please can you confirm that the above approach is considered acceptable?
- Please can you confirm whether any hydraulic models exist for the watercourses along this stretch of the A1?
- Please can you confirm if there are any areas of known flood risk along the proposed Scheme that the assessment should take into consideration?
- Does the Environment Agency have any WFD investigations regarding the catchments located within the Scheme area?



Appendix A – Red Line Boundary



KEY:

Proposed Alignment

Existing Bridleway

Existing Public Right Of Way

Red Line Boundary

Drainage Pond

Rev.	Date	Description	By	Eng'g	Disc'.	App'd
PO1	30/04/18	Design Fix 2	TO	RC	SE	DM

WSP

highways
england

Queen Street
Manchester
M2 5JB, UK

T + 44 (0) 161 832 4542
wsp.com

For Information

S2

Project Title

A1 in Northumberland
Morpeeth to Eilingham Improvement Scheme

Drawing Title

A1 in Northumberland
Morpeeth to Eilingham
Scheme Overview

Scale	N/A	Drawn	TO	Eng. Check	RC	Approved	SE	Authorised	DM
Original Size	N/A	Date	30/04/18	Date	30/04/18	Date	30/04/18	Date	30/04/18

Drawing Number

HE551459

Originator

WSP

Volume

HGN

Revision

00003

Location

A2E

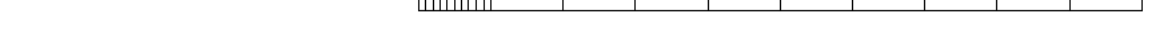
Type

DR

CH

Number

P01



MEETING NOTES & ACTION SUMMARY		Date:	16/05/2019 and 29/05/2019
Meeting: Modelling of Kittycarter Burn		File Ref:	
Attendees		Distribution	
WSP	Sarah Hamilton (SHam)		
WSP	Stephanie Haberfield (SHab)		
WSP	Sam Willis (SW)		
Northumberland County Council (NCC)	James Hitching (JH)		
Apologies			
Notes Prepared by: Sarah Hamilton		Agreed By: All Attendees	

Ref	Meeting Notes	ACTIONS BY	
		Name	Date
1.1	JH had highlighted at previous meetings that the existing Kittycarter Burn culvert beneath the A1 was problematic and that the business to the north (Patterson Cottage) had flooded. Current plans are to extend the culvert eastwards to accommodate the increase in width of the carriageway.		
1.2	SW described the modelling work undertaken to date and presented the results, including modelled flood outlines.		
1.3	JH described the pond to the south as ephemeral and that it acted as an informal floodplain storage area. SW described how we could lower the right hand bank to encourage flooding of this area and raise any low spots on the left hand bank to reduce flooding to the business. This option is to be considered further.	SW to look at model and to have discussions with wider PM team	
1.4	All discussed the fence within the current culvert. WSP confirmed it would enquire with the project and design team about the potential removal although outside scope of Scheme.	SW to discuss with wider PM team	
1.6	SW will undertake blockage scenario modelling and to confirm if silt accumulation is included in invert. At the second meeting the blockage scenario and results were discussed. All were happy with the results and that they were representative of the local situation.		
1.7	JH described how downstream of the culvert, there is a fence across the watercourse which could hinder flows. JH to visit site and to supply photos.		

MEETING MINUTES & ACTION SUMMARY			
Meeting: A1 in Northumberland Alnwick to Ellingham scheme – Flood Risk and Water Environment		Date:	01.11.18
		Time:	09:00 – 10:00
		Venue:	Environment Agency - Newcastle
Attendees:		Distribution:	
LB	Lee Bedford – WSP	Attendees	
SH	Sarah Hamilton – WSP		
AW	Alex Whitworth – WSP		
LM	Lucy Mo – Environment Agency (EA)		
CM	Caroline Maarouf – Environment Agency (EA)		
HH	Heather Harrison – Environment Agency (EA)		
JH	James Hitching – Northumberland County Council (NCC)		
Prepared By: Alex Whitworth		Agreed by:	

Ref	Meeting Notes	Action	
		By	Date
1	Project Status and Purpose of the meeting		
1.1	To discuss the flood risk and water environment elements of the A1 Alnwick to Ellingham scheme including the proposed methodology to assess watercourses / surface water flow paths for the DCO application.		
1.2	WSP (LB) described the nature of the Alnwick to Ellingham scheme as online widening and any works to culverts will be extensions or replacement. WSP presented a map of the scheme extents showing 15 identified watercourses/surface water flow path crossing points (Figure 1 - below). WSP (LB) explained that a philosophy of creating baseline models for existing conditions, followed by proposed conditions was to be adopted for hydraulic assessment of all crossings.		

Figure 1 – Alnwick to Ellingham Scheme identified watercourse crossings



Ref	Meeting Notes	Action	
		By	Date
2	Denwick Burn – Crossing Points 1-5		
2.1	WSP (LB) identified crossing points 1-5 as part of Denwick Burn, proposing the use of a 1D model for hydraulic assessment.		
2.2	EA / NCC raised no objection to the proposed hydraulic assessment method. EA did raise a point of potential flood map inaccuracy owing to the location and size of the watercourse at the crossings. EA advised that lack of map detail did not negate flood risk.		
2.3	NCC (JH) raised concerns of the watercourse being diverted around a proposed balancing pond. NCC stated a preference for this, and any other such features, to be moved out of Flood Zone 3 (if possible). WSP to advise drainage team.	WSP	
2.4	Both EA & NCC reiterated the need for baseline and proposed hydraulic modelling iterations to be undertaken.		
2.5	EA (HH) stated that the Denwick Burn is in the AIn catchment and that fish passage and natural beds should be incorporated where possible. HH to forward on any relevant WFD investigations / reports.	HH	
2.6	All discussed climate change and agreed that a 25% increase for climate change will be included in any hydraulic modelling. LM stated that new climate change guidance is to be released in November 2018.		
3	Unnamed watercourse – Crossing Point 6		
3.1	WSP (LB) identified crossing point 6 as an unnamed watercourse, possibly a field drain connecting to highway drainage. WSP stated that we would investigate its connectivity. A simple assessment such as Culvertmaster or hand calculations is proposed for hydraulic assessment.		
3.2	NCC agreed with the need for further investigation of possible connection to highway drainage and to investigate whether there are any watercourses parallel to the A1 around crossing points 5 to 6.	WSP	
3.3	No objection from EA or NCC regarding hydraulic modelling methodology.		
4	Unnamed watercourse – Crossing Point 7		
4.1	WSP (LB) identified crossing point 7 as an unnamed watercourse. A simple assessment such as Culvertmaster or hand calculations is proposed for hydraulic assessment.		
4.2	No objection from EA or NCC regarding hydraulic modelling methodology.		

Ref	Meeting Notes	Action	
		By	Date
5	Whitehouse Burn – crossing point 8		
5.1	WSP (LB) identified crossing point 8 as Whitehouse Burn and proposed a simple assessment such as Culvertmaster or hand calculation methods for hydraulic assessment.		
5.2	EA expressed concern into ponds to the west of the A1 near the watercourse. WSP to investigate purpose of ponds.	WSP	
5.3	No objection from EA or NCC regarding hydraulic modelling methodology.		
6	Kittycarter Burn – Crossing Points 9-13		
6.1	WSP (LB) identified crossing points 9-13 as Kittycarter Burn, proposing the use of a 1D model as the hydraulic assessment method.		
6.2	NCC (JH) raised that there have been flooding issues near crossing point 9, denoted as “the old house” on google maps. JH mentioned previous issues with the landowner not maintaining the watercourse. JH to send information to WSP. JH stated that there must be no upstream effects on the watercourse.	JH	
6.3	NCC (JH) raised that there are dog kennels (Pattinsons Lodge) near crossing point 13 that often gets flooded from the watercourse. JH believes that the current culvert beneath the A1 is the cause due to its shape and lack of maintenance and that it is not fit for purpose. JH stated a preference for a replacement rather than extension at this location. WSP to investigate further. JH to forward on photographs. JH requests to be kept informed of investigation outcome.	WSP JH	
7	Shipperton Burn – Crossing Point 14		
7.1	WSP (LB) identified crossing point 14 as Shipperton Burn, proposing the use of a 1D model for hydraulic assessment method.		
7.2	Assessment methodology was discussed and both the EA and NCC agreed that a simple assessment would be acceptable. WSP to reassess proposed methodology.	WSP	
8	Possible unnamed watercourse – Crossing Point 15		
8.1	WSP (LB) identified a possible unnamed watercourse at crossing point 15. WSP intends to investigate this location, and if necessary, undertake a simple assessment. Resurfacing works are proposed at this location at this stage.		

Ref	Meeting Notes	Action	
		By	Date
8.2	No objection from EA or NCC regarding hydraulic modelling methodology.		

MEETING NOTES & ACTION SUMMARY		Date:	05/12/2019	
Subject – Kittycarter Burn		File Ref:		
Attendees			Distribution	
WSP		Sarah Hamilton (SHam)		
Northumberland County Council (NCC)		James Hitching (JH)		
Notes Prepared by: Sarah Hamilton			Agreed By: All Attendees	

Ref	Telecon Notes 02/12/2019	ACTIONS BY	
		Name	Date
1.1	SH spoke to JH regarding the Kittycarter Burn culvert beneath the A1 adjacent to the kennels. JH originally asked for the fence that runs through the existing culvert to be removed as part of any proposals.		
1.2	SH outlined that the fence would not be removed as it allows the movement of livestock beneath the A1 and will remain as part of the Scheme.		
1.3	SH described that in principle, the left bank would be locally raised where low spots exist, the right bank would be lowered to maintain the flooding frequency of the field to the south and that further modelling would be undertaken at detail design stage to ensure that flood risk was not being increased and was acceptable.		
1.4	JH agreed in principle to the above.		

Subject: FW: A1 A2E Highway drainage

From: James Hitching [<mailto:james.hitching@northumberland.gov.uk>]
Sent: 07 May 2019 14:04
To: Sharpe, Rob <Rob.Sharpe@wsp.com>
Cc: Muscatelli, Dino <Dino.Muscatelli@wsp.com>; Hugill, Gary <Gary.Hugill@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; McCann, Lowri <lowri.mccann@wsp.com>; Hamilton, Sarah <Sarah.Hamilton@wsp.com>; Haberfield, Stephanie <Stephanie.Haberfield@wsp.com>
Subject: Re: A1 A2E Highway drainage

Hi Rob

Thank you for your email. In summary, I am satisfied with all of the comments that you have made. In many instances, this information will need to be reflected within drawings and formal documents that are to be submitted. For clarity, I provide a response to each point below in blue:

1. What are the existing catchments for both areas?

The total catchment areas for the Shipperton Burn and the Kittycarter Burn are 310ha and 200ha respectively.

The existing carriageway that will be removed from the Shipperton Burn is from Ch60100 to Ch61100 and totals 1.51ha.

The new carriageway which replaces the existing carriageway from Ch60100 to Ch61100 is 3.57ha.

OK and accepted - this will need to be reflected with diagrams/drawings with any formal submission.

2. Is there any scope for a detention basin in DB6? Albeit taking a smaller catchment, with the rest going to DB5?

No, there is no suitable land for a detention basin within the current red line boundary.

This will need to be reflected with diagrams/drawings with any formal submission. Associated text to be provided to say why this is the case.

3 Full reasoning for the movement of surface water will need to be documented and explained.

We are proposing to remove Detention Basin 6 and divert flows to Detention Basin 5 in order to remove the need for a detention basin within the same field as a Scheduled Monument is located. The Scheduled Monument is a prehistoric burial mound of national importance which, by its nature, could have additional artefacts associated with

the Scheduled Monument located outside the boundary shown on Historic England mapping (<https://historicengland.org.uk/listing/the-list/list-entry/1018499>). Detention Basin 6 is located outside of the Scheduled Monument boundary but the construction of the basin could cause disruption and damage to archaeological remains extending beyond the Scheduled Monument boundary. In addition, during operation there could be changes in water levels due to the presence of the detention basin which could lead to the decay of the archaeological remains associated with the Scheduled Monument. Therefore, the preference would be to remove the detention basin from the field with the Scheduled Monument in order to avoid these potential impacts.

We have received a consultation letter from Historic England in response to the statutory consultation undertaken for the scheme. Within the letter, Historic England confirm that they "*welcome the default position set out in the consultation which is to avoid the scheduled area with any development activity.*" Historic England also note "*that at this stage whether this avoidance is achievable, or whether the development will require an impact (up to the total destruction of the bowl barrow), is unclear. Clearly which of these scenarios applies makes a huge difference to the potential impact of the development on the historic environment, and how it needs to be treated in NPPF terms.*" A copy of the letter is attached to this response for your information.

Explanation acceptable - Please include this within any formal surface water drainage strategy documentation that is to be submitted.

4 Flows to the Kittycarter Burn will need to be restricted to pre-development greenfield conditions for the existing catchment only.

The proposed carriageway from Ch59210 to Ch60100 discharging to Kittycarter Burn has an area of 3.38ha. This runoff will be attenuated at DB5 to the greenfield runoff rates for this area (for the 1 in 1, 30 and 100 year events). The additional runoff from the carriageway from Ch60100 to Ch61100 (3.57ha) will be accommodated within detention basin DB5, the discharge rates will be set at the greenfield runoff rates determined on the 3.38ha development.

The proposed carriageway from Ch58200 to 59210 discharging to Kittycarter Burn has an area of 3.50ha. This runoff will be attenuated at DB4 to the greenfield runoff rates for this area (for the 1 in 1, 30 and 100 year events).

OK - Please provide associated calculations as part of any document.

5 Flows will need to be connected to the watercourse to the east of the A1 and downstream of the existing culvert.

Yes, both the outfalls from the carriageway drainage which discharge from detention basins DB4 and DB5 are to the watercourse to the east of the A1.

Excellent - Please reflect this on the respective drawings.

6 Improvement works to the culvert and the general area are still requested and anticipated to be included as part of the works.

We are currently in the process of producing a Flood Risk Assessment to support the DCO application which will assess the impacts of the scheme in terms of flood risk and will be informed by hydraulic modelling to demonstrate that the scheme will not increase flood risk. The improvement works to the culvert are still under investigation to see if they are appropriate and we will inform the Council of the outcome.

Acknowledged - awaiting further information.

7 The watercourse assessment will need to look at the existing and proposed levels in the watercourse both upstream and downstream. A range of different events will need to be looked at up to and including the 1 in 100 year plus climate change event. The results of any watercourse assessment will need to conclude that the additional flows and volumes do not increase the risk of flooding at any location in any rainfall event.

We are currently in the process of producing a Flood Risk Assessment to support the DCO application which will assess the impacts of the scheme in terms of flood risk and will be informed by hydraulic modelling to demonstrate that the scheme will not increase flood risk. The improvement works to the culvert are still under investigation to see if they are appropriate and we will inform the Council of the outcome.

Acknowledged - awaiting further information.

Please get in touch if you wish to discuss anything further.

Kind regards
James

James Hitching
Senior Sustainable Drainage Officer
Flood & Coastal Erosion Risk Management
Northumberland County Council
County Hall
Morpeh
NE61 2EF

On Fri, 3 May 2019 at 12:40, Sharpe, Rob <Rob.Sharpe@wsp.com> wrote:

Hi James,

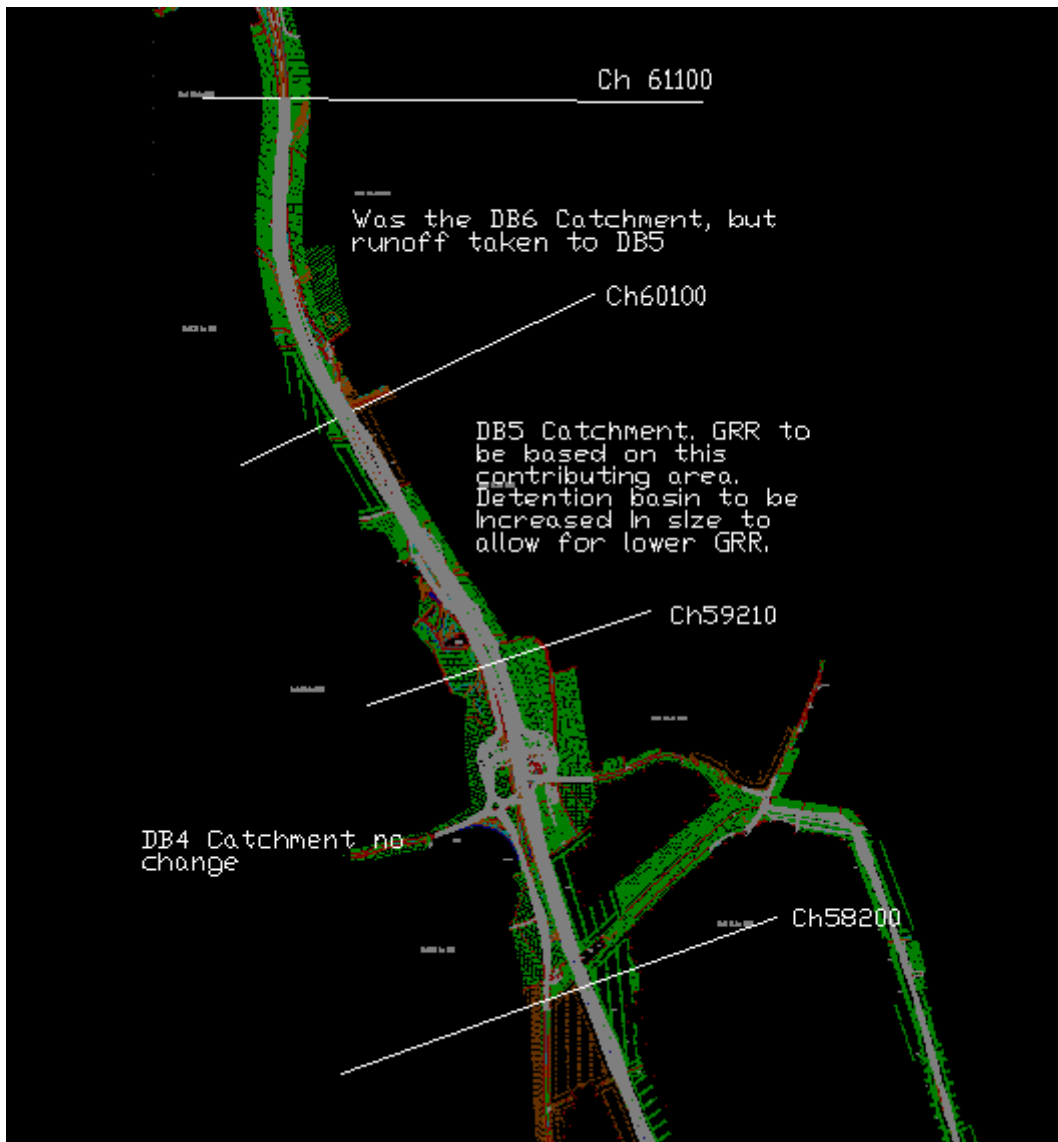
I've reviewed the points raised in your email and sought to address them in the responses below.

I've related the carriageway runoff to the road chainage as it gives us a reference point. The carriageway runoff can be split as follows:

Chainage 58200 to 59120. Attenuation to be provided at detention basin DB4, part of the Kittycarter Burn catchment.

Chainage 59120 to 60100. Attenuation to be provided at detention basin DB5, part of the Kittycarter Burn catchment.

Chainage 60100 to 61100. Attenuation to be provided at detention basin DB5, part of the Shipperton Burn catchment .



1. What are the existing catchments for both areas?

The total catchment areas for the Shipperton Burn and the Kittycarter Burn are 310ha and 200ha respectively.

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No, there is no suitable land for a detention basin within the current red line boundary.

3 Full reasoning for the movement of surface water will need to be documented and explained.

We are proposing to remove Detention Basin 6 and divert flows to Detention Basin 5 in order to remove the need for a detention basin within the same field as a Scheduled Monument is located. The Scheduled Monument is a prehistoric burial mound of national importance which, by its nature, could have additional artefacts associated with the Scheduled Monument located outside the boundary shown on Historic England mapping (<https://historicengland.org.uk/listing/the-list/list-entry/1018499>). Detention Basin 6 is located outside of the Scheduled Monument boundary but the construction of the basin could cause disruption and damage to archaeological remains extending beyond the Scheduled Monument boundary. In addition, during operation there could be changes in water levels due to the presence of the detention basin which could lead to the decay of the archaeological remains associated with the Scheduled Monument. Therefore, the preference would be to remove the detention basin from the field with the Scheduled Monument in order to avoid these potential impacts.

We have received a consultation letter from Historic England in response to the statutory consultation undertaken for the scheme. Within the letter, Historic England confirm that they *"welcome the default position set out in the consultation which is to avoid the scheduled area with any development activity."* Historic England also note *"that at this stage whether this avoidance is achievable, or whether the development will require an impact (up to the total destruction of the bowl barrow), is unclear. Clearly which of these scenarios applies makes a huge difference to the potential impact of the development on the historic environment, and how it needs to be treated in NPPF terms."* A copy of the letter is attached to this response for your information.

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The proposed carriageway from Ch59210 to Ch60100 discharging to Kittycarter Burn has an area of 3.38ha. This runoff will be attenuated at DB5 to the greenfield runoff rates for this area (for the 1 in 1, 30 and 100 year events). The additional runoff from the carriageway from Ch60100 to Ch61100 (3.57ha) will be accommodated within detention basin DB5, the discharge rates will be set at the greenfield runoff rates determined on the 3.38ha development.

The proposed carriageway from Ch58200 to 59210 discharging to Kittycarter Burn has an area of 3.50ha. This runoff will be attenuated at DB4 to the greenfield runoff rates for this area (for the 1 in 1, 30 and 100 year events).

5 Flows will need to be connected to the watercourse to the east of the A1 and downstream of the existing culvert.

Yes, both the outfalls from the carriageway drainage which discharge from detention basins DB4 and DB5 are to the watercourse to the east of the A1.

6 Improvement works to the culvert and the general area are still requested and anticipated to be included as part of the works.

We are currently in the process of producing a Flood Risk Assessment to support the DCO application which will assess the impacts of the scheme in terms of flood risk and will be informed by hydraulic modelling to demonstrate that the scheme will not increase flood risk. The improvement works to the culvert are still under investigation to see if they are appropriate and we will inform the Council of the outcome.

7 The watercourse assessment will need to look at the existing and proposed levels in the watercourse both upstream and downstream. A range of different events will need to be looked at up to and including the 1 in 100 year plus climate change event. The results of any watercourse assessment will need to conclude that the additional flows and volumes do not increase the risk of flooding at any location in any rainfall event.

We are currently in the process of producing a Flood Risk Assessment to support the DCO application which will assess the impacts of the scheme in terms of flood risk and will be informed by hydraulic modelling to demonstrate that the scheme will not increase flood risk. The improvement works to the culvert are still under investigation to see if they are appropriate and we will inform the Council of the outcome.

I hope that this is clear and that there is sufficient detail to satisfy you so that you can accept the proposed option.

I'll call you early next week to discuss this.

regards

Rob Sharpe *BEng (Hons) CEng C.WEM MCIWEM*

Technical Manager



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From: James Hitching [mailto:james.hitching@northumberland.gov.uk]
Sent: 24 April 2019 10:02
To: Sharpe, Rob <Rob.Sharpe@wsp.com>
Subject: Re: A1 A2E Highway drainage

Hi Rob

Thank you for your email and subsequent phone call. I do apologise for the lateness of my reply.

In principle we are against moving water from one catchment to another. This is against best practice guidance. In addition to being against best practice, the location of where the proposed additional water is to go, is at an area which already experiences flood and drainage issues. I attach a plan, which outlines these.

Notwithstanding the above, if it is demonstrated that there is no other reasonable or practicable option but to move the surface water and attenuation to the south, then this could be acceptable. However, it will need to be demonstrated that this does not increase the risk of flooding both upstream and downstream. In particular, we ask the following questions and these will need to be addressed as part of any watercourse assessment.

1. What are the existing catchments for both areas?
2. Is there any scope for a detention basin in DB6? Albeit taking a smaller catchment, with the rest going to DB5?
3. Full reasoning for the movement of surface water will need to be documented and explained.
4. Flows to the Kittycarter Burn will need to be restricted to pre-development greenfield conditions for the existing catchment only.
5. Flows will need to be connected to the watercourse to the east of the A1 and downstream of the existing culvert.
6. Improvement works to the culvert and the general area are still requested and anticipated to be included as part of the works..
7. The watercourse assessment will need to look at the existing and proposed levels in the watercourse both upstream and downstream. A range of different events will need to be looked at up to and including the 1 in 100 year plus climate change event. The results of any watercourse assessment will need to conclude that the additional flows and volumes do not increase the risk of flooding at any location in any rainfall event.

I will send some photos of the Linkhall culvert over in two separate emails.

Please get in touch, if you wish to discuss any of the above.

Kind regards

James

James Hitching
Senior Sustainable Drainage Officer
Flood & Coastal Erosion Risk Management
Northumberland County Council
County Hall
Morpeth
NE61 2EF


Email – James.Hitching@northumberland.gov.uk

On Mon, 1 Apr 2019 at 16:08, Sharpe, Rob <Rob.Sharpe@wsp.com> wrote:

Hi James,

As discussed last week I am looking at the highway drainage of the northern phase of the A1 in Northumberland, known as the A1 Alnwick to Ellingham (A2E) stretch.

We are using the same philosophy as on the Morpeth to Felton (M2F) stretch, mainly detention basins to attenuate and treat the runoff prior to discharge at greenfield runoff rates to the adjacent watercourses.

At the northernmost end of the scheme we were proposing to construct a detention basin (DB6) to the east to the newly dualled road with the attenuated flow discharging to the Shipperton Burn. However this location has been identified as having a tumulus, which is a Scheduled Monument, in it, and though the basin will not impact on the monument directly, there is the possibility that further remains are within this area and that they could be uncovered during the new works. It is believed that limiting the works in this field will have both environmental and financial benefits. We are therefore considering not constructing the detention basin in this area and taking the runoff to the detention basin (DB5) further to the south.

This alternative location is currently being proposed as a detention basin but we have the option to increase its capacity to take the runoff from the north of the site. The discharge from this basin will be to the un-named watercourse which is currently used as an outfall for the existing carriageway in this area. This watercourse then connects to the Kittycarter Burn.

I have attached two plans which I hope makes this proposal clear.

I would be grateful if you could review this proposal and advise if there are any issues with decreasing the overall contributing area to Shipperton Burn and the subsequent increase in the contributing area to the un-named watercourse and Kittycarter Burn.

If you need any further information, please contact me.

regards

Rob Sharpe *BEng (Hons) CEng C.WEM MCIWEM*

Technical Manager



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----- Forwarded message -----

From: "mike.collins@HistoricEngland.org.uk" <mike.collins@historicengland.org.uk>

To: A1inNorthumberland <A1inNorthumberland@highwaysengland.co.uk>

Cc:

Bcc:

Date: Mon, 8 Apr 2019 11:26:22 +0000

Subject: Historic England advice on case PL00551504

Dear Sirs

I am writing in relation to the following:

NSIP: National Significant Infrastructure Project (DCO)

A1 Northumberland: Alnwick to Ellingham Scheme

[Case Ref. PL00551504; HE File Ref. NSIP 0110/00; Your Reference. TR0100053/S42 (1) (a)]

Due to an error within our systems a previous version of our advice, containing spelling mistakes, was sent to you. Apologies for this and please find attached a corrected version.

Yours Sincerely

Mike Collins

Inspector of Ancient Monuments (Hadrian's Wall)

E-mail: mike.collins@HistoricEngland.org.uk



We help people understand, enjoy and value the historic environment, and protect it for the future. Historic

Geology and Soils

MEETING NOTES & ACTION SUMMARY	Date:	19/12/2018	
Meeting: A1 in Northumberland (A1iN) – River Coquet Bridge Works & Assessment	File Ref:	HE551459-WSP-EGN-M2F-MI-ZM-1721Luc	
Attendees		Distribution	
Environment Agency (EA), Planning		Lucy Mo (LM)	●
Environment Agency, Flood & Coastal Risk Management		Caroline Maarouf (CM)	●
Environment Agency, Geomorphology		Duncan Wishart (DW)	●
Environment Agency, Fisheries		Morton Heddell-Cowie (MH)	●
Environment Agency, Flood & Coastal Risk Management		Andrea Emsley (AE)	●
Highways England (HE), A1 in Northumberland Project Manager		Mark Stoneman (MS)	●
Highways England, SES Technical Partner		Lesley Benton (LBn)	●
Highways England, Geotechnical Specialist		Angus Wheeler (AW)	●
Highways England, Structures Specialist		Adam Clark (AC)	●
WSP, Geomorphology Specialist		Helena Parsons (HP)	●
WSP, Flooding Lead		Lee Bedford (LBd)	●
WSP, Structures Lead		Andy Nicholson (AN)	●
WSP, A1iN Project Director		Iain Salisbury (IS)	●
WSP, A1iN Project Manager (Morpeth to Felton section)		Henrietta Achampong (HA)	●
Apologies			
Highways England, A1iN Senior Project Manager		Tsuwun Bevan (TB)	●
Highways England, A1iN Assistant Project Manager (Morpeth to Felton section)		Phil Gibbins (PG)	●
Highways England, Environmental Specialist		Alyssa Young (AY)	●
WSP, Environment Lead		Kevin Stubbs (KS)	●
Distribution also to...			
WSP, Geotechnical Lead		Matt Howard (MH)	●
Notes Prepared by: Henrietta Achampong		Agreed By: <i>Lucy Mo (to be agreed)</i>	

Ref.	Meeting Notes	ACTIONS BY	
		Name	Date
1.0	Safety Moment		
1.1	MS introduced safety moment – importance of being well enough to work before returning to workplace		
2.0	Scheme Overview and Key Programme Dates		
2.1	MS and LBn presented current scheme overview and key milestone dates for the delivery of the Morpeth to Felton section.		

Ref.	Meeting Notes	ACTIONS BY	
		Name	Date
2.2	Main objective for Highways England is to bring forward DCO submission date currently scheduled for mid-2019 to Spring 2019 and assist in preserving scheduled start of works in 2020		
2.3	Purpose of today's meeting is to work with the Environment Agency to identify scope for shortening the programme by agreeing the level of environmental assessment needed at the River Coquet in order to enable construction of the new River Coquet bridge (currently on the critical path)		
2.4	Key Topics Discussed: <ul style="list-style-type: none"> • HE timescales for DCO submission and scheme Start of Works • Bridge construction methodology (submitted in advance of meeting; temporary pier and cable stay options tabled) • Hydraulic modelling and geomorphological assessment requirements • Permits required • Ground Investigation (GI) 		
3.0	Key Actions		
3.1	HE and WSP to decide which construction methodology to take forward. AC to confirm the suitability of the cable stay method with HE SES colleagues before decision can be made	HE, WSP	07/01/19
3.2	WSP to confirm with HE that if the cable stay construction option were to be taken forward, EA would accept a flood risk assessment, mitigation proposals and detail on compensatory storage instead of hydraulic modelling	LBd	07/01/19
3.3	WSP to provide EA with as much detail as possible on how the proposed haul road on the southern river bank will work	HA	07/01/19
3.4	WSP to confirm whether Natural England has been consulted on the proposed haul road	HA	07/01/19
3.5	WSP to confirm that no invasive plant species have been identified	HA	07/01/19
3.6	WSP to confirm which permits are to be included in / disappplied from the DCO application	KS	14/01/19
3.7	WSP to provide more information for the GI methodology (including arrangements for temporary fencing, presence on site, risk mitigation) and agree permits required for this work. No artificial lighting is to be used	MH	14/01/19

Ref.	Meeting Notes	ACTIONS BY	
		Name	Date
3.8	If not proceeding with cable stay option, WSP to confirm that hydraulic modelling timescales can be met in advance of pre-examination of DCO submission	LBd	14/01/19
3.9	WSP to confirm progress of securing permits for the GI	MH	14/01/19
3.10	HE to share EA guidance for working on sites with WSP <i>[Post-meeting note: Guidance shared]</i>	AW	07/01/19
4.0	Key Notes		
4.1	EA has received and reviewed the methodologies for both the River Coquet ground investigation works and the bridge construction.		
4.2	EA is concerned with all activity, impact, timing, phasing and mitigation in the river channel and would expect this information to be provided River channel is defined as the whole valley up to Level 2 (1 in 1000-year flood level); EA clarified that this is defined as the top of the valley sides, i.e. the first major break in slope and then 8m beyond.		
4.3	The stability issues at the top of the south bank were discussed. EA would prefer that work in the river be avoided if at all possible but if tracking through the river proved to be the only workable option, details of the duration, impact, timing and mitigation of this would need to be presented to EA prior to DCO submission; Detail would also need to feature additional methodology detail e.g. silt control		
4.4	If the cable stay construction option were to be taken forward, EA would accept a flood risk assessment, mitigation proposals and detail on compensatory storage instead of hydraulic modelling; The temporary pier option would require hydraulic modelling		
4.5	The EA biodiversity rep (not present) is understood to prefer the cable stay option but also recommends liaison with Natural England		
4.6	Contractor's method statement would need to identify bio-security measures		
4.7	Construction noise will affect fish so EA advises daylight working between the months of May and Oct, as fish normally move at night-time.		

Ref.	Meeting Notes	ACTIONS BY	
		Name	Date
4.8	EA advises that disapplying of permits gives them less control and this may result in modified permissions to protect the asset, however, strongly advises that bridge construction FRAP be included in the DCO application		
4.9	EA geomorphologist agreed with WSP geomorphologist that following initial results no hydraulic modelling is required for the geomorphological assessment – prompted by findings – amount of bedrock present on river bed, size of sediment. The cable stay option would further support this decision, however should the temporary pier option be taken forward, the hydraulic modelling required for that would provide extra re-assurance		
4.10	If the temporary pier option is pursued, EA would accept our proposal to receive addenda after DCO submission. EA advised that addenda must be submitted in by start of the pre-examination period (currently June) to enable EA to review and response within the prescribed DCO review and response timescales		
4.11	Determination periods for permits can be up to 2-4 months. The R. Coquet GI will require a bespoke Flood Risk Activities Permit (FRAP) among other permits and licences. GI FRAP is currently scheduled to be submitted in mid-late January 2019		
4.12	The bridge construction FRAP will need to include detail on stockpiling during construction, compounds and welfare facilities within the river channel		
4.13	The Water Framework Directive (WFD) is to cover pre-, post- and during construction matters.		
4.14	EA noted that the River Coquet flash floods and is up and down in 4 hours; At low flow levels there is not much fish activity		
4.15	EA indicated that working with sand bags would be acceptable		
5.0	AOB		
5.1	Next meeting scheduled for January 2019		
5.2	Next meeting may be held via Skype if expected to be an hour or just over. EA suggests scheduling after GI FRAP has been submitted.		

McCulloch, Richard

From: Smith, Claire
Sent: 06 February 2019 11:31
To: Curtis, Verity
Subject: FW: EIR 5183 - A1 Improvement Scheme: Alnwick to Ellingham - Environmental Scoping Report
Attachments: EIR 5183 Response.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Environmental info from NCC

Claire Smith

Associate | Ground Risk & Remediation



T+44 (0) 113 395 6257
[Redacted]

From: Gary Park [mailto:gary.park@northumberland.gov.uk]
Sent: 07 December 2018 12:38
To: Smith, Claire <Claire.Smith@wsp.com>
Cc: Carter, Debbie <debbie.carter@northumberland.gov.uk>
Subject: RE: EIR 5183 - A1 Improvement Scheme: Alnwick to Ellingham - Environmental Scoping Report

Hi Claire,

Please find attached our response to your Environmental Information Request.

Hopefully, this should address everything you are looking at, however if there is anything you feel is missing or we have not addressed it then please get back to me.

I will send a hard-copy to you in the post also.

Regards

Gary



Gary Park BSc (Hons)

Environmental Protection Officer

Public Health Protection Unit

Housing and Public Protection Service

Northumberland County Council

Northumberland Fire and Rescue Service Headquarters

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Northumberland County Council

Claire Smith
Associate
Ground Risk & Remediation
WSP
Three White Rose Office Park
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LS11 0DL

Your Ref:
Our Ref: EIR 5183 / SRU125989
Enquiries to: Gary Park
[Redacted]
E-mail: gary.park@northumberland.gov.uk
Date: 07 December 2018

Dear Ms Smith,

Re: EIR 5183 - A1 Improvement Scheme: Alnwick to Ellingham - Environmental Scoping Report.

I refer to your request for information sent by letter and received by ourselves on the 20/11/2018.

The Council has considered your request for information under The Environmental Information Regulations 2004 (EIR). The information requested is 'environmental information' as it meets the definition set out in regulation 2(1)(c) of the EIR. This covers "measures (including administrative measures), such as policies, legislation, plans, programmes, environmental agreements, and activities affecting or likely to affect the elements and factors referred to in [2(1)](a) and (b)" including water, soil, land and landscape "as well as measures or activities designed to protect those elements". As such it must be considered for disclosure under the terms of the EIR rather than The Freedom of Information Act 2000.

This is chargeable service to account for officer's time in searching our records and compiling a response to the request. It has been determined that this will take no more than 6 hours to carry out this work at a cost of £150.72 plus VAT (£188.40) for up to 6 hours. This fee was paid on the 26/11/2018 to cover this work and the timescale for providing a response no later than twenty days after that date.

In your e-mail of the 26 November 2018 you posed a number of questions relating to the proposed dualling of the A1 road from Alnwick to Ellingham and provided the following background:

WSP has been commissioned by Highways England to undertake an environmental scoping assessment, prior to undertaking a detailed Environmental Impact Assessment associated with upgrading the existing section of the A1 from Alnwick to Ellingham in Northumberland, please find attached a Draft plan indicating the scheme area.

In order to understand Northumberland County Councils opinion on the potential impact of the proposed Scheme, and to ensure we consider all pertinent aspects within our Soils and Geology chapter (including potential impacts posed to particularly sensitive environmental receptors or

**Gary Park - Environmental Protection Officer - Environmental Protection
Team**

Public Health Protection Unit, Fire & Rescue Service, Northumberland County Council,
West Hartford Business Park, Cramlington, Northumberland, NE23 3JP

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potential issues posed by known or suspected contaminated sites), would you be able to provide an opinion on any potential environmental or contaminated land related issues that the proposed Scheme may impact. In particular would you be able to provide information on the following within a 250m of the boundary shown on the attached plan:

Sites determined as contaminated land under Part 2A or sites with potential to be determined as contaminated land

- *Current or historical landfill sites.*
- *Environmentally sensitive sites such as SSSIs.*
- *Sites of geological importance, RIGS.*
- *Details of any previous pollutions incidents.*
- *Details of any private water abstractions (within 1,000m of the site).*

The information provided has been derived from a number of sources including:

- Northumberland County Council's Historic Land Use GIS database.
- Landmark's Historic Land Use Database (HLUD).
- The Environment Agency Historic Landfill Sites dataset.
- The Coal Authority's Mine Entries/Shallow Workings
- Historic Ordnance Survey maps

Historic Land Uses with the Potential to Contaminate

Information has been separately extracted from within the identified working areas and a 250 metre buffer around these workings.

These are listed as attachments and are separated into features within the identified work areas (red/blue line) and those within the 250 metre buffer external to the work area. The access tracks/roads have been further separated on the assumption that little or no ground intrusive works will take place on these.

The historic Ordnance Survey maps have been used to confirm site descriptions & naming and dates of site usage.

The information from the Northumberland County Council's Historic Land Use GIS Layer can be passed on in this format and can be reproduced on mapping using the points provided. The other datasets are not owned or created by Northumberland County Council and we cannot give permissions on their use. However, all but the Landmark Historic Land Use Database (HLUD) are within the public domain.

Please see the attached tables which are arranged by:

1. The identified work area, sites arranged from north to south.
2. A 250 metre buffer external to the identified work area, sites arranged from north to south.
3. The identified compound at the Lionheart Business Park, Alnwick.
4. A 250 metre buffer of the identified compound at the Lionheart Business Park, Alnwick.
5. The various access tracks which lie outside the main work area, arranged from north to south (see the attached plans where these areas are labelled).
6. A 250 metre buffer around the various access tracks which lie outside the main work area, arranged from north to south (see the attached plans where these areas are labelled).
7. The compound at Eshott Airfield was addressed in the previous EIR response to the dualling of the Fairmoor to Felton section of the A1 but the information is duplicated here for completeness..

WSP have supplied a ESRI shapefile which been used as the outer boundary of the "work area" and from which a 250 metres buffer has been generated external to the work area.

Please note that the term "contaminated land" has a specific legal meaning and in this meaning, Northumberland County Council has no declared "contaminated land" sites on or near the proposed A1 dualling work areas or within the 250 metre buffer. Therefore, the information provided relates to historic land uses which have a potentially contaminative impact. We have not

provided the risk scoring for any of these sites, but we confirm that none are rated such that they are unlikely to be ever investigated by the Council and would only ever be looked at should a planning application fall within them or near them where there was a receptor (ie residential development).

The sites where there is infilling have the potential to be of more concern simply because of the infill material being unspecified and could constitute contaminative materials.

Current or historical landfill sites

Please see the attached notes only three identified landfills which fall within the 250 metre buffer of the work area, these all just marginally encroach upon the buffer. Denwick South Quarry encroaches the most, by about 50 metres.

No historic landfills fall within the identified work areas.

Environmentally sensitive sites such as SSSIs

There are no Sites of Special Scientific Interest within the identified work area or the 250 metres buffer of the work area.

The nearest SSSI is Longhoughton Quarry (geological site) and is approximately 1.4 kilometres to the south-east of the access track off the B1340 next to The Steadings/Denwick Lane End

Should you require any further information about these designated sites then please contact David Feige, Principal Ecologist and AONB Officer at Northumberland County Council.

He can be contacted through our contact centre on 0345 6006400 or e-mail on david.feige@northumberland.gov.uk.

Sites of geological importance, RIGS.

There are no Local Wildlife and Geological Sites (LWGS - formerly RIGS) within or adjacent to the proposed works areas or within the 250 metre buffer. The nearest LWGS is Hulne Park (Alnwick) which is approximately 780 metres west of the 250 metre buffer, between Heckley House and Broom House.

Should you require any further information about these designated sites then please contact David Feige, Principal Ecologist and AONB Officer at Northumberland County Council.

He can be contacted through our contact centre on 0345 6006400 or e-mail on david.feige@northumberland.gov.uk.

Details of any previous pollutions incidents

The Public Health Protection Unit are not aware of any pollution incidents in the identified works area or the 250 metre buffer.

Details of any private water abstractions (within 1,000m of the site)

Please see the sheet which details these.

Additional

The site including adjacent land and adjoining properties:

- Have not been subject to a contaminated land notice.
- A decision to make an entry on the contaminated land register (under section 78R of The Environmental protection Act, 1990).
- Or an actual entry on the contaminated land register (under section 78R of The Environmental protection Act, 1990).

Additionally:

- The Council is not aware of any pollution incidents at the site and in the surrounding area..

Please Note;

None of these responses preclude the Council from requiring further investigation of the enquiry property or adjoining/adjacent sites should any planning application be sought for development purposes.

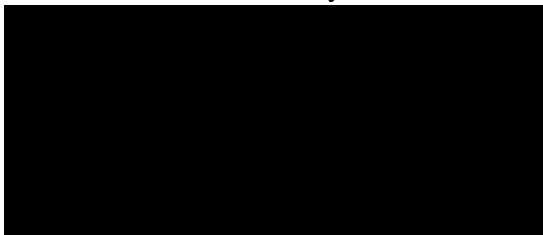
A negative response or omission does not imply the property or adjoining or adjacent land is free from contamination or the risk from contamination.

Should you feel we have not answered your queries completely or appropriately under the Environment Information Regulations, you may ask the Council to review what it has done. This can be undertaken by contacting the Freedom of Information Officer on 01670 623309. You may also complain to the Information Commissioner.

Further details on the Environmental Information Regulations 2004 can be found on the Information Commissioner's Website (<https://ico.org.uk>) or DEFRA's website (www.defra.gov.uk).

Should you have any further questions or require any additional information please do not hesitate to contact me*.

Yours sincerely



Gary Park

Environmental Protection Officer

* Please note any further enquiries may incur an additional charge.

Northumberland County Council is constantly reviewing the ways it delivers services to its residents and customers, to ensure that it is being as effective and efficient as possible. To help us shape future service delivery it is important that we capture the views and experiences of our service users. Customer satisfaction surveys are one way of capturing this valuable information.

To this end, we would be grateful if you could take a few minutes to fill out the following survey to give us feedback on your experiences and interactions with Council services. The survey can be found at: www.northumberland.gov.uk/ppsurvey

Identified Historic Land Uses

1. Features Internal to Work Area - A1 North to South

ID	Name	Location	Historic Land Use	Map Description/Source	Current Use	Periods	Location Centre	Notes
PCL006971	Lavender Cottage	North Charlton	Metal Manufacturing: Iron and Steelworks	"Smithy"	Housing With Gardens	1866 to 1899	416915, 622921	To west of already dualled section
PCL000850	Drythrottle	B6347 east of Charlton Mires	Mining of Coal & Lignite	"Coal Pit"	Agriculture/Farmland	1866 only	418037, 620657	
PCL000851	Drythrottle	B6347 east of Charlton Mires	Mining of Coal & Lignite	"Coal Pit"	Agriculture/Farmland	1866 only	418037, 620657	Duplicate of above
s103100100980	Drythrottle	B6347 east of Charlton Mires	Mining of Coal & Lignite	"Coal Pit"	Agriculture/Farmland	1866 only	418037, 620657	Landmark HLUD entry for two above
s560100080539	Drythrottle	B6347 east of Charlton Mires	Unknown Filled Ground (pit, quarry etc.)	N/A	Agriculture/Farmland	DATE	418037, 620657	Assumed to be remediation of coal pit.
PCL000852	Rock Nab	West of Rock Nab	Quarrying of Sand & Clay, Operation of Sand & Gravel Pits	"Sand Pit"	Agriculture/Farmland	1895 - Sand Pit 1897 onwards "old" or "disused"	417480, 620182	
PCL000967	Ellsnook Plantation	East of South Charlton Bog	General Quarrying	"Quarry"	Woodland	1895 1897 onwards "old" or "disused" quarry	417890, 619344	
s103100100993	Ellsnook Plantation	East of South Charlton Bog	Unknown Filled Ground (pit, quarry etc.)		Woodland	1866	417890, 619344	Infilling of above quarry
PCL007000	Ellsnook Plantation	East of South Charlton Bog	General Quarrying	"Quarry"	Trees & Shrubs	1897 - 1899 1923 onwards "old" or "disused" quarry	417897, 619264	
s1031000100995	Ellsnook Plantation	East of South Charlton Bog	Unknown Filled Ground (pit, quarry etc.)		Trees & Shrubs	1899	417897, 619264	Infilling of above quarry
PCL007941		East of Heiferlaw Bank	Reservoir (Unspecified)	"Reservoir"	Agriculture/Farmland	1923 -	418537, 618205	Structure still visible on contemporary aerial imagery

2. Features Internal to Work Area - Alnwick Compound (Cawledge)

ID	Name	Location	Historic Land Use	Map Description/Source	Current Use	Periods	Location Centre	Notes
PCL007101		Lionheart Enterprise Park	Railway Land	"Mineral Railway" or "Tramway"	Industrial/Commercial	1897 - 1925/26 or 1938	419709, 611487 to 419732, 611055	Tramway from Longdyke Colliery to Alnwick Gas Works

3. Features in 250 metre External Buffer - A1 North to South

ID	Name	Location	Historic Land Use	Map Description	Current Use	Periods	Location Centre	Notes
PCL000833		Charlton Burn	Mining & Quarrying General	"Limekiln" and "Old Quarries"	Woodland	1866 -Limekiln 1895 - LK & Old Quarries (to 1957)	417028, 6233755	
PCL000834		Charlton Burn	Ceramics, Cement and Asphalt Manufacturing Works	"Limekiln" and "Old Quarries"	Woodland	1866 -Limekiln 1895 - LK & Old Quarries (to 1957)	417028, 6233755	
s560100080526		Charlton Burn	Unknown Filled Ground (pit, quarry etc.)	"Limekiln" and "Old Quarries"	Woodland	1978	417028, 6233755	
PCL006971	Lavender Cottage	North Charlton	Metal Manufacturing: Iron and Steelworks	"Smithy"	Housing With Gardens	1866 to 1899	416915, 622921	To west of already dualled section
PCL011044	West Lodge	Shipperton	Mining & Quarrying General	"Old Quarry"	Woodland	1895 only	417213, 621909	Small quarry south of West Lodge
PCL006979		South of East Linkhall	Mining & Quarrying General	"Quarry" and "Old Quarry"	Grazing Land/General Farmland	1897 - Quarry 1899 - Old Quarry	417563, 621606	
s103100100841		South of East Linkhall	General Quarrying	"Quarry" and "Old Quarry"	Grazing Land/General Farmland	1899	417563, 621606	
s5601000080538		South of East Linkhall	Unknown Filled Ground (pit, quarry etc.)		Grazing Land/General Farmland	1978	417563, 621606	Infilling of above quarry
PCL007933		West Linkhall	Tank	"Tank"	Trees and Shrubs	1932 - 1975	417325, 621319	
PCL000853		West Linkhall	Metal Works (General)	"Smithy"	Housing With Gardens	1866 - 1895	417398, 621262	
PCL000854		West Linkhall	Unknown Filled Ground (Pond, Marsh, River, Stream, Dock etc.)	N/A	Farm (outbuildings)	1866 - 1895 (pond)	417394, 621211	Shown as an assumed pond until 1897
PCL011045		West Linkhall	Sheep Dip/Sheep Wash	"Sheep Dip"	Farm (outbuildings)	1975	417257, 621201	
PCL011046		West Linkhall	Reservoir (Unspecified)	"Reservoir"	Farm (outbuildings)	1976	417378, 621220	
PCL007616		Rock Moor	Mining & Quarrying General	"Old Quarry" "Quarry (disused)"	Derelict/Waste Land	1895 - 1978	418775, 620968	
PCL007617		Rock Moor	Tank	"Tank"	Farm (outbuildings)	1897 - 1957	418588, 620866	
PCL01147		Rock Moor	Sheep Dip/Sheep Wash	"Sheep Pens & Dip"	Farm (outbuildings)	1975	418572, 620854	
PCL011048		Rock Moor	Metal Works (General)	"Smithy"	Farm (outbuildings)	1897 - 1899	418579, 620843	
PCL000849		Drythropple	Mining & Quarrying General	"Old Quarry" "Quarry (disused)"	Agriculture/Farmland	1897 - 1978	418077, 620685	Possibly shown but not labelled in 1866
s103100100979		Drythropple	General Quarrying		Agriculture/Farmland	1866	418077, 620685	Landmark HLU entry for above
PCL007615		Drythropple	Mining & Quarrying General	"Old Quarry"	Lake/Pond/Reservoir/Sea/Water	Labelled from 1923 to 1957, Pond in 1975	418277, 620796	Possibly shown but not labelled in 1895/97
s103100110152		Drythropple	General Quarrying		Lake/Pond/Reservoir/Sea/Water	1899	418277, 620796	Landmark HLU entry for above
339	A Sutherland	Rock Midstead	Redundant Petrol Fuel Tank(s)	N/A	No Information	Unknown	418443, 620428	Check with PLO at NF&RS
PCL011049		Rock Midstead	Tanks	"Tank"	Farm (outbuildings)	1975 - present	418406, 620421	Appear to be above ground

PCL007033		Land NE of Holywell	Mining & Quarrying General	"Old Quarry" "Quarry (disused)"	Trees & Shrubs	1895 - 1978	418324, 617940	
s103100094849		Land NE of Holywell	General Quarrying		Trees & Shrubs	1899	418324, 617940	Landmark HLU entry for above
PCL000968		Land E of Holywell	Mining & Quarrying General	"Old Quarry" "Quarry (disused)"	Woodland	1895 - 1978	418439, 617647	Labelled as "Quarry" on 1895 only
s103100103784		Land E of Holywell	General Quarrying		Woodland	1867	418439, 617647	Landmark HLU entry for above
PCL000969		Land NW of Rennington moor	Mining & Quarrying General	"Quarry" "Old Quarry" after 1897	Agriculture/Farm and	1895 - 1897	419397, 617522	
s103100103787		Land NW of Rennington moor	General Quarrying		Agriculture/Farm and	1867	419397, 617522	Landmark HLU entry for above
PCL000970		Land NW of Rennington moor	Ceramics, Cement and Asphalt Manufacturing Works	"Limekiln" "Old Limekiln" after 1897	Agriculture/Farm and	1866 - 1897	419478, 617494	
s143100012589		Land NW of Rennington moor	Cement, Lime & Plaster Products [manufacture]		Agriculture/Farm and	1867	419478, 617494	Landmark HLU entry for above

4. Features in 250 metre External Buffer - Alnwick Compound (Cawledge)

ID	Name	Location	Historic Land Use	Map Description/S source	Current Use	Periods	Location Centre	Notes
2900/0130 - PA001	East Cawledge Landfill	Banks of Willow Burn to north of compound	pre-COPA Landfill	Shown but not labelled in 1975	Woodland	1927 - 1972	420072, 611986	Restored by NCC in 1980
360	East Cawledge Park Farm	East Cawledge Park Farm	Redundant Petrol Fuel Tank(s)	N/A	Filled with Diesel	Unknown	420180, 611759	Check with PLO at NF&RS
PCL007101		Lionheart Enterprise Park	Railway Land	"Mineral Railway" or "Tramway"	Industrial/Commercial	1897 - 1925/26 or 1938	To the north and south of the positions given in compound details above	Tramway from Longdyke Colliery to Alnwick Gas Works
PCL001151		North Cawledge Bridge (C93 road)	Unknown Filled Ground (pit, quarry etc.)	"Quarry" "Old Quarry"	Woodland	1895 1897 - 1899	419555, 610938	Shown as Quarry in 1866 but not labelled.
s103100116935		North Cawledge Bridge (C93 road)	General Quarrying		Woodland	1866	419555, 610938	Landmark HLU entry for above
s560100084887		North Cawledge Bridge (C93 road)	Unknown Filled Ground (pit, quarry etc.)		Woodland	1991	419555, 610938	Landmark HLU entry for above

NOTE: The land within the 250 metres buffer around the identified compound contains operational commercial and industrial activities associated with an industrial estate.

5. Access Track / Road from C47 (old Middlemoor Access to A1) to former Middlemoor Wind Farm Works Access Road Slip off A1 - West of A1 Carriageway.

Features Internal to Work Area

NONE.

Features in 250 metre External Buffer

ID	Name	Location	Historic Land Use	Map Description/S ource	Current Use	Periods	Location Centre	Notes
PCL07928	Woodland west of Charlton Mill	West of North Charlton	Mining & Quarrying General	N/A	Woodland	1866/95 - 1961	416338, 622856	Assumed to be earthworks for creation of dams and race for mill
PCL000860	North Charlton Mill	On Charlton Burn west of North Charlton	Food Processing - Major	"Mill (Corn)" - to 1932	Housing with Gardens	1866/95 - 1977/91	416427, 622852	
PCL007599		Land east of Middlemoor Farmhouse	Tank	"Tank"	Grazing Land/General Farmland	1897 - 1961	416540, 622766	Still visible on contemporary aerial imagery

6. Access Track / Road B6347 from South Charlton Joining A1 between Rock Lodge and Rock Nab - West of A1 Carriageway.

Features Internal to Work Area

NONE.

Features in 250 metre External Buffer

NONE.

7. Access Track / Road The Avenue South east of Rock Midstead then South to Rock South Farm then West to A1 on the U3004 - East of A1 Carriageway.

Features Internal to Work Area

NONE.

Features in 250 metre External Buffer

ID	Name	Location	Historic Land Use	Map Description/S ource	Current Use	Periods	Location Centre	Notes
PCL000847	Kiln Plantation	Land south of The Avenue	Mining & Quarrying General	"Quarry"	Woodland	1866/95 - 1899	419015, 620111	Quarry labelled as a pond from 1961
PCL000848	Kiln Plantation	Land south of The Avenue	Mining & Quarrying General	"Quarry"	Woodland	1866/95 - 1899	419015, 620111	Quarry labelled as a pond from 1961
s103100094838	Kiln Plantation	Land south of The Avenue	General Quarrying		Woodland	1899	419015, 620111	
PCL000846	Kiln Plantation	Land south of The Avenue	Ceramics, Cement and Asphalt Manufacturing Works	"Limekiln"	Woodland	1866/95 - 1899	418083, 620036	Lime Kiln labelled as "Old Limekiln" from 1923
s143100011700	Kiln Plantation	Land south of The Avenue	Cement, Lime & Plaster Products [manufacture]		Woodland	1867	418083, 620036	Landmark HLUUD entry for above

8. Access Track / Road from Heiferlaw Bank to A1 North of Black Plantation - West of A1 Carriageway.

Features Internal to Work Area

NONE.

Features in 250 metre External Buffer

NONE.

9. Access Track / Road from B1340 at the Steadings along the U3006 to Broxfield then onto A1 and U3006 north past Renningtonmoor and access track to A1 above this - East of A1 Carriageway.

Features Internal to Work Area

NONE.

Features in 250 metre External Buffer

ID	Name	Location	Historic Land Use	Map Description/S ource	Current Use	Periods	Location Centre	Notes
PCL007656		Land south of Renningtonmoor	Reservoir (unspecified)	"Reservoir"	Grazing Land/General Farmland	1923 - 1977/91	420003, 617233	By 1977-91 labelled as "Resr (covered)". Visible on contemporary aerial imagery.
PCL000973		Land north of Whinny Plantation	Unknown Filled Ground (pit, quarry etc.)	1866/67 - shown but not labelled	Grazing Land/General Farmland	1895 - "Old Quarry"	418124, 617368	Not shown by 1897
s103100114751		Land north of Whinny Plantation	General Quarrying		Grazing Land/General Farmland	1867	418124, 617368	Landmark HLU entry for above
s560100083464		Land north of Whinny Plantation	Unknown Filled Ground (pit, quarry etc.)		Grazing Land/General Farmland	1977	418124, 617368	Landmark HLU entry for above
PCL000974		Land north of Broxfield	Unknown Filled Ground (pit, quarry etc.)	1866/67 - shown but not labelled	Grazing Land/General Farmland	1895 - "Old Quarry"	420054, 616864	Not shown by 1897
s561100063241		Land north of Broxfield	Unknown Filled Ground (pit, quarry etc.)		Grazing Land/General Farmland	1867	420054, 616864	Landmark HLU entry for above
PCL010441		Land north of The Steadings	Electricity Production & Distribution [inc large transformers]	"Electricity Sub Station"	Operational Electricity Sub Station	1974 onwards	420960, 616347	
s115100004500		Land north of The Steadings	Electricity Production & Distribution [inc large transformers]		Operational Electricity Sub Station	1978	420960, 616347	
Unknown	A Thompson & Sons	Silvermoor Farm	Redundant Petrol Fuel Tank(s)	N/A	Petrol Tank Filled With Diesel	Unknown	420744, 615863	Check with PLO at NF&RS

10. Access Track / Road off B6341 on the U3005 through Heckley House onto A1 - West of A1 Carriageway.

Features Internal to Work Area

NONE.

Features in 250 metre External Buffer

ID	Name	Location	Historic Land Use	Map Description/S ource	Current Use	Periods	Location Centre	Notes
PCL007663		Land north-west of Heckley House	Reservoir (unspecified)	"Reservoir"	Grazing Land/General Farmland	1923 - 1977/91	420003, 617233	By 1977-91 labelled as "Resr (covered)". Visible on contemporary aerial imagery.
PCL000966		Land west of Heckley House	Mining & Quarrying General	"Quarry" "Old Quarry" by 1897	Woodland	1895	418487, 616187	Not labelled in 1866/67 but quarry appears to be there
s103100103873		Land west of Heckley House	General Quarrying		Woodland	1867	418487, 616187	Landmark HLU entry for above

11. Access Track / Road off U3007 east of Broom House Passing through Broom House Farm onto A1 - West of A1 Carriageway.

Features Internal to Work Area

NONE.

Features in 250 metre External Buffer

ID	Name	Location	Historic Land Use	Map Description/S ource	Current Use	Periods	Location Centre	Notes
785	G Thompson & Son	Broom House	Redundant Petrol Fuel Tank(s)	N/A	No Information	Unknown	419115, 614887	Check with PLO at NF&RS

12. Access Track / Road off B1340 Passing to the north of Goldermoor Farm Farm onto A1 at Denwick Burn - East of A1 Carriageway.

Features Internal to Work Area (to Red Line/Blue Line)

NONE.

Features in 250 metre External Buffer (to Red Line/Blue Line)

ID	Name	Location	Historic Land Use	Map Description/So ource	Current Use	Periods	Location Centre	Notes
PCL007682		Land north of Goldenmoor	Reservoir (Water Works)	"Sluice" and "Dam"	Lake/Pond/Reservoir/Sea/Water	Possibly 1866 onwards	420485, 614767	This actually appears to be a pond and has been since at least 1897
PCL001111	Denwick Quarry	Land off C80 road to north-east of Denwick	Mining & Quarrying General	"Quarry" "disused" from 1957	Woodland and Grazing Land/General Farmland	1895 - 1926	420898, 614495	Possibly shown but not labelled on 1866/67 mapping
s103100104105	Denwick Quarry	Land off C80 road to north-east of Denwick	General Quarrying		Woodland and Grazing Land/General Farmland	1867 - 1926	420898, 614495	Landmark HLU entry for above

s506100083608	Denwick Quarry	Land off C80 road to north-east of Denwick	Unknown Filled Ground (pit, quarry etc.)		Woodland and Grazing Land/General Farmland	1977	420898, 614495	Landmark HLUUD entry for above
EAHLD06340	Denwick North Quarry	Land off C80 road to north-east of Denwick	Private and County Council Landfill Sites	Never labelled as a landfill on mapping	Woodland	1927 - 1972		
EAHLD06339	Denwick South Quarry	Land off C80 road to north-east of Denwick	Private and County Council Landfill Sites	Never labelled as a landfill on mapping	Woodland and Grazing Land/General Farmland			

Eshott Airfield Compound - North of C111 Road

ID	Name	Location	Historic Land Use	Map Description/Source	Current Use	Periods	Location Centre	Notes
PCL0108982	Eshott Airfield	Bockenfield	Airfield	"Airfield (Disused)"	Airfield	1942 - Present Day	417910, 598415	See note below
PCL011025	RAF Eshott - Site No 1 - Airfield and Technical Site	Eshott Airfield	Military Land	Airfield (disused)	Airfield/Airport and Farmland	Does not appear on any maps until 1975	417876, 598663	See note below
s166100006371	RAF Eshott	Eshott Airfield	Military Land		Airfield/Airport and Farmland		417876, 598663	Landmark HLUUD entry for above
PCL010899		West Moor	Timber Products Manufacturing Works	"Sawmill"	Woodland	1985 only	417373, 598733	

NOTE: The compound at this location is shown to include a small part of the field to the south-east of the C111 road which brings this within the boundary of the former RAF Eshott. However, this field has always been in existence there is no indication it was ever used as part of the airfield.

Environment Agency Historic Landfills

Denwick North Quarry (420964, 614007)

HLD Ref: EAHLD06340

WRC Ref: 2900/0026

Site Ref: NBL/R013

License Holder: J G Green and Sons Limited

License Holders Address: The Butts, Warkworth, Northumberland

Licence Issued: 22/11/1977

First Input: 31/10/1977

Last Input: 31/12/1991

Licence Surrendered: 31/03/1993

Waste Types: Construction/demolition , inert waste

Notes:

Denwick South Quarry (420886, 614487)

HLD Ref: EAHLD06339

Registration No: NBL/L/NOR018

WRC Ref:

Site Ref: NBL/R024

License Holder: *

License Holders Address:

Licence Issued: 31/12/1986

First Input:

Last Input:

Licence Surrendered: 31/03/1993

Waste Types: Construction/demolition

Notes: Also location for "Denwick No 1" landfill - NBL/098

* Information has indicated that the license was formerly with Northumberland Estates and transferred to Northumberland County Council. The site entered a post-reclamation, five-year aftercare period in 2004.

East Cawledge (420072, 611986)

HLD Ref: EAHLD06743

Registration No: NBL/L/NOR018

WRC Ref: 2900/0130

Site Ref: NBL/PA001

License Holder: Denwick Parish Council

Licence Issued:

First Input: 31/12/1927

Last Input: 31/12/1972

Licence Surrendered:

Waste Types: Ash

Notes: Pre-COPA

The Environment Agency WIMBY service is no longer available but the dataset can still be interrogated at:

<https://data.gov.uk/dataset/17edf94f-6de3-4034-b66b-004ebd0dd010/historic-landfill-sites>

Coal Authority Mine Entries, Shallow Workings and Development Risk Areas

A Development High Risk Area protrudes into the 250 metres buffer east of Rock Moor Farm but does not intrude into the identified works areas to the south of this farm. This is associated with probable shallow mine workings.

9. Access Track / Road from B1340 at the Steadings along the U3006 to Broxfield then onto A1 and U3006 north past Renningtonmoor and access track to A1 above this - East of A1 Carriageway.

Within the 250m buffer to the north and west of Whinny Plantation (north-west of Broxfield) there is Development High Risk Area associated with probable shallow mine workings with two mine shafts (Ref: 419616-001 and 419616-002), these may lie just outside of the buffer. No indication of mine shafts appear on the Ordnance Survey mapping from 1866/67 suggesting this is very old mining.

The work area on the east side of the A1 carriageway east of Heckley Fence contains a Development High Risk Area associated with probable shallow mine workings. On the track which runs of this works area to the south and on a dead-end there are three mine shafts (Ref: 419617-001, 419617-002 and 419617-003). No indication of mine shafts appear on the Ordnance Survey mapping from 1866/67 suggesting this is very old mining.

Three areas fall under the 250m buffer around the track off the B1340 to Broxfield, Two appear to be a disconnected outcropping (or sub-cropping) seam, one small part lies to the south-east of Silvermoor Farm (only a small part intrudes into the buffer here) and the other is a SW-NE aligned seam which runs to the across the south-eastern edge of the electricity sub-station (PCL010441) about 145 metres to the north-west of The Steadings. Another high risk area cuts into the buffer to the east of the B1340 and east of The Steadings.

10. Access Track / Road off B6341 on the U3005 through Heckley House onto A1 - West of A1 Carriageway.

To the south and north west of Heckley Fence there are two Development High Risk Area associated with probable shallow mine workings, there are two mineshafts associated with the north-western area but these lie outside the 250m buffer. No indication of mine shafts appear on the Ordnance Survey mapping from 1866/67 suggesting this is very old mining.

11. Access Track / Road off U3007 east of Broom House Passing through Broom House Farm onto A1 - West of A1 Carriageway.

On the site of and to the north and east of Broom House Farm there is a Development High Risk Area associated with probable shallow mine workings and several mineshafts, these are all within the 250m buffer at this location (Ref: 419614-001, 419614-002, 419614-003, 419614-004, 419614-005, 419615-001 and 419615-002). Shaft 419614-005 is detached from the high risk area and is just north of the carriageway of the U3007 road. No indication of mine shafts appear on the Ordnance Survey mapping from 1866/67 suggesting this is very old mining.

12. Access Track / Road off B1340 Passing to the north of Goldermoor Farm Farm onto A1 at Denwick Burn - East of A1 Carriageway.

A Development High Risk Area protrudes into the 250m buffer to the north of Goldenmoor Farm and passes under part of the access track, there are several shafts west of the B1340 within this high risk area but it is likely that only three lie within the 250m buffer (Ref: 420615-008, 420615-007 and 420615-006). One shaft is shown on the 1895 OS maps as am "Old Shaft (Coal)" but this is one of the ones which lies outside of the buffer. The absence of mine shafts appearing on the Ordnance Survey mapping from 1866/67 suggesting this is very old mining.

This information can be confirmed with The Coal Authority and from:

<http://mapapps2.bgs.ac.uk/coalauthority/home.html>

Private Water Supplies - RESTRICTED INFORMATION

Please note that this information is not to be made public in any format without the express permission of Northumberland County Council and should only be used for the purposes of the A1 dualling project and any consultants employed for that project.

The supplies below are regulated either wholly or partly as private water supplies under The Private Water Supplies (England) Regulations 2016 and are known to Northumberland County Council:

Doxford Village (spring)	-	417249, 623705
Doxford Hall (spring)	-	416431, 623472
Tynely (spring)	-	416436, 623481
Charlton Hall (surface water)	-	417474, 622719
West Link Hall (spring)	-	415933, 621560
Kitty Carter Spring (spring)	-	418243, 621161
Silvermoor Farm (unknown)	-	420759, 615925

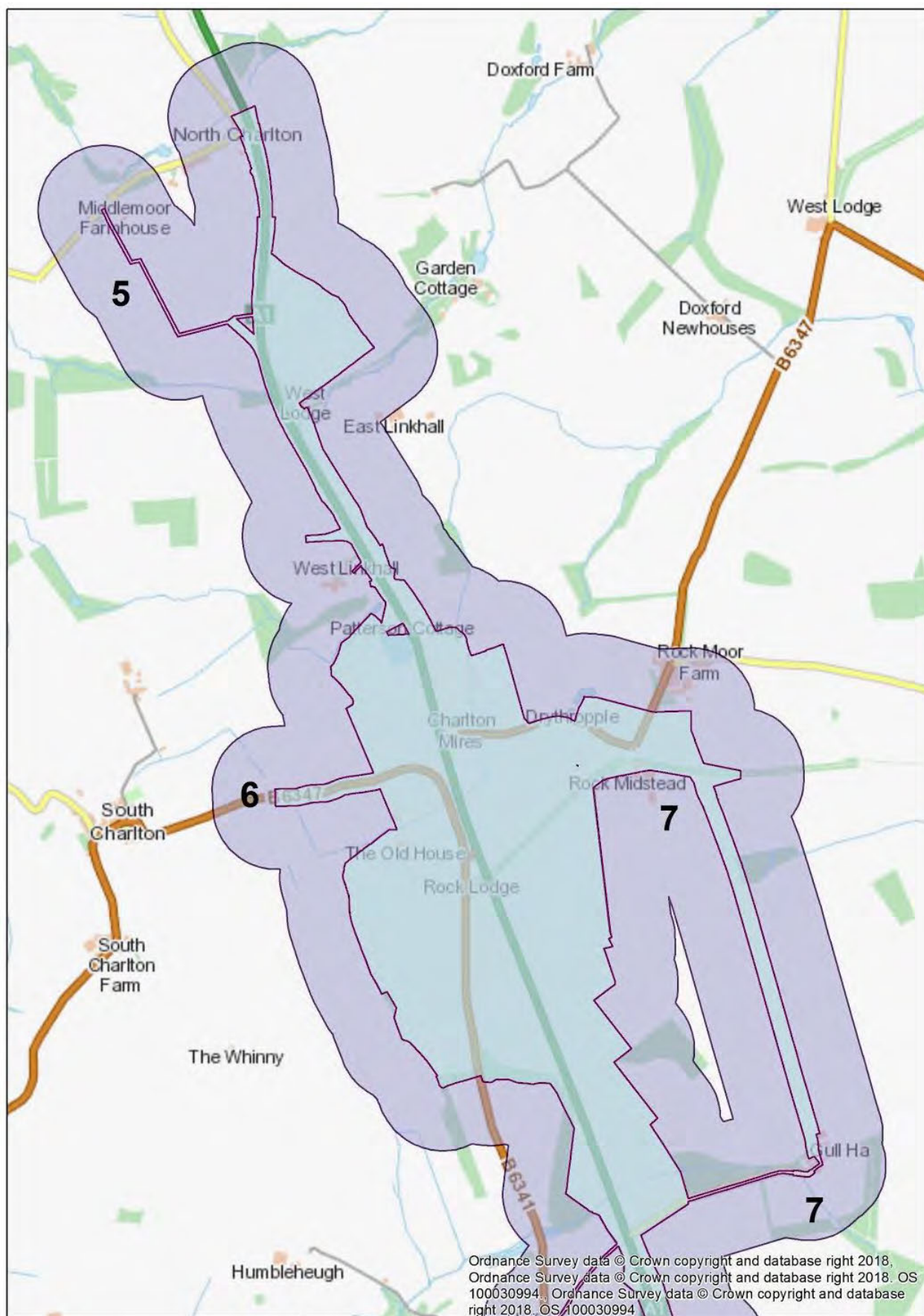
Please note that abstractions for purposes other than potable supplies to domestic dwellings would not normally be known to local authorities but they may be licensed abstractions for other purposes. However, some of the above supplies are also used for agricultural purposes.

The Environment Agency licences water abstractions where the amount of water exceeds 20 cubic metres per day for more than 28 days per year. The Environment Agency WIMBY service is no longer available and there does not appear to be an alternative method of searching for or identifying licensed abstractions.

Borehole information may be available for some borehole supplies at:

<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

Map of Northern Section of Proposed A1 Dualling - Felton to Ellingham



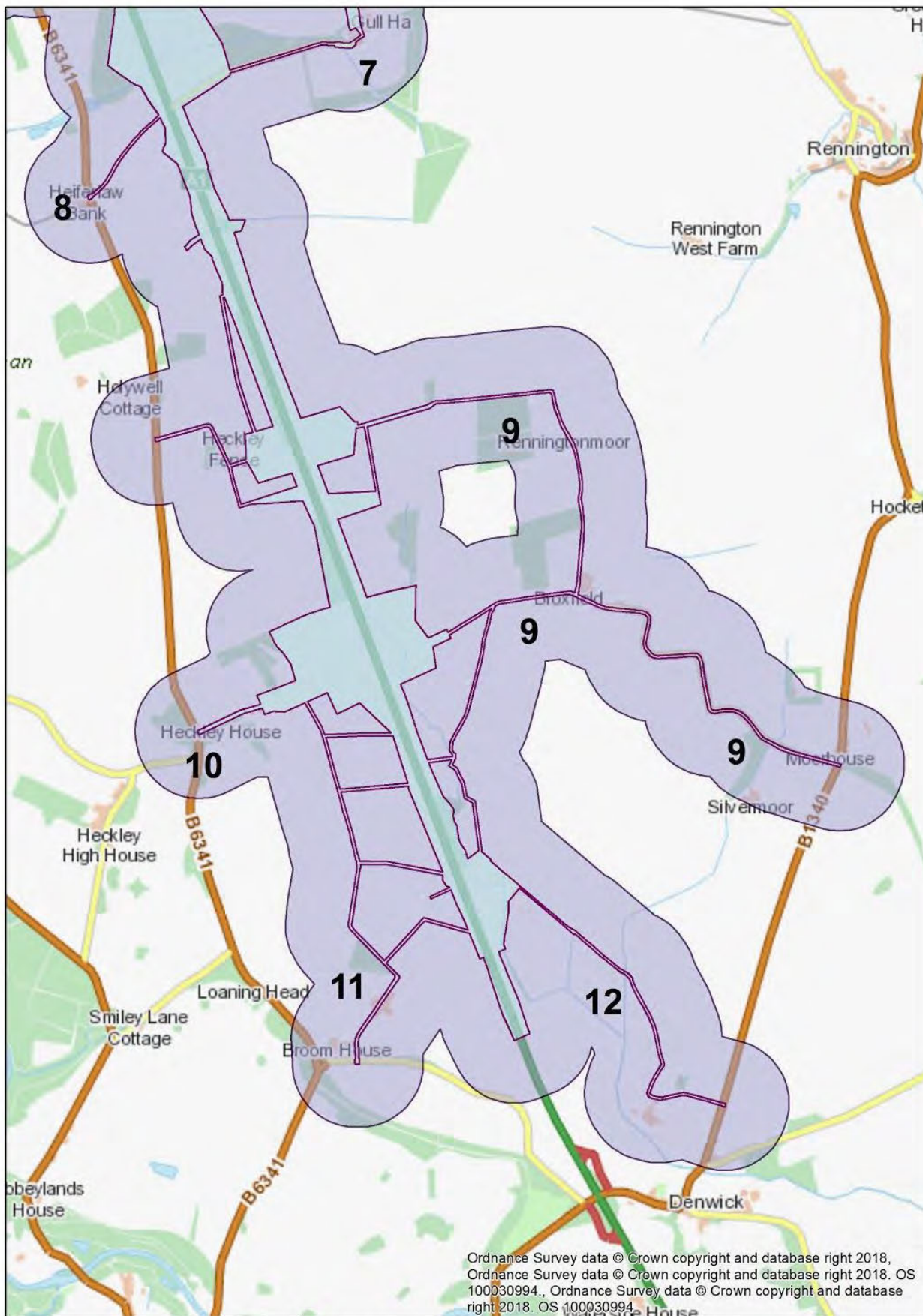
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Map of Southern Section of Proposed A1 Dualling - Felton to Ellingham



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McCulloch, Richard

From: Katherine Robbie <katherine.robby@northumberland.gov.uk>
Sent: 15 February 2019 16:38
To: Curtis, Verity
Cc: Kevin Tipple
Subject: Re: A1 in Northumberland: Alnwick to Ellingham - Mineral Resources

Follow Up Flag: Follow up
Flag Status: Completed

Dear Verity,

I have now had an opportunity to review the information that you have sent through and have discussed it with my colleague Kevin Tipple in the Council's Planning Policy team.

Your assessment would need to cover the nature and extent of the mineral resource which would be sterilised and assess the effect of that sterilisation of mineral.

Policy S3 of the adopted Northumberland Minerals Local Plan is relevant. Under which policy we would need to understand the nature and extent of the resource to demonstrate that it would not be economically viable to extract, Policy MIN4 of emerging Northumberland Local Plan would also need to be taken into account in your assessment. The plan is currently at Reg 19 stage with a view to be Examined in Public later this year.

Both plans are available on the Northumberland County Council website.

We would need to understand whether there are there opportunities to extract the mineral to use on the project to avoid complete sterilisation?

If neither (economically viable extraction or extraction for use on the project) are the case , you would need to demonstrate that the benefits of the scheme outweigh the sterilisation of the mineral?

With regard to the Peat deposit - The NPPF doesn't advocate or support the extraction of this mineral and therefore would not be likely to be granted planning permission in its own right thus overriding any issues relating to the sterilisation of this mineral.

I trust this assists you in the writing of the document.

Regards,
Katherine

On Fri, 8 Feb 2019 at 11:54, Curtis, Verity <Verity.Curtis@wsp.com> wrote:

Katherine

We are currently preparing the Environmental Statement for the A1 in Northumberland: Alnwick to Ellingham Scheme. As part of the Geology and Soils chapter, we need to consider any potential constraints associated with potential sterilisation of mineral resources within the scheme footprint.

I've attached a copy of the scheme outline – this includes several side / access roads as well as the main route, along with a plan showing the superficial geology within a 250m buffer of the scheme footprint.

We would appreciate it if you could review this data from a mineral planning / resources viewpoint so we can include this within our assessment of potential impacts.

Should you have any queries regarding this matter, please do not hesitate to contact us.

Regards

Verity Curtis *MSc BSc*

Environmental Scientist | Ground Risk & Remediation



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Katherine Robbie

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Population and Human Health

MEETING MINUTES & ACTION SUMMARY

Meeting: NCC/WSP- A1 in Northumberland, Alnwick to Ellingham - Public Right of Way Discussion Reference: HE551459-WSP-HGN-A2E-MI-CH-00012		Date: 13/09/2018 Time: 14:00 Venue: County Hall
Attendees:		Distribution:
RC DB	Ross Couper – Engineer (WSP) David Brookes - Infrastructure Records Manager (NCC)	WSP – Ellie Briggs, Stuart Evans, Gary Hugill, Dino Muscatelli
Apologies: None		
Prepared By: Ross Couper		

Ref	Meeting Notes	Action By	Date
001	<p>RC provided an overview of the scheme and the proposals WSP have incorporated for the PRoW. The WSP proposals presented were as follows:-</p> <ul style="list-style-type: none"> • 110/004-129/014 – Diverted to 110/013-129/022. • 110/013-129/022 – Accommodation structure 'Broxfield overbridge'. • 110/019-110/003 – To be extinguished. • 110/010 – To be extinguished. • 129/024-129/004 – Diverted to Charlton Mires junction overbridge. • 129/005 – To be included with access to Rock South Farm. <p>It was agreed that running through each of the PRoW's would be beneficial and with DB providing commentary on each proposal.</p>	-	-
002	<p>110/004-129/014 DB commented that the diversion length of 0.6km from 110/004 to 110/013-129/022 is satisfactory and that it may be beneficial to situate it on existing farm tracks to avoid public walking across tenanted land. PRoW is situated on Northumberland Estates land so will need to be discussed with them.</p> <p>As 129/014 connects back into 129/022, DB highlighted that the diversion could negate the need for 129/014, so could be extinguished.</p> <p>RC to discuss diversion proposals with Northumberland Estates.</p>	RC	21/09/2018

Ref	Meeting Notes	Action By	Date
003	<p>110/013-129/022</p> <p>Byway provision is maintained through 'Broxfield overbridge' location. RC outlined that the structure location at the byway is the one to be taken through to Statutory Consultation, however there is still potential for the structure to move further north (at the crossing utilised by Mr Thompson) following further consultation with stakeholders.</p>	-	-
004	<p>110/019-110/003 and 110/010</p> <p>The three PRoW's were discussed in conjunction as all are within close proximity for crossing the A1 (600m distance between crossings).</p> <p>RC outlined that the current route for 110/019-110/003 is inaccessible and is heavily covered in vegetation. DB stated that although the route might look under utilised, the crossings act within a wider network which would be severed should these be extinguished. NCC would be strongly against closure of these PRoW without proposing a diversion back to the PRoW network.</p> <p>DB outlined that 110/018 is a bridleway to the west of the PRoW's and that if these were to be extinguished, the only alternative for the bridleway would be to use the existing B6341 to connect back to the PRoW network. As the B6341 does not have footway provision, this would introduce a significant safety risk to the public.</p> <p>RC highlighted concerns that diverting to proposed crossing at either Charlton Mires or Broxfield Overbridge and back would be in excess of 4.5km and that there could be a risk of the public attempting to cross the A1 instead of using the diversion. DB outlined that the distance isn't as much of a concern as breaking the network link. If a link back to PRoW network can be provided then the proposals would likely be supported by NCC. This would not require anything that is of high specification, just space for a designated route.</p> <p>RC to review proposals for 110/019-110/003 and 110/010 and to identify alternatives to maintain link across A1.</p>	RC	21/09/2018
005	<p>129/024-129/004</p> <p>RC outlined that access across the A1 for 129/024-129/004 will be via the proposed Charlton Mires junction. This results in a diversion length of 1.75km and would feature footway provisions.</p> <p>DB agreed proposal is suitable and would likely be supported by NCC.</p>		
006	<p>129/005</p> <p>PRoW is situated at the location of the proposed access for Rock South Farm. RC queried specification for the PRoW provisions and whether this would need to be a paved footway. DB outlined that due to the route being low in traffic volume, minimal provision is required. RC suggested a gravel verge to ensure reduced vegetation, DB agreed that this would likely be suitable.</p>		
007	<p>Summary</p> <p>Meeting finished on a summary from DB on NCC's view, stating that the PRoW's need to be reviewed in a wider context of the network and not focus on the individual routes crossing the scheme.</p>		

Ref	Meeting Notes	Action By	Date
	<p>RC proposes to take away views of NCC and incorporate into a technical note outlining each of the PRow's and how these will work in the wider network.</p> <p>RC to send technical note to NCC with PRow proposals based on new information known from meeting.</p>	RC	21/09/2018

MEETING NOTES & ACTION SUMMARY	Date:	22/05/2019 (12.00-13.00)
Meeting: A2E PRoW (public right of way) County Hall, Morpeth, NE61 2EF	File Ref:	HE551459-WSP-GEN-ZZ-MI-ZH-2031
Attendees		Distribution
NNC, Infrastructure Records Manager	David Brookes (DB)	All attendees and apologies
NCC, Public Rights of Way Officer	Phil Bradley (PB)	
WSP, A1 Alnwick to Ellingham Project Manager	Dino Muscatelli (DM)	
WSP, A1 in Northumberland, Stakeholder	Ellie Briggs (EB)	
Apologies		
Highways England, A1 Alnwick to Ellingham Assistant Project Manager	James Finnigan (JF)	
Notes Prepared by: Ellie Briggs		

SUMMARY OF ARISING ACTIONS
<i>ACTION 1 – Confirm the diversion length(s) for the Heckley Fence location. (WSP 05/06/19)</i>
<i>ACTION 2 – Assess opportunity for adjusting diversion alignment onto Heckley Fence bridge, west of A1. (WSP 05/06/19)</i>
<i>ACTION 3 – Access options for diverting PRoW 110/003 and confirm landowner. (WSP 05/06/19)</i>

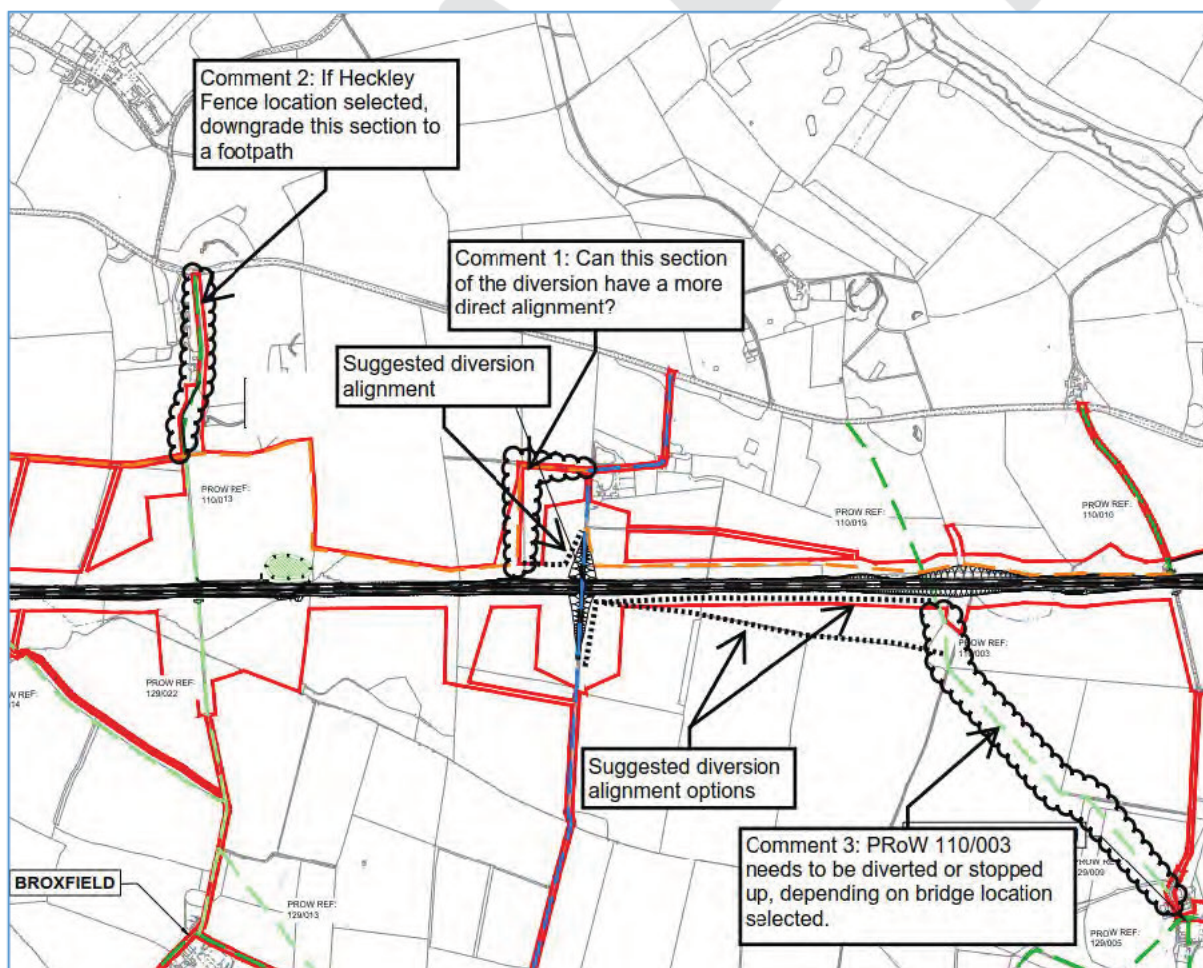
Ref.	Meeting Notes	ACTIONS BY	
		Name	Date
1.	<u>A1 Alnwick to Ellingham update</u> EB – Provides an overview of the Alnwick to Ellingham (A2E) statutory consultation, which was held between 25 February 2019 and 8 April 2019. EB - Two locations for the accommodation overbridge were consulted: Broxfield and Heckley Fence. DB – Confirms either location would work for maintaining PRoW access. EB – 32 completed forms were received to the statutory consultation. With regard to the accommodation bridge location question, the responses consisted of: <ul style="list-style-type: none"> • 2 people preferred the Broxfield location • 3 people preferred the Heckley Fence location • 23 people were neutral on bridge location • 2 people felt the bridge wasn't needed • 2 people did not answer the question. DM – The location has not yet been decided by the client, as they are awaiting the feedback from this meeting.		

Ref.	Meeting Notes	ACTIONS BY	
		Name	Date
	<p><u>PRoW 110/033</u></p> <p>DB – Confirms PRoW 110/033 is a byway, open to all traffic.</p> <p>DB – PRoW 110/033 is also an Unclassified County Road (UCR) and maintained by the highways division of NCC. If the Heckley Fence bridge location is selected, the byway will need to be diverted (not stopped up) and the existing status retained.</p> <p><i>ACTION 1 – Confirm the diversion length(s) for the Heckley Fence location.</i></p> <p>PB – For the Heckley Fence bridge location, could the diversion route onto the bridge (west of the A1) be more direct? (see annotated plan at end of minutes, comment 1).</p> <p>DM – Confirms the current proposal follows the existing field boundary to minimise impact.</p> <p><i>ACTION 2 – Assess opportunity for adjusting diversion alignment onto Heckley Fence bridge, west of A1.</i></p> <p>DB – If PRoW 110/013 is diverted to the Heckley Fence bridge location, the section of PRoW between the B6341 and the diversion could be downgraded to a footpath. (see annotated plan at end of minutes, comment 2).</p>	WSP	05/06/19
	<p><u>PRoW 110/003</u></p> <p>DB – ProW 110/003 currently crosses the A1.</p> <p>EB – Confirms access across the A1 for PRoW 110/003 will not be permitted once the carriageway is dualled.</p> <p>DB - If the Heckley Fence bridge location is selected, PRoW 110/003 will need to be diverted to Heckley Fence bridge. (see annotated plan at end of minutes, comment 3). If the Broxfield Bridge location is selected, PROW 110/003 will need to be stopped up.</p> <p>PB – Queries if there is opportunity for the PRoW 110/003 diversion to follow the existing field boundary, not parallel to the A1.</p> <p>EB – The PRoW 110/003 diversion mirroring the existing field boundaries would be outside the red line boundary used at the statutory consultation. It's not impossible but would necessitate additional targeted statutory consultation.</p>		

Ref.	Meeting Notes	ACTIONS BY	
		Name	Date
	<p><i>ACTION 3 – Access options for diverting PRoW 110/003 and confirm landowner.</i></p> <p>DB – Confirms PRoW diversions associated with the scheme will form part of the DCO application. DB offers assistance with the wording for PRoW alterations, if required.</p>	WSP	05/06/19

List of drawings discussed at this meeting:

Ref. No.	Title	Comment
HE551459-WSO-HGN-A2E-DR-CH-00067	A1 in Northumberland, Alnwick to Ellingham Scheme, Public Right of Way Layout Plan, Overbridge Location Option 1 - Broxfield	-
HE551459-WSO-HGN-A2E-DR-CH-00068	A1 in Northumberland, Alnwick to Ellingham Scheme, Public Right of Way Layout Plan, Overbridge Location Option 2 – Heckley Fence	-



MEETING MINUTES & ACTION SUMMARY

Meeting: Arriva/WSP- A1 in Northumberland, Alnwick to Ellingham - Bus Stop Locations Reference: HE551459-WSP-HGN-A2E-MI-CH-00013		Date: 13/09/2018 Time: 13:30 Venue: Arriva North East
Attendees:		Distribution:
RC	Ross Couper (WSP)	WSP – Ellie Briggs, Colin Harrison, Stuart Evans, Gary Hugill, Dino Muscatelli
CC	Chris Curtis (Arriva)	
AW	Alan Wilkes (Arriva)	
Apologies: None		
Prepared By: Ross Couper		

Ref	Meeting Notes	Action By	Date
1.0	RC provided an overview of the scheme and the proposals WSP have incorporated for the existing bus route. The X15 service (Newcastle Upon Tyne to Berwick Upon Tweed) utilises the B641 out of Alnwick and joins the A1 at South Charlton junction. CC and AW stated that the two stops that are most used are at South Charlton and Brownieside.	-	-
2.0	CC and AW stated that the bus shelter located on the A1 south bound carriageway at South Charlton is not used, and that drivers usually collect passengers at an informal stop at the junction of the B6341 and B6347 (outside of Rock Lodge). RC proposed to combine existing stops (<i>nldatpag</i> , <i>nldgpmgw</i>) and situate them at the informal location (outside Rock Lodge). CC and AW stated that this would be a suitable location for combining the stops. This would not require a lay-by as it is not on a dual carriageway, and could be marked by a bus stop flag.		
3.0	RC outlined that from records there is a stop between South Charlton and Brownieside (<i>nldamtjw</i> , <i>nldgadtg</i>), however there does not appear to be any location for the bus to stop. CC and AW checked during the meeting and identified this as a Stage Point (marker for drivers to determine costing). This is unlikely used as a pick-up point and would not require a bus stop provision. AW stated that a check with drivers will identify if there are any further informal stops in this area, will feed information back to RC. ACTION : AW to identify with drivers if there are any further stops not identified by WSP and inform RC.	AW	24/09/18
4.0	When discussing future development of the bus network, CC and AW stated that it is unlikely that the bus routes would utilise the A1 between Alnwick and South Charlton. This is due to the X15 route passing Alnwick Castle and would carry on to the B6341 at this point.		

Assessment of Cumulative Effects

Townley, Nicola

From: Katherine Robbie <katherine.robby@northumberland.gov.uk>
Sent: 25 July 2019 11:51
To: Townley, Nicola
Subject: Re: A1 in Northumberland: Alnwick to Ellingham - EIA Cumulative Assessment Consultation Request

Follow Up Flag: Follow up
Flag Status: Completed

Dear Nicola,

Thanks for your email and giving me the opportunity to provide comments on the Cumulative Effects Assessment

I have the following comments to make :

- Refused applications which are still within the timescales for appeal should be scoped in. Refused applications which are the subject of ongoing appeals should be scoped in. It would not be correct to scope out all refused applications on this basis.
- The adopted development remains the Alnwick LDF Core Strategy 2007 and the Alnwick Districtwide Local Plan 1997 until the emerging Northumberland Local Plan is adopted. The Northumberland Local Plan is due to go to Examination in Public (EIP) in October 2019 and adopted March 2020 although that timetable may slip due to the timing of the EIP hearing sessions etc. It is considered that the currently adopted plan should be scoped into the CEA.
- I have not been able to go through the long list of applications in detail, however information on the council's planning portal is correct and upto date. If there are particular permissions which affect the scheme that you would like further information or clarification on please get in touch.
- I have no comments on the applications being carried forward onto the shortlist.
- I am not aware of any schemes under other regimes being brought forward in the area.

I trust this assists you in this matter.

Regards,

Katherine

On Fri, 12 Jul 2019 at 16:14, Townley, Nicola <Nicola.Townley@wsp.com> wrote:

Dear Katherine,

As you'll be aware, Highways England intend to submit an application for a Development Consent Order to upgrade the existing A1 between Alnwick and Ellingham from single carriageway to dual carriageway, along with improvements to the junction at Charlton Mires and provision of an accommodation bridge. A cumulative effects assessment is being undertaken as part of the Environmental Impact Assessment (EIA) and will be presented in an Environmental Statement (ES) which will accompany the application.

As part of the EIA, a Scoping Report was submitted to the Planning Inspectorate on 7th November 2018, with a Scoping Opinion received from the Planning Inspectorate in December 2018 and a response from NCC received 6th December 2018. Chapter 16 of the Scoping Report detailed the proposed methodology for the cumulative effects assessment. Paragraph 16.1.13 states that consultation with NCC will be undertaken to ascertain comment and request any other known relevant information beyond what has been collated that should be included within the assessment of cumulative effects.

I'd therefore be grateful if you could:

1. Provide any comment on the detailed methodology (below) on collating the cumulative assessment's long-list;
2. Provide any comment on the list of applications/allocations included in the long-list (MAJOR DEVELOPMENTS tab on the attached), notably any applications/allocations which you are aware of which are not captured in the long-list, or any which you are aware of that have extended permissions;
3. Provide any comment on the applications/allocations that are being carried forward into the short list (as outlined in column AB of the attached); and
4. Provide information on any applications in the search area being brought forward under other consenting regimes (e.g. electricity act).

To this avail, please find attached the following documents:

- The A1 A2E Cumulative Assessment 'long list' of other development applications and allocations
- The Scoping Report and Scoping Opinion (see page 79 for NCC response) available here:
<https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-alnwick-to-ellingham/?ipcsection=docs>

Cumulative Assessment Methodology:

The overall approach of collating the long list follows PINS Advice Note 17 and is described in the scoping report, however with consideration of comments received in the scoping opinion, the long list (see attached) has been developed by using the Noise and Air Quality assessments' Affected Road Networks to encompass the affected routes for the cumulative assessment:

- A 2km buffer around the order limits and the Affected Road Networks was used based on the Landscape and Visual Assessments Zone of Theoretical Visibility which presents the largest study area being considered in the ES. This was used as the study area for the cumulative assessment (see Figure 15.1 attached).
- Using this study area, NCC's online planning portal was used to search for Major Applications (as defined by the General Development Procedure Order 2015) which were validated within the last 3 years (based upon the default period of three years in which to start a planning permission) as of May 2019;
- Full, Outline and Hybrid applications which are Major Applications and met the above criteria were entered into the long list. Refused applications were screened out;
- The applications were then given a determination of 'Development Certainty' which considered the following:
 - Certain (consented and started construction)

- Likely (Consented, not started construction or construction status unknown)
- Unknown (not-consented and not started construction)
- Unlikely – Any unique circumstance which indicates the application is unlikely to be progressed

Each application's documentation where possible was reviewed to obtain any construction timescale information. Where this information or the documentation was not readily available, a worst-case assumption has been made that the application's construction timescales would overlap with the scheme and therefore be relevant to the cumulative assessment.

Development allocations (Tab 5 of the attached Long List) have been identified by reviewing the current development plan under the emerging Northumberland Local Plan and the Alnwick and Denwick Neighbourhood Plan (July 2017).

Following the above, I would be grateful if you could respond with any comments or queries on the above points by **COB Friday 26th July.**

Alternatively, if there are no comments to make, I would be grateful if you could respond via email to confirm NCC does not have any comment to make on the above.

If you have any questions or queries please don't hesitate to get in touch via the details below.

Kind regards,

Nicola Townley

Graduate Consultant – Environmental Planning



T: +44 113 395 6219

Three White Rose Office Park, Milshaw Park Lane, Leeds, LS11 0DL

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Katherine Robbie

Senior Planning Officer
Development Management
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Townley, Nicola

From: Townley, Nicola
Sent: 25 November 2019 15:11
To: Harri Bellizzi; liam.hall@northumberland.gov.uk
Cc: McCann, Lowri; Wilson, Victoria; UK - Project - A1 Northumberland
Subject: RE: FW: A1 in Northumberland: Alnwick to Ellingham - Data Request

Dear Harri,

Many thanks for providing the GIS files as per the e-mail trail below. The cumulative assessment for the A1 in Northumberland: Alnwick to Ellingham environmental impact assessment has progressed since July and as such, we are required to consider four other developments within the cumulative effects assessment. Can I therefore please request the GIS shapefiles for the following planning applications:

- 13/03109/OUT
- 14/03502/FUL
- 18/00672/FUL
- 18/01020/OUT

If possible, could the information please be sent to myself by COB Wednesday 27th November? I apologise for the short notice on this but your assistance would be greatly appreciated. Please do not hesitate to get in touch on the details below should you need any further information.

Kind regards,

Nicola Townley

Graduate Consultant – Environmental Planning



T: +44 113 395 6219

No 8 First Street, Manchester, M15 4RP

From: Townley, Nicola
Sent: 22 July 2019 16:03
To: Harri Bellizzi <harri.bellizzi@northumberland.gov.uk>
Subject: RE: FW: A1 in Northumberland: Alnwick to Ellingham - Data Request

Hi Harri,

Thank you for your response and amendments to the two applications. I have obtained the files which will help up finalise our documents a lot sooner than anticipated.

Many thanks for your help.

Kind regards,

Nicola Townley

Nicola Townley

Graduate Consultant – Environmental Planning



T: +44 113 395 6219

Three White Rose Office Park, Milshaw Park Lane, Leeds, LS11 0DL

From: Harri Bellizzi [<mailto:harri.bellizzi@northumberland.gov.uk>]

Sent: 22 July 2019 15:03

To: Townley, Nicola <Nicola.Townley@wsp.com>

Subject: Re: FW: A1 in Northumberland: Alnwick to Ellingham - Data Request

Hi Nicola,

Your request was forwarded to me.

I have recently carried out the query which consists of those applications you mention. However, there were a few potentially incorrect references which I have amended as follows and included them in the shapefile (.shp);

- 14/03502/FUL changed to, 14/03502/FUL
- 18/04374/FUL changed to, 18/04374/DISCON'

You should soon see an email come through which contains a shapefile (.shp), the shapefile consists of 41 features as requested.

Thank you.

Kind Regards,
Harri Bellizzi

----- Forwarded message -----

From: Townley, Nicola <Nicola.Townley@wsp.com>

Date: Mon, 15 Jul 2019 at 11:16

Subject: FW: A1 in Northumberland: Alnwick to Ellingham - Data Request

To: planning@northumberland.gov.uk <planning@northumberland.gov.uk>

Cc: liam.hall@northumberland.gov.uk <liam.hall@northumberland.gov.uk>, McCann, Lowri <lowri.mccann@wsp.com>, Wilson, Victoria <Victoria.Wilson@wsp.com>, Nugent, Joe <Joe.Nugent@wsp.com>, UK - Project - A1 Northumberland <A1Northumberland@wsp.com>

Good morning,

Please see the below request sent to Liam Hall. In his absence, could this and the attached please be forwarded to the appropriate person for a response as soon as possible?

Any questions or queries, please don't hesitate to get in touch on the details below.

Kind regards,

Nicola Townley

Graduate Consultant – Environmental Planning



T: +44 113 395 6219

Three White Rose Office Park, Milshaw Park Lane, Leeds, LS11 0DL

From: Townley, Nicola

Sent: 15 July 2019 10:24

To: liam.hall@northumberland.gov.uk

Cc: McCann, Lowri <lowri.mccann@wsp.com>; Wilson, Victoria <Victoria.Wilson@wsp.com>; UK - Project - A1 Northumberland <A1Northumberland@wsp.com>; Nugent, Joe <Joe.Nugent@wsp.com>

Subject: A1 in Northumberland: Alnwick to Ellingham - Data Request

Dear Liam,

As you'll be aware, Highways England intend to submit an application for a Development Consent Order to upgrade the existing A1 between Alnwick and Ellingham from single carriageway to dual carriageway, along with improvements to the junction at Charlton Mires and provision of an accommodation bridge. A cumulative effects assessment is being undertaken as part of the Environmental Impact Assessment (EIA) and will be presented in an Environmental Statement (ES) which will accompany the application.

Following the Scoping Opinion received from the Planning Inspectorate, in consultation with Northumberland County Council, a list of major development applications/allocations has been compiled. Whilst significant detail has been compiled to establish this list, the spatial aspect of presenting this information to the Planning Inspectorate is still required.

In order to assist with finalising the cumulative list, please can you confirm if the Council are able to provide the GIS shapefile with the red line boundaries for the applications included within the list on the attached?

The GIS spatial data would ensure that information submitted to the Planning Inspectorate within the cumulative assessment directly reflects that used by the Council.

Please could you provide this information by **COB Friday 26th July**?

Your assistance on this matter would be gratefully appreciated.

If you have any questions or queries please don't hesitate to get in touch.

Kind regards,

Nicola Townley

Graduate Consultant – Environmental Planning



T: +44 113 395 6219

Three White Rose Office Park, Milshaw Park Lane, Leeds, LS11 0DL

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--

Harri Bellizzi

Development Officer

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