

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

**Scheme Number: TR010059**

## **Statement of Common Ground – Northumberland County Council**

Rule 8 (1)(e)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

February 2021

## Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Examination Procedure) Rules  
2010****The A1 in Northumberland: Morpeth to  
Ellingham**

Development Consent Order 20[xx]

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**Statement of Common Ground –  
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# CONTENTS

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<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	PURPOSE OF THIS DOCUMENT	1
1.2	PARTIES TO THIS STATEMENT OF COMMON GROUND	2
1.3	TERMINOLOGY	2
<b>2</b>	<b>RECORD OF ENGAGEMENT</b>	<b>3</b>
<b>3</b>	<b>ISSUES</b>	<b>22</b>

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## **TABLES**

Table 2-1 - Record of Engagement in Relation to the Whole Scheme	4
Table 2-2 - Record of Engagement in Relation to Part A	8
Table 2-3 - Record of Engagement in Relation to Part B	17
Table 3-1 - Issues related to the Draft Development Consent Order (DCO)	22
Table 3-2 - Issues related to the Whole Scheme	22

# 1 INTRODUCTION

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## 1.1 PURPOSE OF THIS DOCUMENT

- 1.1.1. This Statement of Common Ground (SoCG) relates to an application made by Highways England (the “Applicant”) on 7 July 2020 to the Secretary of State (SoS) for Transport via the Planning Inspectorate (the “Inspectorate”) under the Planning Act 2008 (the “2008 Act”) for a Development Consent Order (DCO). The DCO was accepted for examination by the Inspectorate on 4 August 2020.
- 1.1.2. If made, the DCO would grant consent for the A1 in Northumberland, Morpeth to Ellingham (the “Scheme”). The Scheme is formed of two parts as follows: A1 Morpeth to Felton (Part A) and A1 Alnwick to Ellingham (Part B). A detailed description of the Scheme can be found in Chapter 2: The Scheme of the Environmental Statement (ES) (APP-037).
- 1.1.3. This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Inspectorate website:  
<https://infrastructure.planninginspectorate.gov.uk/projects/North%20East/A1-in-Northumberland---Morpeth-to-Ellingham/>
- 1.1.4. The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.
- 1.1.5. This SoCG seeks to address the issues identified by the ExA in the Rule 6 Letter dated 19 November 2020, namely:
- a.** Development Consent Order;
  - b.** Economic and Social effects (to the extent that it is relevant to the application, planning policy is also addressed in this section);
  - c.** Environmental Impact Assessment, including issues related to:
  - d.** cumulative effects;
  - e.** noise and disturbance (including construction and operational);
  - f.** Landscape and visual impact;
  - g.** Historic environment;
  - h.** Design;
  - i.** Air quality;
  - j.** Ecology, habitats and nature conservation effects;
  - k.** Traffic and transport;
  - l.** Effects on motorised road traffic;
  - m.** Effects on the Public Rights of Way (PRoW) network and on cyclists, pedestrians and horse riders;
  - n.** Construction Environmental Management Plan.

## **1.2 PARTIES TO THIS STATEMENT OF COMMON GROUND**

- 1.2.1. This SoCG has been prepared by (1) Highways England as the Applicant and (2) Northumberland County Council (NCC).
- 1.2.2. Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the SoS. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3. NCC is the Local Authority for the Scheme falling within Category A of section 43(1) of the 2008 Act and is both the local planning authority and highway authority for the Scheme which falls entirely within the Council's administrative area.

## **1.3 TERMINOLOGY**

- 1.3.1. In the tables in the Issues section of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" indicates where these points will be the subject of on-going discussion wherever possible to resolve or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2. It can be taken that any matters not specifically referred to in the Issues section of this SoCG are not of material interest or relevance to NCC, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as not being in dispute, to the extent that they are either not of material interest or relevance to NCC in the determination of the Application.

## 2 RECORD OF ENGAGEMENT

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- 2.1.1. This Chapter provides a summary of the engagement to date between the Applicant and NCC in relation to the Scheme.
- 2.1.2. It was originally envisaged that Part A and Part B would be pursued as separate DCO applications. There were nevertheless a number of engagements with NCC prior to the combination of the two Parts into the Scheme that related to both Part A and Part B which are recorded in Table 2-1, below. This table also records further engagement with NCC after March 2020, which is the date that both parts were combined into the current, single, Scheme.
- 2.1.3. Any engagement with NCC that was solely in relation to Part A or Part B is recorded Tables 2-2 and 2-3, respectively.

WITHOUT PREJUDICE

**Table 2-1 - Record of Engagement in Relation to the Whole Scheme**

<b>Date</b>	<b>Form of Correspondence</b>	<b>Key Topics Discussed and Key Outcomes</b>
18/01/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b> Meeting held with NCC to provide an update on the progression of separate DCOs for Part A and Part B.</p> <p><b>Key Outcomes</b> NCC was made aware of the proposal at this stage being to progress Part A and Part B as two separate DCO applications.</p>
24/05/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b> The Applicant tabled typical scheme highway cross-sections on the Scheme.</p> <p><b>Key Outcomes</b> The typical cross sections were debated, and traffic management principles discussed with NCC.</p>
26/06/18	Highways Departures from Standards (DfS) design meeting between NCC and Highways England	<p><b>Key Topics</b> Meeting to discuss the approach / design rationale for the side road designs, including design speed, carriageway widths, radii and Stopping Sight Distances (SSD). NCC set out materials required for their approval.</p> <p><b>Key Outcomes</b> Agreed design speeds, using Highways England's TD9 from Design Manual for Roads and Bridges (DMRB). NCC agreed formal DfS could be generic for items associated with all side roads. HE to investigate design options for free-flow link at Fenrother. NCC stated same approach for all side road layouts. Materials for NCC to be consulted on at detailed design are:</p> <ul style="list-style-type: none"> <li>- Highway Side Road Layout Drawings;</li> <li>- Schedule of Side Road Departures;</li> <li>- Comprehensive side road drainage information, including calculations;</li> <li>- Detailed structural designs on side roads;</li> <li>- Side Road Traffic Sign Details.</li> </ul>
31/07/18	Meeting between NCC and Highways England	<p><b>Key Topics</b> Meeting held to discuss the maintenance boundaries for the Scheme based on records held by Highways England.</p> <p><b>Key Outcomes</b> Traffic Management Principles raised by NCC at previous meeting of 24/05/18 now agreed. Maintenance at bridges still being investigated.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
22/08/18	Meeting in Northumberland County Hall, Historic England, Karen Derham (NCC County Archaeologist) and Glenn Shaw (NCC Buildings Conservation Team)	<p><b>Key Topics</b></p> <p><b>Part A</b></p> <p>For Part A, the meeting included a review of the Historic Environment Desk-based Assessment (Part A), which included the results of the geophysical survey LiDAR assessment.</p> <p><b>Key Outcomes</b></p> <p>NCC confirmed they were satisfied with the content and agreed that no further assessments would be undertaken prior to DCO submission.</p> <p><b>Part B</b></p> <p><b>Key Topics</b></p> <p>In relation to Part B the meeting outlined the route and the purpose was to identify and discuss any immediate concerns about heritage assets within and adjacent to Part B. Issues associated with the Scheduled Monuments within and adjacent to the Scheme were discussed.</p> <p><b>Key Outcomes</b></p> <p>It was agreed to review the potential impacts following completion of the geophysical survey.</p>
29/11/18	Core Responder Engagement meeting including NCC's Northumberland Fire and Rescue.	<p><b>Key Topics</b></p> <p>Introductory meeting to both Parts A and B, existing emergency access procedures, existing operational, enforcement/compliance and heightened situations challenges.</p> <p><b>Key Outcomes</b></p> <p>Confirmed enforcement cameras not live and agreed not required. Hardstanding platforms not required and agreed will use proposed laybys. Construction sequence for Parkwood subway to have bespoke emergency access plans shared through HE liaison officer. Diversion routes to be issued through same process.</p> <p>It was agreed that, at detailed design, HE would explore opportunities for funding (through the rural crime prevention fund) for the provision of automatic number plate recognition (ANPR).</p>
06/12/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting to further discuss the maintenance boundaries for the Scheme</p> <p><b>Key Outcomes</b></p> <p>NCC agreed to consider the maintenance boundary technical note that was previously shared with NCC on 29/11/18. (Maintenance boundaries TNs included as TT.3 in response to First Written Questions). Agreement on details to be reached at future meetings.</p>



Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		<p>The meeting also discussed planning related matters with respect to proposals for development by Millhouse (within Part A) and Northumberland Estates (within Part B) and latest NCC activities on these matters. NCC undertook to seek legal advice on the Certificate of Lawfulness for the Millhouse planning permission, and to review the Parish Council review of the Denwick Bypass proposals from Northumberland Estates.</p>
09/12/20	Call between NCC and drainage specialist.	<p><b>Key Topics</b></p> <p>Call to discuss surface water drainage strategy for the Scheme</p> <p><b>Key Outcomes</b></p> <p>NCC stated that the Applicant had not produced plans showing drainage catchments in detail. This was discussed with NCC, and the Applicant highlighted that it has provided plans at Appendix B of Appendix 10.5 Drainage Strategy Report Part A [APP-258] and Appendix B of Appendix 10.4 Drainage Strategy Report Part B [APP-314] which show the different surface water catchments by identifying the highway drainage networks that connect to each of the detention features and subsequent outfalls to watercourses. NCC agreed with this approach and this was confirmed in an email to NCC which was issued on 22nd December 2020.</p> <p>The existing ground conditions and their unsuitability for infiltration means that it is not reasonably practicable to comply with S4 with this Scheme. As a result, the Applicant has considered S6 which gives guidance when S4 cannot be complied with. (S6 Where it is not reasonably practicable to constrain the volume of runoff to any drain, sewer or surface water body in accordance with S4 or S5 above, the runoff volume must be discharged at a rate that does not adversely affect flood risk.) NCC confirmed that this approach is satisfactory.</p>
05/01/21	Telephone conversation with Mary Fisher (NCC) and Andy Williams (on behalf of Highways England)	NCC responded on a without prejudice basis
07/01/21	Call between NCC and drainage specialist.	<p><b>Key Topic and outcome</b></p> <p>Follow up call to discuss surface water drainage strategy for the Scheme.</p>
14/01/21	Meeting with NCC and the Applicant	<p>Detailed discussion around issues identified with the Rights of Way and Access Plans and DCO Schedules.</p> <p><b>Key Topic</b></p> <p>NCC stated that it was unclear from the DCO plans which roads are to be adopted and which are not. NCC also requested clarification as to the extents of stopping up of the existing A1 at the southern end of the detrunking section, at Priest's Bridge. NCC believe stopping up of highway should continue further south than is shown on the Rights of Way and Access Plans.</p> <p>NCC stated that the extent of soft estate to be adopted is unclear, with respect to earthworks, verge, landscaping and detention basins.</p> <p><b>Key Outcome</b></p> <p>A scheme overview plan showing the extent of roads to be adopted was produced and issued to NCC on 08/02/21.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		<p>Extents of stopping up of the existing A1 at the southern end of the detrunking section, at Priest's Bridge, amended as per NCC's suggestion. Updated Rights of Way and Access Plans issued at Deadline 02.</p> <p>The Applicant is unable to confirm exact limits of soft estate to be adopted at present. Such details are subject to detailed design, with the exception of the detention basins for adoption which can and will be confirmed.</p>
15/01/21	Skype Meeting between Katherine Robbie (NCC), David Green, Nic Macmillan, and Amy Hallam (all WSP on behalf of Highways England).	<p><b>Key Topics</b></p> <p>Call to review the NCC SoCG and agree next steps for how to progress it.</p> <p><b>Key Outcomes</b></p> <p>NCC Agreed to identify the relevant team members to progress the SoCG in the areas identified by the ExA in the Rule 6 Letter.</p>
21/01/21 – 01/02/21	Virtual Meeting and Email	<p><b>Key Topics</b></p> <p>Meeting to discuss agreement to transport modelling elements.</p> <p><b>Key Outcomes</b></p> <p>At the meeting the Applicant clarified the detail of flows presented in the ES, signposted NCC to the sections of the Case for the Scheme which detail the operational junction modelling and provided further information on the forecast model flows to enable NCC to undertake a full review.</p>
23/01/21 – 25/01/21	Emails between Andy Williams (WSP on behalf of Highways England) and Mary Campbell and (on behalf of NCC)	<p><b>Key Topics</b></p> <p>Correspondence relating to agreement on the SoCG text, and potential amendments to the mitigation strategy at Fenrother, West Moor, Causey Park Bridge.</p> <p><b>Key Outcomes</b></p> <p>The Applicant provided NCC with a copy of DMRB Vol 10 Part 0 for information relating to the Landscape and Environmental Elements within the Landscape Mitigation Masterplans/Plans</p>
27/01/2021	Meeting via Teams. In attendance were Alex Grassam (WSP), David Green (WSP), Karen Derham (NCC) and Katherine Robbie (NCC)	<p><b>Key Topic</b></p> <p>Review of the Table of Issues (Tables 3-1 and Table 3-2) within the SoCG, to establish the status of the issues.</p> <p><b>Key Outcomes</b></p> <p>All issues, and the status of those issues, as presented within the SoCG submitted at Deadline 3 are agreed, although still in draft.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
01/02/21	<p>Meeting via Teams. In attendance were Mike Collins (Historic England), Alex Grassam (WSP), Kevin Stubbs (WSP), Natasha Powers (WSP), Lowri McCann (WSP), Mark Stoneman (Highways England), Karen Derham (NCC), Shiona MacDonald (CJP), Mike Hitchinson (CJP).</p> <p>Email from Alex Grassam (WSP) to Mike Collins (Historic England) and Karen Derham (NCC).</p>	<p><b>Key Topic</b></p> <p>Presentation of the following proposed amendments to the Scheme and assessment of the impacts on the Historic Environment:</p> <ol style="list-style-type: none"> <li>1. Earthwork Amendments</li> <li>2. River Coquet Stabilisation Works</li> <li>3. River Coquet Southern Access works.</li> </ol> <p><b>Key Outcome</b></p> <p><u>A general discussion was held on potential changes to the Scheme and the potential impacts on heritage assets.</u> The changes are the subject of an ongoing consultation exercise. This will be the subject of further discussion before Deadline 4.</p>

Table 2-2 - Record of Engagement in Relation to Part A

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
20/10/17	Highways Technical Meeting for Part A between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting held with NCC.</p> <p><b>Key Outcomes</b></p> <p>Issues discussed were as follows:</p> <ul style="list-style-type: none"> <li>– Agreed that West Moor is to be widened as part of scheme for agricultural vehicles. NCC's Graham Fairs is Point of Contact to attend detailed design meetings with Wimpey.</li> <li>– Historical flooding problem at West View from surface runoff and Cotting Burn. It was agreed that the catchment area would be included in scheme drainage design;</li> <li>– It was agreed that Priest Bridge would be retained for walking, cycling and horse riding access, with an action for Highways England to include it in the Walking, Cycling and Horse riding (WCH) assessment. NCC identified that access will also be required for maintenance, and Highways England agreed to include the turning head in the preliminary design;</li> <li>– Request from NCC for parking provision outside Tritlington primary school to be considered by the design team;</li> <li>– Request from NCC that the red hatching on de-trunked section of the A1 is removed this would require new road surface. For HE to consider;</li> <li>– It was agreed that the proposed new bridge over River Coquet will impact on existing holding pond located to the east of the A1 for the Scheme to account for in the drainage design;</li> <li>– It was highlighted by NCC that Felton Bridge requires strengthening to 40T, if traffic is to be diverted temporarily through Felton. NCC will require funding for this work. It was agreed that the Construction Traffic Management Plan would seek to avoid this route (which it subsequently did);</li> </ul>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		<ul style="list-style-type: none"> <li>– Similarly, if traffic is to be temporarily diverted on to the A697, remedial measures will need to be implemented in advance. Historical speed problem on the A697 and longstanding issues at Longhorsley are for the scheme to consider within the Construction Traffic Management Plan;</li> <li>– De-trunking of A1 – NCC requested that the existing highway drainage be made good before handed over to NCC; and</li> <li>– NCC requested that a commuted sum be made available to cover the cost of the handover of the de-trunked section of carriageway.</li> </ul> <p>HE to speak to their internal departments on the existing condition and commuted sum aspects to report back to NCC at future meeting.</p>
08/11/17& 21/11/17	Email Exchange between Gary Park (Environmental Protection Officer) NCC and Highways England	<p><b>Key Topics</b></p> <p>Introducing proposed assessment methodology (including approach to defining operational Study Area) for Part A.</p> <p><b>Key Outcomes</b></p> <p>The proposed baseline noise survey methodology and the specific monitoring locations were described by Highways England.</p> <p>Highways England proposed to undertake a detailed level of assessment in line with the DMRB HD 213/11. The methodology to derive the Study Area for Part A in accordance with DMRB HD 213/11 was also proposed.</p> <p>Gary Park confirmed that there were no issues raised by the proposed assessment methodologies.</p>
08/11/17	Meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting held to update NCC following recent stakeholder meetings where the following issues were raised.</p> <p><b>Key Outcomes</b></p> <ul style="list-style-type: none"> <li>– The alternative bus route and stop proposals for Part A, which had previously been shown to Arriva, were shared with NCC. It was agreed that a mini park and ride is not expected to be required on the (then) M2F scheme.</li> <li>– Highways England also informed NCC of the recent blight claims received and advised on the next steps for Highways England to respond within two months.</li> </ul>
08/11/17	Signage Meeting with NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting held with NCC to discuss the road signage strategy for Part A including the proposed de-trunked section.</p> <p><b>Key Outcomes</b></p> <p>Proposed extents of the signage north and south of the Scheme were set out. Proposed destination names were challenged, and suggested amendments agreed. Destinations with less than five dwellings should not be signed. Agreed that tourist destinations to conform to TD 57/17. NCC asked that Lane Head Junction be included, and destination amendments made to current signs, but this was stated by Highways England to be outside the Scheme scope. NCC recommended that care should be taken for signs at compact grade separated junction, following driver confusion earlier that year. It was agreed</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		this would be incorporated at detailed design and reviewed at Road Safety Audit. Updated local area destination map to be available for next meeting.
09/01/18	Meeting between the EA, NCC and Highways England.	<p><b>Key Topics</b></p> <p>Initial meeting held to discuss the approach to the water environment and flooding, including the approach to hydraulic assessment of watercourses, climate change, surface water, permitting, embankments, flood risk at Felton, Water Framework Directive Assessment and culvert design.</p> <p><b>Key Outcome</b></p> <p>The EA and NCC agreed the approach to the hydraulic assessment, i.e. smaller watercourses and overland flow routes could be assessed using simple analysis whereas more complex analysis would use 1D modelling.</p> <p>The EA also confirmed that hydraulic modelling of the River Coquet would not be required.</p>
18/01/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting held with NCC to update on the options for River Coquet Public Rights of Way (PRoW). NCC requested betterment to the northern PRoW and suggested that permanent stopping up of southern PRoW would be resisted by the NCC PRoW officer.</p> <p><b>Key Outcome</b></p> <p>Highways England agreed that the Part B PROW options would be developed further and presented at a later date (see entries dated /05/19 &amp; 04/07/19 in table 2-3, below).</p> <p>The turning head proposals for Arriva bus stops at Highlaws were discussed. NCC queried how misuse would be managed. It was agreed that Highways England would consider their removal in the Scheme design to reduce the risk of misuse once requirements had been confirmed with Arriva (email 14/08/2018).</p>
22/02/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting with NCC to feedback on liaison with Tritlington Primary school over the proposed Part A construction compound.</p> <p><b>Key Outcome</b></p> <p>NCC suggested that there were opportunities for STEM educational activities with the school once construction starts.</p> <p>NCC identified an issue on A697 and an implication on the proposed removal of the Low Esplay left-in/left-out to and from the A1. NCC to confirm status of track between Low Esplay and A697 in order to allow further discussion.</p> <p>In addition, the outcome from stakeholder meetings held with Eshott Airfield and Millhouse Developments were discussed with the NCC Planning team.</p>



Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
07/03/18	Email to Specialist Planning Services – Northumberland County Council.	<p><b>Key Topics</b></p> <p>Consultation on the appropriateness of proposed viewpoint locations.</p> <p><b>Key Outcome</b></p> <p>NCC requested a site walkover to discuss viewpoint locations on site. Site visit arranged for and took place on 18<sup>th</sup> April 2018. During the site visit approximately 50% of viewpoints were visited.</p> <p>It was also requested that photomontages be prepared as part of the DCO submission. HE agreed to do this. The location of these viewpoints were subsequently agreed with NCC and submitted with the DCO application (see entry dated 01/05/18, below).</p>
08/03/18	Email exchange between Fearn Sims (On behalf of Highways England) and David Feige, NCC Principal Ecologist and AONB Officer.	<p><b>Key Topics</b></p> <p>Exchange of emails to confirm that from an NCC perspective, Part A will not impact on the Northumberland Coast AONB.</p>
11/04/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting to discuss de-trunking and associated surveys on Part A. NCC confirmed they use Highway England's DMRB for VRS design standards. Highways England confirmed they will retain ownership of Priest Bridge and the redundant carriageway over the bridge.</p> <p><b>Key Outcomes</b></p> <p>It was agreed with NCC that the width of side roads was to be based on traffic counts. Confirmation was given by Highways England that the PMA option had been selected for Low Esplay and the option to adjoin the A697 was not viable, based on NCC feedback.</p> <p>Highways England agreed to investigate changing the priority of Fenrother Lane junction on the de-trunked section.</p> <p>NCC confirmed that a single carrier pipe could be adopted for drainage design.</p> <p>Highways England confirmed that closed board fencing was the proposed option for segregating carriageways which are all at the same level. NCC queried if a hedgerow could be used. HE confirmed that this would be dependent on the available width and being able to secure access for maintenance.</p>
24/04/18 & 30/04/18	Email exchange between Fearn Sims (on behalf of Highways England) and Katherine Robbie (NCC Planning Services).	<p><b>Key Topic and outcome</b></p> <p>Email exchange to confirm that NCC agreed that no nighttime assessments would be required for a number of viewpoints for Part A.</p>
24/04/18	Email from Highways England to Specialist Planning Services – Northumberland County Council.	<p><b>Key Topic and outcome</b></p> <p>Consultation via email on the scope of the assessment relating to night time assessment. The omission of night time photography was proposed, with the assessment to be based on a written assessment only. The proposed method was accepted by NCC by email on the 30th April 2018.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
01/05/18	Email from Fearn Sims (on behalf of Highways England) to Katherine Robbie (NCC)	<p><b>Key Topics</b></p> <p>Follow up to the meeting 07/03/18 in respect of viewpoints. Revised viewpoint location plans were submitted to NCC for agreement</p> <p><b>Key Outcome</b></p> <p>No objections to the viewpoints were received from Katherine Robbie (NCC Planning Services, email dated 10/05/18) and the viewpoints were used for the DCO submission (subject to the revision agreed with NCC on 16/08/18, see entry below).</p>
10/05/18	Teleconference between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting with NCC to discuss the potential traffic management proposals in Part A and diversion routes for temporary closures of the A1 in relation to the Scheme.</p> <p><b>Key Outcome</b></p> <p>Discussed the potential for diverted traffic to use the A697 and cut across Moor Road and travel through Alnwick on the B3641. NCC noted that the timing and potential diversion on the A1068 coastal road will need to be confirmed if operational during tourist season.</p> <p>HE confirmed that these issues could be addressed through the CTMP.</p>
10/05/18	Email exchange between from Katherine Robbie (NCC Planning Services) and Fearn Sims (on behalf of Highways England).	<p><b>Key Topics</b></p> <p>Confirmation of joint site visit between Highways England NCC to review proposed viewpoints for the Landscape and Visual Impact Assessment.</p>
10/05/18	Email from Glenn Shaw (Buildings Conservation Team), NCC to Highways England	<p><b>Key Outcome</b></p> <p>Confirmation from NCC of Grade II listed buildings and other non-designated heritage assets that Part A might have an impact upon. Of the 65 listed buildings identified within the 1km Outer Study Area, 13 were identified as being potentially sensitive to changes in setting from the Scheme. It was agreed that while all of the assets would be reviewed, where possible, in the site walkover, particular attention would be paid to these 13. In addition, two non-designated built heritage assets were identified as requiring scoping in.</p>
24/05/18	Meeting between NCC and Highways England.	<p><b>Key Topic and outcome</b></p> <p>Highways England provided an update in relation to the de-trunking proposals on Part A and issued further information on highway maintenance boundaries following previous meeting discussions. Typical scheme highway cross-sections on the Scheme were debated. PMA width for Bywell Road on Part A was confirmed as 6.0m. In addition, Highways England provided feedback from stakeholder meetings held with Hoggs, Kelchers, Milner and Taylor Wimpey.</p>
26/06/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting with NCC to discuss highway maintenance boundaries on Part A. As-builts for Parkwood subway on Part A confirmed as previously handed over.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		<p><b>Key Outcome</b> NCC believe Highways England should retain the link roads to the junction bridges and West Moor proposed roundabout. Queries still outstanding for Causey Park and Burgham Park bridges. HE to prepare layouts in a technical note (final versions agreed show these to remain with NCC in TT.3 submitted at Deadline 1 in response to First Written Questions). NCC endorsed approaches for pavement survey residual life assessment and drainage assessment.</p>
31/07/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b> Discussed de-trunking pavement survey dates options and Private Means of Access (PMA) on Hogg land and Barn Owl mitigation with NCC's Area of Outstanding Natural Beauty (AONB) officer on Part A.</p> <p><b>Key Outcome</b> HE confirmed that they would consider these possibilities in developing the Scheme design for Part A.</p>
30/07/18 & 03/08/18	Email exchange between Highways England and from David Feige (NCC Principal Ecologist and AONB Officer).	<p><b>Key Topics</b> Confirming the approach to mitigating the impacts of Part A on the Coquet River Felton Park Local Wildlife Site (LWS)</p> <p><b>Key Outcome</b> David Feige of NCC confirmed that whilst the Coquet River Felton Park LWS is not designated as Ancient Woodland, NCC would nevertheless still expect to see replacement replanting, and that a ratio of 1:1 for this replanting would be too low. HE accepted this approach.</p>
05/08/18 & 09/09/18	Email exchange between Gary Park (Environmental Protection Officer), NCC and Highways England	<p><b>Key Topics</b> Email exchange confirming the location of sensitive receptors in relation to Part A (Northgate Hospital Site and Tritlington School).</p> <p><b>Key Outcome</b> NCC confirmed the presence of two designated sites; the River Coquet and Coquet Valley Woodlands Site of Special Scientific Interest (SSSI) and the Coquet River – Felton Park (Local Wildlife and Geological Sites) at the northern end of Part A. NCC also suggested a discussion with NCC's Ecology team to confirm that the approach to the assessment of LWSs. These were subsequently confirmed via an exchange of emails with NCC Ecology team 23/10/18 (see below).</p>
16/08/18	Email – Specialist Planning Services – Northumberland County Council.	<p><b>Key Topics</b> Correspondence relating to the revision of a number of photomontage locations on the ground of Health and Safety – due to the method of capturing verified views it was not deemed practical to take verified views from previously identified viewpoint location located along the side of roads due to the narrow widths of existing grass verges.</p> <p><b>Key Outcome</b> Revised locations accepted by NCC by email 16<sup>th</sup> August 2018.</p>



Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
24/08/18	Meeting between Nick Best, NCC and Highways England	<p><b>Key Topics</b></p> <p>Meeting held to discuss the scope and content for the Cultural Heritage assessment for the ES (Part A).</p> <p><b>Key Outcome</b></p> <p>The following was agreed:</p> <ul style="list-style-type: none"> <li>– The ES will be informed by a historic environment desk-based assessment, walkover survey and geophysical survey.</li> <li>– That HE would take a proportionate approach to the requirement to carry out additional geophysical surveys. This means that the requirement for additional surveys should be proportionate to the size of affected area and the quality of the results in the immediate area;</li> <li>– Due to the limitation of land access for intrusive works, trial trench evaluations would not be included within the scope of the ES chapter (Part A).</li> <li>– Agreement to explore further non-intrusive survey techniques to support the assessment.</li> <li>– Agreement that further discussions would be held.</li> </ul>
31/08/18	Meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting held to review the free flow design proposal of the new Fenrother junction within Part A. NCC queried proposals for the speed limit here and at Tritlington primary school.</p> <p><b>Key Outcome</b></p> <p>Further development from previous meeting on 31/07/18 on discussion of Part A and B's maintenance liabilities. Highways England confirmed that mitigation hedgerows will require a 3m maintenance strip and hedges are primarily the responsibility of the landowners on the trunk road.</p> <p>The PRoW southern tie-in principles at the River Coquet within Part A previously discussed on 18 January 2018 were agreed.</p>
05/09/18	Meeting between the EA, NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting held to discuss the general design approach to the water environment and flood risk elements of Part A of the Scheme, including all watercourses and surface water flow paths with the exception of the River Coquet which was the topic of a separate meeting. This included designing all culverts for free flow conditions during the 1% AEP plus 25% climate change rainfall event, mammal passage, fish passage and mitigation measures.</p> <p><b>Key Outcome</b></p> <p>Culverts design principles were discussed and agreed including the use of trash screens and scour protection.</p>
28/09/18	Skype meeting between NCC and Highways England.	<p><b>Key Topics</b></p> <p>Meeting to present the proposed Part A National Grid advanced diversion and related construction traffic. Highways England also provided an update on Part A's de-trunking and draft consultation report and confirmed that targeted consultation would be required for emerging mitigation measures.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		<p><b>Key Outcome</b> Further to previous de-trunking meeting 11/04/18, Part A's de-trunked design speeds to be confirmed by NCC based on proposed classification. Subsequently on 18/12/2020 NCC requested national speed limit be adopted. Highways England agreed, subject to the results from the road safety audits undertaken at stages throughout the detailed design.</p>
17/10/18	Exchange of emails between Gary Park (Environmental Protection Officer, NCC) and Nicola Bolton (on behalf of Highways England)	<p><b>Key Topics</b> Alternative noise measurement locations suggested by Highways England due to previous consultation feedback and proposed additional construction compound. NCC stated that the proposed changes / additions to the noise measurement locations were acceptable.</p> <p><b>Key Outcome</b> Noise measurement locations were subsequently implemented in the surveys.</p>
23/10/18	Email from David Feige, Principal Ecologist and AONB Officer, NCC to Highways England	<p><b>Key Topic and outcome</b> Email confirming that Local Wildlife Sites (LWS) should be included within the environmental assessment of the impacts of Part A.</p>
01/11/18	Meeting between the EA, NCC and Highways England.	<p><b>Key Topic</b> Meeting to discuss the flood risk and water environment elements of the proposed River Coquet Bridge with a view to understanding the requirement for and minimum criteria for hydraulic modelling, geomorphological assessment and Water Framework Directive (WFD) assessment.</p> <p><b>Key Outcome</b> The work required for the DCO application was agreed.</p>
07/11/18	Meeting between NCC and Highways England.	<p><b>Key Topic</b> Meeting to present to NCC the proposed environmental mitigation measures for Part A.</p> <p><b>Key Outcome</b> NCC happy with details provided but queried the appearance of anti-reflective fencing at locations with insufficient width to accommodate hedgerows between carriageways. HE confirmed that the width and access for maintenance will determine the type of anti-reflective barrier to be used. NCC also requested an update on the proposed utility diversion at Causey Park within Part A as they are likely to field public queries. Details provided to NCC.</p>
02/04/19	Meeting between NCC and Highways England.	<p><b>Key Topic</b> Meeting held to update NCC on Part A's lane configuration south of West Moor and its anti-reflective fencing and National Grid works.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		<p><b>Key Outcome</b> NCC requested confirmation of the height of the proposed close board fencing. HE stated that this would be confirmed at detailed design. Part A's National Grid diversion at Causey Park previously discussed confirmed as moved back 12 months. NCC to be informed of updated dates for the revised diversion construction.</p>
22/05/19	Meeting between NCC and Highways England.	<p><b>Key Topic and outcome</b> Meeting held with NCC to discuss Memorandum of Understanding (MoU). This document is to accompany the SoCG and sets out the details of the de-trunking aspects of Part A that are in the process of being agreed.</p>
06/06/19	Email exchange between Alex Grassam (on behalf of Highways England) and Karen Derham (County Archaeologist), NCC.	<p><b>Key Topic</b> Email exchange to clarifying the scope of the proposed Written Scheme of Investigation (WSI).</p> <p><b>Key Outcome</b> It was agreed to produce outline WSI for post-determination trial trenching across Part A and a separate WSI for an Archaeological Strip, Map and Sample Excavation (National Grid Diversion Works). The draft WSIs were submitted to NCC for comments. Minor comments made by Karen Derham (NCC Archaeology) via email dated 06/06/19 proposed some small revisions to the suggested WSI for the trial trenching. These revisions were accepted by HE and were incorporated into the subsequent WSI.</p>
05/09/19	Meeting between NCC and Highways England.	<p><b>Key Topic</b> Meeting held to discuss advanced construction activities within Part A, comprising the demolition of Northgate House and National Grid Diversions.</p> <p><b>Key Outcome</b> Highways England presented recent agreement of blight for Northgate House and that the demolition would be early in the construction programme. It was confirmed that approval would be required from the local planning authority for this advanced construction activity. The National Grid diversion is due to start on site in March 2020. Advanced notifications to be shared with NCC's Streetworks team. Temporary compound required for Ground Investigation surveys at the River Coquet, with NCC approval.</p>
07/11/19	Meeting between NCC and Highways England	<p><b>Key Topic and Outcome</b> Meeting held to discuss proposed advance utility diversions. NCC made aware that National Grid and HE would be undertaking stakeholder meeting the following week for these works.</p>
22/01/20	Email exchange between Gary Park (Environmental Protection Officer, NCC) and Highways England	<p><b>Key Topics and Outcome</b> Highways England confirmed the final layout for Part A and NCC confirmed that the human and ecological receptors for Part A remain as previously agreed.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
13/02/20	Meeting between NCC and Highways England.	<p><b>Key Topic</b> Meeting held to discuss the progress of archaeological works at Causey Park (within Part A.)</p> <p><b>Key Outcome</b> HE tabled a programme for ground investigation surveys at the River Coquet and a high-level construction sequence for the Scheme to allow NCC to compare against their planned works.</p>
6/1/21	Email exchange with Mary Fisher, and Andy Williams (on behalf of the Applicant)	<p><b>Key Topic</b> Email exchange regarding the design of the Coronation Avenue (number, spacings and frequency). Ref to further discussion with NCC tree officer to also get feedback.</p> <p><b>Key Outcome</b> Email received from NCC confirming that they are in agreement with the proposed replacement strategy for the Coronation Avenue, as per Appendix LV.2 to Written Question LV.1.8 at Deadline 1.</p>

Table 2-3 - Record of Engagement in Relation to Part B

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
11/04/18	Meeting between NCC and Highways England.	<p><b>Key Topic</b> Meeting between NCC and HE to discuss design standards and final design details for Part B.</p> <p><b>Key Outcome</b> NCC confirmed that they use Highway England's DMRB for VRS design standards. It was agreed that the width of side roads were to be based on traffic counts. NCC confirmed a single carrier pipe could be adopted for drainage design. Highways England confirmed that close boarded fencing was the proposed option for segregating carriageways which are all at the same level. NCC queried if a hedgerow could be used. HE confirmed that this would be dependent on the available width and being able to secure access for maintenance. Highways England to develop an assessment for the requirements for the location selection of the accommodation bridge on Part B. Agreed to be assessed as part of the WCH Assessment Report (WCHAR) for Part B.</p>
07/06/18	Email from Stephen Wigham (on behalf of Highways England) to Gary Park (Environmental Protection Officer) at NCC.	<p><b>Key Topic</b> Stephen Wigham on behalf of HE emailed Gary Park of NCC to set out the proposed noise and vibration assessment methodology (including approach to defining operational Study Area) for Part B proposing baseline noise measurement locations and requesting information on specific planning policies, known local sensitive receptors (other than dwellings) and sources of known noise and vibration complaint.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
	Email from Gary Park (Environmental Protection Officer) NCC to Stephen Wigham (on behalf of Highways England).	<p>Highways England proposed to undertake a detailed level of assessment in line with the DMRB HD 213/11. The methodology to derive the Study Area for Part B in accordance with DMRB HD 213/11 was also proposed.</p> <p><b>Key Outcome</b></p> <p>Response from Gary Park of NCC suggested slight changes to proposed measurement locations and confirmed that there are no known sources of noise and vibration complaint and stating that there are no known particularly sensitive receptors other than dwellings within the vicinity of Part B. He also confirmed that there were no issues were raised regarding the proposed assessment methodologies and that measurement locations were subsequently updated to reflect NCC's response.</p>
31/07/18	Meeting between NCC and Highways England.	<p><b>Key Topic and Outcome</b></p> <p>Highways England provided an overview of the design development and drainage strategy on Part B, and confirmed this to be similar in approach to Part A.</p>
22/08/18	Email from NCC to Highways England.	<p><b>Key Topic</b></p> <p>NCC PRow Officer confirmed their support for the Broxfield overbridge option for Part B, subject to mitigation for the loss of the public right of way crossings to avoid transferring WCH road user risk to the B6341 and raising the possibility of downgrading the BOAT 13 to bridleway status.</p> <p><b>Key Outcome</b></p> <p>The Broxfield overbridge option was accepted by HE and the suggested mitigation accepted.</p>
28/09/18	Skype meeting between NCC and Highways England.	<p><b>Key Topic</b></p> <p>Meetings held with NCC's PRow officer to discuss the principles of provision on Part B, with further developments to be presented at a later meeting. The Arriva X15 bus route which would be impacted by Part B was discussed. Highways England confirmed that the bus stop proposals were to be finalised.</p>
01/11/18	Meeting between EA, NCC and Highways England.	<p><b>Key Topic</b></p> <p>Initial meeting to introduce Part B of the scheme, in relation to flooding and water issues. This included a discussion around the modelling approach, Water Framework Directive and generic design considerations. All agreed approach to be taken.</p>
06/12/18	Meeting between NCC and Highways England.	<p><b>Key Topic</b></p> <p>Meeting to discuss the options for the proposed accommodation bridge at either Broxfield or Heckley Fence within Part B, to be shown at consultation.</p> <p><b>Key Outcome</b></p> <p>The meeting also discussed planning related matters with respect to proposals for development by Northumberland Estates (within Part B) and latest NCC activities on these matters. NCC undertook to review Parish Council report on Denwick bypass and provide update at next meeting on 23/1/19.</p>



Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
23/01/19	Meeting between NCC and Highways England.	<p><b>Key Topic</b></p> <p>Discussions to review the options for the proposed accommodation bridge at either Broxfield or Heckley Fence within Part B. NCC confirmed that they were happy with the details provided, but queried what residents at Heckley Fence will think. A follow up meeting with NCC's PROW Officer was suggested.</p> <p>NCC to provide timescales for development of the Local Plan application.</p>
29/01/19	Email exchange between David Feige (Principal Ecologist and AONB Officer), NCC and Sophie Lewis (on behalf of Highways England).	<p><b>Key Topic</b></p> <p>Confirmation from NCC that Part B will have '<i>will not have a significant effect on the special qualities of the Northumberland Coast AONB.</i>'</p>
16/05/19	Telecon between NCC and Highways England.	<p><b>Key Topic</b></p> <p>Telecon to discuss the flooding issues and modelling results of the Kittycarter Burn.</p> <p><b>Key Outcome</b></p> <p>All agreed modelling approach and refinements required – see entry for 29/05/19, below.</p>
22/05/19	Meeting between NCC and Highways England.	<p><b>Key Topic</b></p> <p>Meeting held with NCC where PROW officer confirmed that, if the Heckley Fence accommodation bridge location were selected, the byway would need to be diverted.</p> <p><b>Key Outcome</b></p> <p>In addition, the proposed archaeology surveys within Part B were discussed. It was agreed that NCC would be advised of the dates of excavations, to keep the County Archaeologist involved.</p>
29/05/19	Telecon between NCC and Highways England.	<p><b>Key Topic</b></p> <p>Follow up to the meeting 16/05/19: a telecon to discuss the flooding issues and modelling results of the Kittycarter Burn.</p> <p><b>Key Outcome</b></p> <p>All agreed modelling approach was acceptable.</p>
17/06/19	Email exchange between Katherine Robbie (Senior Planning Officer, NCC) and Fearn Sims (on behalf of Highways England).	<p><b>Key Topic</b></p> <p>HE sought confirmation of viewpoints for Part B.</p> <p><b>Key Outcome</b></p> <p>Email exchange with NCC, resulting in NCC's confirmation that the suggested viewpoints for Part B were representative.</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
26/07/19	Exchange of emails between Alex Grassam (on behalf of Highways England) and Karen Derham (County Archaeologist), NCC to Highways England.	<p><b>Key Topic</b></p> <p>Submission of the results of the geophysical survey for Part B by Alex Grassam (on behalf of HE) to Karen Derham (NCC).</p> <p><b>Key Outcome</b></p> <p>Following discussion, and based on the results of the geophysical surveys, it was agreed that archaeological evaluation in the form of trial trenching was required in two locations to inform the Application:</p> <ul style="list-style-type: none"> <li>– Land adjacent to Scheduled Monument Camp at West Linkhall (NHL 1006500)</li> <li>– Land adjacent to North Charlton Medieval Village and Open Field System (NHL 1018348)</li> </ul> <p>Confirmation from NCC that the proposed locations for trial trenching around South Charlton (which had been slightly amended from those originally suggested by NCC to account for the topography of the land) were acceptable to NCC.</p> <p>The scope of the archaeological evaluations was set out in WSIs which were revised by Alex Grassam following the conclusion of the Geophysical Walkover Survey. and submitted to NCC for approval. The final WSIs are submitted as <b>Appendix 8.5: Written Scheme of Investigation for an Archaeological Trial Trench Evaluation Part A [APP038]</b> and <b>Appendix 8.5 Draft Written Scheme for Investigation for Post DCO-Consent Trial Trenching Part B [APP295]</b></p>
07/11/19	Meeting between NCC and Highways England	<p><b>Key Topic</b></p> <p>Meeting held to discuss proposed advance utility diversions. NCC made aware that National Grid and HE would be undertaking stakeholder meeting the following week for these works.</p>
18/12/19	Email to David Laux (Head of Technical Services) from Highways England.	<p><b>Key Topic</b></p> <p>Further to meeting on 07/11/19, email setting out the design change relating to the maintenance access route for one of the proposed detention basins (DB22) at the southern end of Part B. NCC agreed to the proposed design change at Liaison meeting 05/12/2019. This was changed with access now proposed from the main carriageway.</p>
06/02/20 & 11/02/20	Email exchange between Karen Derham (County Archaeologist), NCC and Highways England.	<p><b>Key Topic</b></p> <p>During consultation, it was agreed that outline WSI would be produced for off route sections of Part B for post-determination trial trenching to inform the requirement for archaeological mitigation. It was agreed that a second WSI was also required for a building recording on a non-designated farmstead (Charlton Mires) which will be demolished.</p> <p><b>Key Outcome</b></p> <p>The draft WSIs for Part B were submitted to NCC for consultation. Detailed discussion between Alexandra Grassam (on behalf of Highways England) and Karen Derham (NCC) were held over the exact locations and orientation of the proposed trial trenches identified in the draft WSI. This resulted in agreed amendments to the proposed locations of the trial trenches.</p>
12/10/20	Meeting with NCC and the Applicant	<p><b>Key Topic and outcome</b></p> <p>Discussion of detailed review of the findings of the LVIA for Part B, comments provided by NCC</p>

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
01/12/20	Email correspondence with NCC and the Applicant	<p><b>Key Topic</b>                      Detailed response provided to the comments raised by NCC on the LVIA for Part B. Issues currently under discussion.</p>
14/01/21	Meeting with NCC and the Applicant	<p>Detailed discussion around issues identified with the Rights of Way and Access Plans [REP2-003] and DCO [REP2-004 and 005] Schedules.</p> <p><b>Key Topic</b>                      NCC stated that the proposed local access roads serving East Linkhall, West Linkhall and Rock South Farm should not have 20mph speed limits are applied. They should be national speed limit.</p> <p>NCC took the view that it was unclear from the DCO plans which roads are to be adopted and which are not. Also that the existing unclassified local access road (U3004) serving Rock South Farm is not shown as being stopped up on the Rights of Way and Access Plans, but the road is to be handed over to adjacent landowners as part of the Scheme.</p> <p><b>Key Outcome</b>                      The Applicant confirmed that the national speed limit is to be applied to the proposed local access roads serving East Linkhall, West Linkhall and Rock South Farm. Agreed to update the Traffic Regulation Plans accordingly.</p> <p>A scheme overview plan showing the extent of roads to be adopted was produced and issued to NCC on 08/02/21.</p> <p>The Rights of Way and Access Plans [REP2-003] and DCO Schedules [REP2-004 and 005] were updated for Deadline 02 to show existing unclassified local access road (U3004) serving Rock South Farm was updated to be stopped up.</p>

2.1.4. It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) the Applicant and (2) NCC in relation to the issues addressed in this SoCG.



### 3 ISSUES

**Table 3-1 - Issues related to the Draft Development Consent Order (DCO)**

Item	Draft DCO Item	Northumberland County Council Comment	Highways England Response	Status
1.	Articles			
2.	Requirements			

**Table 3-2 - Issues related to the Whole Scheme**

Item	Document	NCC Position	Highways England Response	Status
<b>1.</b>	<b>Economic and Social effects</b>			
1.1	Case for the Scheme [APP-344]	<p>Northumberland County Council recognises the benefits of this project. There has been a long ambition and campaign to dual the A1 north of Morpeth and the Council is supportive in principle of the proposal.</p> <p>Support is contained within the Local Transport Plan and other policies and documents. The scheme is considered to be broadly in accordance with the Council' adopted and emerging policy.</p> <p>The principle of the Scheme is supported in both adopted and emerging planning policy as well as a of economic and transport strategies and documents that are material to the determination of planning applications.</p>	The Applicant accepts this.	Under Discussion
1.2		It is considered that the single carriageway nature of the A1 has contributed to Alnwick and places further north having a much more remote character with reduced opportunity to access work and key services offered by the Tyneside conurbation.	The Applicant accepts this.	Under Discussion
1.3		NCC supports the principle of the Scheme, subject to appropriate mitigation of any unacceptable environmental impacts.	The Applicant accepts this.	Under Discussion
1.4		A substantial portion of Part A of the Scheme lies within the Green Belt defined by Policy S5 of the Structure Plan. Whilst this policy does not specifically define Green Belt boundaries, the Green Belt Boundaries defined in the emerging Northumberland Local Plan form a reasonable and logical illustration of the Green Belt boundaries to the north of Morpeth defined in Policy S5.	The Applicant accepts this. The Applicant is happy to accept that the Proposal Map that forms part of the emerging Northumberland Local Plan provides a reasonable illustration the Green Belt around Morpeth contained in Structure Plan Policy S5.	Under Discussion

Item	Document	NCC Position	Highways England Response	Status
1.5		<p>For Part A the southern (approximately) half of the length falls within the general extent of the Green Belt, as set out at 1.4, above.</p> <p>Much of the remaining length of the route is not covered by any designation, with the main exception being the natural and landscape value clearly attributed to the areas on either side of the Coquet crossing. The Proposals Map from Local Plan shows that the southern section, immediately north of the Coquet crossing, was designated an AHLV under saved Policy RE17.</p> <p>Finally of note is the wildlife corridor that follows the River Lyne.</p>	The Applicant accepts this.	Under Discussion
1.6		The Scheme comprises 'inappropriate development' within the Green Belt, as defined in the NPPF. However, it is considered that the harm to the Green Belt is significantly outweighed by the relevant other considerations and very special circumstances can be demonstrated in line with the requirements of Paragraph 144 of the NPPF.	The Applicant accepts this.	Under Discussion
1.6		The only area specific designation, shown on the Alnwick Local Plan proposals map is another of the AHLVs, which abuts the west side of the A1, towards the northern end of Part B	The Applicant accepts this.	Under Discussion
1.7		In summary, for Part B, the roadline for part B has no allocations or designations that would be 'showstoppers'.	The Applicant accepts this.	Under Discussion
1.8		The Scheme compound area will impact on Lionheart Enterprise Park. This impact is however considered to be acceptable in principle.	The Applicant accepts this.	Under Discussion
1.9		Community benefits will accrue from the Scheme and it is accepted that these will contribute positively to the planning balance.	The Applicant accepts this.	Under Discussion
1.10		The Scheme will help to support the building of a strong, responsive and competitive economy through the reduction in travel time and by helping to bring businesses, residents and employees closer together across the County. To the north of Morpeth, the single carriageway nature of the A1 trunk road has contributed to Alnwick and places further north having a much more remote character with reduced opportunity to access work and metropolitan services offered by the Tyneside conurbation and, to the north, Edinburgh.	The Applicant accepts this.	Under Discussion
1.11		The inclusion of features to protect human health such as new junctions and linkages between severed rural areas will contribute to community, as well as economic, wellbeing	The Applicant accepts this.	Under Discussion

Item	Document	NCC Position	Highways England Response	Status
1.12		In terms of infrastructure, a detailed options exercise was undertaken before the current Scheme was arrived at and it is considered that the solution is probably the optimal one in terms of the use of existing infrastructure – reuse of existing carriageway areas, drainage solutions etc.	The Applicant accepts this.	Under Discussion
1.13		A number of studies have been undertaken across a range of different transport modes and from a variety of perspectives which demonstrate the need and the benefits of dualling the A1.	The Applicant accepts this.	Under Discussion
1.14		The Council considers that the proposed scheme will contribute to economic growth both during the construction period and thereafter. It is anticipated that the improved accessibility throughout the A1 corridor will make towns and sites in Northumberland more attractive to new businesses and attract further investment for improvements at existing sites.	The Applicant accepts this.	Under Discussion
<b>Environmental Impact Assessment</b>				
<b>2.</b>	<b>Cumulative Effects</b>			
2.1		The dualling of the A1 presents a major opportunity in the county and the Scheme should not miss opportunities to improve the environment and accessibility in this part of the county. The local impacts and their cumulative impacts caused by the scheme should be considered and adequately addressed by the applicant. The nature of the Scheme and the location of the proposal means that the Scheme should be sensitive to its impact on both the environment and the communities through which it passes and serves.	The Applicant considers that the cumulative effects of the Scheme have been assessed in Chapter 16: Assessment of Cumulative Effects of the ES [APP-062]. The applicant does not consider that there are any unacceptable environmental impacts of the Scheme, either individually or cumulatively.	Under discussion.
<b>3.</b>	<b>Air Quality</b>			
3.1		NCC agrees with the methodology and the baseline data used the air quality assessments that have undertaken in Chapter 5 of the ES [APP-040 and APP-041].  NCC's Public Health Protection Unit are satisfied that the selection of receptors includes those identified by NCC and that the assessment considers the nearest receptors most of which are residential. The assessment is generally acceptable to the Public Health Protection Unit	Agreed.	Agreed,

Item	Document	NCC Position	Highways England Response	Status
3.2		The modelling shows that there will be a net reduction in air quality damaging PM emissions by 2038.	Agreed.	Agreed,
3.3		NCC'S main interest in relation to Air Quality is the operational impacts. NCC considers that the short-term construction impacts can be managed.	Agreed.	Agreed,
3.4		NCC's Public Health Protection Unit considers that the proposed dualling will improve the overall flow of traffic on the entire section of dual-carriageway from Fairmoor to Ellingham and specifically along the two existing single-carriageway that form Part A and Part B. This will improve emissions from the majority of smaller vehicles whose speed limit is often constrained by slower moving HGV traffic.	Agreed.	Agreed,
3.5		Dust from demolition / construction works can be managed and mitigated and compliance with a dust management plan would be the controlling mechanism during development.	Agreed.	Agreed,
<b>4.</b>	<b>Noise and Vibration (including construction and operational)</b>			
4.1		The Council is in agreement with the methodology and the baseline data used in the noise and vibration assessments that have undertaken in Chapter 6 of the ES [APP-042 and APP-043].	Agreed.	Agreed.
4.2		The Local Plan and Core Strategy policies relevant to noise have been satisfactorily addressed.	Agreed.	Agreed.
4.3		Noise and vibration from demolition/construction works can be managed and mitigated and compliance with the (to be submitted) noise and vibration management plan from the main contractor.	Agreed	Agreed
<b>Landscape and visual impact</b>				
5.	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	25/01/2021 - It is agreed that the study area is appropriate for the Proposed Scheme (Parts A and B).		Agreed
5.1	Chapter 7 (Landscape and Visual) of the ES	22/01/2021 - It is not agreed that the methodology used (based on Highways England's IAN 135/10) was fully up to date and appropriate.	25/01/2021 - The assessment of landscape effects has been undertaken in accordance with then-current best practice as set out in IAN 135/10. Following the issue of updated guidance, a	Under discussion

Item	Document	NCC Position	Highways England Response	Status
	[APP044 and APP045]		sensitivity test has been undertaken, which demonstrates that the original assessments appropriately predict landscape impacts.	
5.2	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	<p>22/01/2021 - However, it is agreed that the findings of the LVIA's are robust despite this methodology disagreement, except where NCC consider that the methodology has contributed to the following local impacts not being adequately identified:</p> <ul style="list-style-type: none"> <li>Localised effects on character areas 38b, 3c, 8c;</li> <li>Visual effects on communities at Fenrother, Causey Park Bridge, Causey Park and West Moor, and</li> <li>Visual effects on users of B6341 (both day and night).</li> </ul>	25/01/2021 - The Applicant acknowledges agreement on the findings of the LVIA. The Applicant has addressed more specific comments on the local impacts that NCC feel have not been adequately identified below.	Partially Agreed
5.3	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	25/01/2021 - It is agreed that the scope of landscape character assessment for both LVIA's is adequate to address all significant effects.		Agreed
5.4	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	25/01/2021 - It is agreed that the variation on judgements regarding the landscape sensitivity, set out within the LIR are minor and do not contribute markedly to the disagreement regarding the significance of effect		Agreed
5.5	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	<p>22/01/2021 - Effects on character areas are as identified within the LVIA's with the exception of character areas 38b (Part A), 3c and 8c (Part B), where NCC set out within the LIR their judgment that some local impacts would be greater in magnitude and significance than the effects identified within the LVIA's, which contextualise those effects within the wider character areas.</p>	<p>25/01/2021 - The Applicant acknowledges the agreement with the effects on landscape character, with the exception of character areas 38b (Part A), 3c and 8c (Part B).</p> <p>The Applicant has reviewed the LIR [REP1-071] and concluded that the effects on character areas are agreed, with the exception of LCA 38b Longhorsley, which is considered by NCC to have significant effects extending beyond the summer of year 15, and LCA 8c Charlton Ridge that NCC considers would be subject to slightly greater effects following construction, but would, in the summer of year 15 be subject to a neutral effects, as reported by the Applicant. A full response to this position is provided in the Applicant's response to LIR at Deadline 3 (document reference 7.16).</p>	Under discussion



Item	Document	NCC Position	Highways England Response	Status
5.6		22/01/2021 - It is agreed that the scope of the visual impact assessment for both LVIAs is adequate to address all significant effects, with the exception of the potential effects on communities.	25/01/2021 - The Applicant acknowledges agreement on the scope of the visual effect's assessment for Parts A and B, with the exception of the potential effects on communities.	Partially Agreed
5.7	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	22/01/2021 - The visual effects on communities at Fenrother, Causey Park Bridge, Causey Park and West Moor are not agreed, NCC have identified in more detail within the LIR what they consider the visual effects to be, and these are subject to further discussion.	<p>25/01/2021 - The Applicant acknowledges that the visual effects on communities at Fenrother, Causey Park Bridge, Causey Park and West Moor are not agreed.</p> <p>The Applicant considers that sufficient information has been provided for the ExA to understand the visual effects of the Scheme, which includes those receptors that make up the communities of Fenrother, Causey Park Bridge, Causey Park and West Moor. A full response to this position is provided in the Applicant's response to LIR at Deadline 3 (document reference 7.16).</p> <p>11/2/21 - In discussion with NCC, the Applicant has updated Figure 7.8: Landscape Mitigation Masterplan Part A [APP-095] and this is agreed with NCC and submitted at Deadline 3.</p>	Under discussion
5.8	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	22/01/2021 - The visual effects on users of B6341 (both day and night) (Part B) are not agreed, NCC have identified in more detail within the LIR what they consider the visual effects to be, and these are subject to further discussion.	<p>25/01/2021 - The Applicant acknowledges NCC's concern that the night-time effects for Part B have not been assessed. However, in line with the scoping opinion received by NCC in relation to Part B that 'The impact from illumination of the carriageway during the operational phase will not be required', the Applicant has therefore not undertaken an assessment of night-time effects. Additionally, the B6341 was scoped out of the assessment of visual effects.</p> <p>Nevertheless, it is acknowledged that as a result of roadside vegetation removal, there would be impacts on users of the B6341 during construction and in winter year 1. However, by the summer of year 15, and following the establishment of roadside vegetation the effects of headlights on users of the B6341 would not be significant. A full response to this position is provided in the Applicant's response to LIR at Deadline 3 (document reference 7.16).</p>	Under discussion
5.9	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	22/01/2021 - The visual effects on the viewpoints (Part A) provide sufficient information and in the most part are agreed, with the exception of viewpoints 6, 31 and 36 which are not agreed.	<p>25/01/2021 - The Applicant acknowledges agreement on the visual effects on the viewpoints (Part A), with the exception of viewpoints 6, 31 and 36 which are not agreed.</p> <p>Viewpoint 6 – The Applicant considers that in providing more information as to the number and location of the tree replacement strategy for the Coronation Avenue, the effects on</p>	Partially Agreed

Item	Document	NCC Position	Highways England Response	Status
			<p>the receptors associated with Viewpoint 6 in year 15 are slight adverse.</p> <p>Viewpoints 31 and 36 – These viewpoints are representative of broader clusters of receptors, within which some receptors have been assessed as being subject to a greater significance of effects that is reported for the viewpoint.</p> <p>A full response to this position is provided in the Applicant's response to LIR at Deadline 3 (document reference 7.16).</p>	
5.10	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	25/01/2021 - The night-time effects of Part A are agreed.		Agreed
5.11	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	22/01/2021 - It is not agreed that the night-time effects of Part B should have been scoped out, in undertaking further assessment of the potential night-time effects NCC have identified that B6341 would potentially be subject to not-significant effects.	<p>25/01/2021 - In line with the scoping opinion received by NCC in relation to Part B that 'The impact from illumination of the carriageway during the operational phase will not be required', the Applicant has therefore not undertaken an assessment of night-time effects. Additionally, the B6341 was scoped out of the assessment of visual effects.</p> <p>12/2/21 – The Applicant considers that had an assessment of the effects on night-time users of the B6341 been undertaken, the conclusion of the assessment would be that significant effects would not arise, which reflects the findings of NCC's assessment as set out within the LIR [REP1-071]</p> <p>A full response to this position is provided in the Applicant's response to LIR at Deadline 3 (document reference 7.16).</p>	Under discussion
5.12	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	22/01/2021 - It is not agreed that the mitigation strategy provides sufficient information relating to species and future management in order that in the long term, mitigation measures are fully understood and to ensure that significant effects are adequately mitigated.	25/01/2021 - The Applicant considers that the landscape mitigation strategy provides sufficient information for the ExA to consider the effectiveness of the strategy to ensure that significant effects are adequately mitigated. A full response to this issue has been provided by the Applicant in their Response to the LIR, at Deadline 3, refer to 6.5.5 and 6.5.6 (document reference 7.16).	Not Agreed
5.13	Chapter 7 (Landscape and Visual) of the ES	22/01/2021 - It is not agreed that the assessment of the effects on the communities at Fenrother, Causey Park Bridge, Causey Park and West Moor are appropriately described therefore further review of mitigation measures is required.	25/01/2021 - The Applicant considers that sufficient information has been provided for the ExA to understand the visual effects of the Scheme, which includes those receptors that make up the communities of Fenrother, Causey Park	Under discussion

Item	Document	NCC Position	Highways England Response	Status
	[APP044 and APP045]		<p>Bridge, Causey Park and West Moor. A full response to this position is provided in the Applicant's response to LIR at Deadline 3 (document reference 7.16).</p> <p>11/2/21 - In discussion with NCC, the Applicant has updated Figure 7.8: Landscape Mitigation Masterplan Part A [APP-095] and this is agreed with NCC and submitted at Deadline 3.</p>	
5.14	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	25/01/2021 - It is agreed that following submission of the Coronation Avenue Replacement Strategy (DRAFT) at Deadline 1, that the number and location of replacement trees are appropriate.		Agreed
5.15	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	22/01/2021 - However, NCC considers that further information is required relating to the species and future management, in order that the impacts on this distinctive landscape feature are adequately mitigated in the long term.	25/01/2021 - The Applicant considers that the landscape mitigation strategy provides sufficient information for the ExA to consider the effectiveness of the strategy to ensure that significant effects arising from the removal of part of the Coronation Avenue are adequately mitigated. The Applicant has, at Deadline 3, updated the Outline CEMP to include provision for a Landscape and Ecological Management Plan to be prepared for Part A and Part B, prior to the commencement of construction, secured through Requirement 5 of the draft DCO [REP2-004 and 005], which requires approval by the SoS in consultation with NCC.	Under discussion
5.16	Chapter 7 (Landscape and Visual) of the ES [APP044 and APP045]	22/01/2021 - It is not agreed that the current roadside hedgerow mitigation for Part B would adequately mitigate the impact of the removal of existing roadside vegetation, and further information relating to species and future management is required in order that mitigation measures are fully understood and to ensure that potentially significant effects are adequately mitigated.	25/01/2021 - The Applicant considers that the landscape mitigation strategy does provide sufficient information for the ExA to consider the effectiveness of the strategy to ensure that significant effects arising from the removal of existing roadside vegetation. The Applicant has, at Deadline 2 provided further information relating to the design objectives, form and nature of the landscape proposals, refer to Applicant's Comments on Responses to Written Questions - Appendix B - DMRB Guidance [REP2-022]. Furthermore, at Deadline 3, the Applicant has updated the Outline CEMP to include provision for a Landscape and Ecological Management Plan to be prepared, prior to the commencement of construction, secured through Requirement 5(1) of the updated Draft DCO [REP2-004 and 005] and would be subject to approval by the Secretary of State (SoS), in consultation with the Local Planning Authority (LPA).	Under Discussion



Item	Document	NCC Position	Highways England Response	Status
<b>6</b>	<b>Historic environment</b>			
6.1	Chapter 8 (Cultural Heritage) of the ES [APP046 and APP047]	This refers to the Scheme as originally submitted (and Deadline 3). No comments yet provided in relation to the proposed scheme amendments that will be presented in ES Addendums.		
6.2	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.3.1 to 8.3.8 of the ES [APP 046] and Part B Paragraph 8.3.1 to 8.3.8 [APP047]	It is agreed that the assessments presented within Chapter 8 appropriately considers relevant legislation and policy.		Agreed
6.3	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.4.1 to 8.4.41 of the ES [APP 046] and Part B Paragraph 8.4.1 to 8.4.34 [APP047]	It is agreed that the scope and methodology adopted for the baseline cultural heritage assessment of the potential impacts is appropriate and follows standards and guidance.  It is agreed that as the permanent easement along an existing track which passes Felton Park and through Parkwood subway in Part A would not be in used in the construction and during operation would only be utilised occasionally to monitor and provide maintenance to the subway and a buried geocellular drainage tank, there would be no change on the setting of the designated assets situated alongside it (one Grade II* Listed Building (NHL 1154561), and four Grade II Listed (NHL 1371126, 1303774, 1041874 and 1303719)) and therefore this would not be considered in the assessment.		Agreed
6.4	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.5.1 to 8.5.10 of the ES [APP 046] and Part B Paragraph 8.5.1 to 8.5.6 [APP047]	It is agreed that the assumptions and limitations to the assessment have been acknowledged and appropriately considered within the assessment.		Agreed
6.5	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.6.1 to 8.6.3 of the ES [APP 046] and Part B Paragraph 8.6.1 to 8.6.3 [APP047]	It is agreed that the inner Study Area of 500 m is appropriate for the identification of all types of heritage assets (designated, non-designated, potential archaeological remains and historic landscapes) to establish the known historic environment context and potential for hitherto unknown below-ground archaeological remains.  It is agreed that the outer Study Area of 1km for the assessment of setting heritage assets and Conservation Areas is appropriate.  It is agreed that the extension of the outer Study Area for Part B to include Grade I Registered Park and Garden Alnwick Castle (NHL 10014041) and all designated heritage assets located within it.		Agreed

Item	Document	NCC Position	Highways England Response	Status
6.6	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.7.1 to 8.7.61 of the ES [APP 046] and Part B Paragraph 8.7.1 to 8.7.87 [APP047]	It is agreed that the heritage assets identified and described in the baseline are appropriate for the assessment. The baseline was based on desk-based assessment and supported by geophysical surveys, an assessment of LiDAR data and targeted trial trenching in areas where high value heritage assets were predicted to be present. The value of the heritage assets and the contribution of the setting to the value of the heritage asset (where appropriate) is correctly assessed.		Agreed
6.7	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.8.1 to 8.8.4 of the ES [APP 046] and Part B Paragraph 8.8.1 to 8.8.4 [APP047]	<p>It is agreed that the receptors/heritage assets scoped out for assessment is appropriate for the assessment.</p> <p>It is agreed that the construction phase of Part A would not result in direct physical impacts on five Grade II Listed Buildings (NHL 1371039, 1371021, 1370646, 1303996 and 1042132) and the non-designated site of the Building at Tile Kiln Rush (HER 17065) and Priest Bridge (HER17397). It is agreed that operation phase Part A would not impact on the setting of six Grade II Listed mileposts (NHL 1153544, 1371039, 1371021, 1370646, 1303996, and 1042132).</p> <p>It is agreed that the construction and operation of Part B would not impact on the Grade I Registered Park and Garden Alnwick Castle (NHL 1001041) and all designated heritage assets located within it, and Rock Conservation Area.</p> <p>It is agreed that the potential impacts on heritage assets (including their setting) during construction and operation identified are adequately assessed. The assessment work has included targeted trial trenching by the Scheduled Monuments and has established that there is a low potential for high value assets associated with the Scheduled Monuments to be present within the Order limits.</p>		Agreed
6.8	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.8.5 to 8.8.34 of the ES [APP 046] and Part B Paragraph 8.8.5 to 8.8.78 [APP047]	<p>It is agreed that the potential impacts on heritage assets (including their setting) during construction and operation identified are adequately assessed.</p> <p>The assessment work has included targeted trial trenching in Part B adjacent to Scheduled Monuments and has established that there is a low potential for high value assets associated with the Scheduled Monuments to be present within the Order Limits</p>		Agreed
6.9	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.9.1 to 8.9.11 of the ES [APP 046] and Part B Paragraph 8.9.1 to 8.9.41 [APP047]	<p>It is agreed that the design and mitigation measures presented during construction and operation are appropriate.</p> <p>Design measures proposed as part of the surface water drainage system on Parts A and Parts B would remove impacts on below ground remains resulting from a change in hydrology. These are detailed in the Outline CEMP [REP1-023 and 024].</p> <p>The WSIs outline the approach to post development consent excavation assessment, reporting, dissemination of the results of the work and archiving. The WSIs have been produced in consultation with the NCC County Archaeologist. The WSIs include a requirement for the production of detailed method statements, which would supersede the draft WSIs, as the scheme progresses. The aim of the evaluation would be to determine the value, extent, date, level of survival of the assets, and to inform a mitigation strategy which would be implemented either prior to or during the construction stage. Any mitigation required would require the production of additional Written Schemes of Investigation in consultation with the NCC County Archaeologist. Where any below-ground archaeological remains are identified which require preservation in-situ, a detailed method statement would be required to set out how the remains would be protected during the construction stage. The method statement would be produced in consultation with NCC and potentially Historic England (depending on the nature of the assets) and could include measures such as avoidance through redesign, diversion (within the Order limits), or reburial and protection. The mitigation measures adopted would be dependent on the nature and material of heritage assets identified. This would be secured through the Outline CEMP [REP1-023 and 024]</p>		Agreed

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		<p>A programme of historic building recording would be undertaken post development consent and prior to the demolition of non-designated Charlton Mires Farm to ensure it is preserved by record. This is presented in the Draft WSI for Historic Building Recording (Appendix 8.6 [APP-296]) which has been approved by NCC.</p> <p>It is agreed that the no enhancement measures are required for the assessment.</p>		
6.10	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.10.1 to 8.10.30 of the ES [APP 046] and Part B Paragraph 8.10.1 to 8.9.43 [APP047]	<p>It is agreed that the assessment of likely significant effects is appropriate for the assessment.</p> <p>It is agreed that the assessment of assessment parameters is appropriate for the assessment.</p> <p>It is agreed that the DMRB sensitivity test is appropriate for the assessment.</p>		Agreed
6.11	Chapter 8 (Cultural Heritage) Part A - Paragraph 8.11.1 of the ES [APP 046] and Part B Paragraph 8.11.1 [APP047]	It is agreed that the monitoring is appropriate and adequate.		Agreed
<b>7.</b>	<b>Ecology, habitats and nature conservation effects;</b>			
7.1	Chapter 9 (Biodiversity) of the ES [APP048 and APP049]	NCC is satisfied that appropriate surveys have been carried out to assess the value of the habitat and the presence of any protected species. NCC is also content with the search / study areas used to assess the impacts of the Scheme.	Agreed	Agreed
7.2		Survey and mitigation for the protected species found along the route is also robust, and the provision of a number of animal crossing points for a range of species is welcome.	Agreed	Agreed
7.3		A number of UK and European Protected Species are present within the road corridor and may be impacted by the development but the approach to mitigation and licensing is sound.	Agreed	Agreed
7.4		The outline Construction Environmental Management Plan (CEMP) [REP1-023 and 024] includes all of the mitigation requirements proposed and is comprehensive and robust, for this stage of the project. Further fine detail is required for works affecting watercourses including bridges, culverts and pollution prevention, although the detail provided so far is a good basis.	Agreed	Agreed

Item	Document	NCC Position	Highways England Response	Status
7.5		It is considered that the indicated proposed mitigation identified in the CEMP reasonably considers construction and operational impacts of the project. However, some of the proposed mitigation will require time to establish and reach its full potential and this is why the Council considers the impacts on biodiversity overall to be a negative impact.	The Applicant agrees that the Scheme would result in adverse (negative impacts) but considers that the mitigation and compensation measures summarised within the Outline CEMP [REP1-023 and REP1-024] are sufficient to avoid significant residual impacts, with the exception of those identified in section 9.10 of Chapter 9: Biodiversity for Part A [APP-048] and Part B [APP-049].	Agreed
7.6		<p>The main document prepared by the applicant to address impacts on ancient woodland is at <b>Appendix 9.21: Ancient Woodland Strategy</b> [APP-247].</p> <p>The overall design approach and the compensation package set out is in accordance with previous informal discussion with the County Ecologist who sought a 1:4 multiplier which is considered to be enhancement due to the significant increase in area of woodland created versus that which is lost.</p> <p>In this a suitable compensation strategy is in place. Whilst fine detail of that woodland creation is required (soil analysis of receptor site, translocation details of soils and young trees) the overall plan is welcomed. It includes the translocation of soils, saplings, ground flora seed, ancient woodland indicator species and felled timber (for deadwood habitat) from the ancient woodland site which will safeguard the seedbank present in that soil and improve the chances of success of replicating that habitat over time.</p> <p>The County Ecologist considers both the location and increased area of the new woodland (adjacent to the River Coquet) to be optimal.</p> <p>The need for this dualling of the A1 would be an exceptional circumstance, and the widening of an existing route would be the preferable option to a new route being created.</p>	Agreed	Agreed
7.7		Two years is a general requirement for the validity of survey reports, but it is often the case with large infrastructure projects that surveys may be out of date and require updating. In this case the habitats affected are not likely to have undergone significant change and a series of checking surveys are included within the mitigation and pre-start operations, which will be controlled by Construction Environmental Management Plan (CEMP).	Agreed	Agreed
7.8		Further discussions will be required in relation in relation to Ecology, habitats and nature conservation effects.	Agreed.	Under discussion
<b>8</b>	<b>Road Drainage and the Water Environment</b>			

Item	Document	NCC Position	Highways England Response	Status
8.1	Chapter 10 (Road Drainage and the Water Environment) of the ES [APP050 and APP051]	NCC accepts that the submitted documents and assessments have undertaken modelling of all the relevant watercourses for which the new highway will cross and will impact upon. All modelling has been in accordance with national policy and best practice guidance. This modelling shows that with appropriate design and mitigation flood risk will not increase on or offsite as a result of the development.	Agreed.	Agreed.
8.2		NCC has reviewed the submitted information in relation to surface water and is satisfied with the proposed flood risk mitigation measures.	Agreed.	Agreed.
8.3		The submitted documents and assessments have looked at the disposal of surface water from the new highway. With this aspect it needs to be ensured that the rate and volume of water leaving the development / appropriate catchment is no greater than previous.	Agreed.	Agreed.
8.4		In relation to the River Coquet, NCC is satisfied with the proposals and mitigation in relation to flood risk and drainage.	Agreed.	Agreed.
<b>9</b>	<b>Traffic and transport</b>			
9.1	New local roads to be adopted	The trunk road and associated junctions, slip roads and their soft estate to remain with the Applicant. Private Means of Access will stay with the appropriate landowner.	<p>It is agreed that trunk roads and associated junctions, slip roads and their soft estate will remain with the Applicant. Private Means of Access will stay with the appropriate landowner. The Applicant proposes the following list of roads to be adopted by the local authority:</p> <p><u>Part A</u>  West View;  De-trunked A1, from Priests Bridge, including Fenrother freeflow, to the new link road connecting to the new West Moor roundabout;  Bywell Road.</p> <p><u>Part B</u>  Rock South Farm Access Road  West Linkhall Access Road  East Linkhall Access Road</p> <p>Local Authority roads to be handed back to landowner:  Rock South Farm Road</p>	Under discussion.



Item	Document	NCC Position	Highways England Response	Status
9.2		The Council is content that the pathways and junctions which were used for the survey were appropriate to assess the way in which the network was being used by walkers, cyclists and horse-riders. Based on the results of the survey undertaken over the six days at the various locations the Council is satisfied that the level of use is commensurate with our own anecdotal knowledge of use of these types of rights of way in particular locations		Agreed
<b>10</b>	<b>Design</b>			
10.1	Design speed / speed limit	New side roads leading from the Charlton Mires Junction are designed in line with NCC's Residential Roads and Footpaths in Northumberland design guidance but instead of a 20mph speed limit the national speed limit is appropriate	It is acknowledged that rather than imposing lower speed limits on the long straight or large radii bends, agreed traffic calming features could be incorporated as part of detailed design.  Further discussions on 17/12/20 with NCC agreed that the national speed limit is appropriate and any traffic calming features will be agreed at detailed design.	Under discussion.
10.2	Maintenance boundaries – at junctions, soft estate	All infrastructure relating to the new trunk road and its supporting earthworks and soft estate to remain under the maintenance of the Highways England.	Critical infrastructure relating to the new trunk road and its supporting earthworks and soft estate will remain under the maintenance of the Applicant. Other earthworks supporting local access roads and management of its soft estate will form part of the handover to the local highway authority.  Further principles defining the embankments and cuttings have been agreed and are set out in Appendix TT.3 of the Applicant's Response to the ExA's First Written Questions [REP1-049].  Detention basins associated with servicing the trunk road will be the responsibility of the Applicant. There are two basins DB17a and DB17b which service Bywell Road and the new de-trunked link road respectively. These roads are to be adopted by the Local Highway Authority, while the basins would be maintained by the Local Authority.	Under discussion.
10.3		NCC has no concerns over the access to and from the A1 from the current Causey Park junction with vehicles to and from the Widdrington Road approach being able to use the de-trunked and new local road connections to the dualled A1 without any significant diversion over the current access as both the West Moor and Fenrother junctions are all-direction grade separated junctions	Agreed	Agreed.
<b>11</b>	<b>Effects on motorised road traffic</b>			

Item	Document	NCC Position	Highways England Response	Status
11.1		In relation to the impact on road safety away from the Strategic Road Network, the proposals will make the A1 a more attractive travel option and those travellers who wish to avoid actual or perceived delays, especially in the summer months, will use the upgraded sections removing traffic from unsuitable routes on the Local Road Network.	Agreed	Agreed
11.2		In relation to the Alnwick to Ellingham section (Part B), there are road safety benefits from removing the local traffic from the Strategic Road Network in particular through the provision of the new Local Access Roads to East and West Linkhall as well as new road to Rock South Farm.		
11.3		These positive impacts upon Road Safety can only be fully confirmed once all additional points of clarification and additional information in relation to the development as requested from Highways England and their consultant and contractor partners is received and agreed.		
<b>12</b>	<b>Effects on the Public Rights of Way (PRoW) network and on cyclists, pedestrians and horse riders</b>			
12.1	Extents of new rights of way, diverted rights of way and stopping up of existing rights of way	NCC proposed numerous changes to the Public Rights of Way and Access Drawings [REP2-003] and the relevant schedules in the Draft DCO [REP2-004 and 005] following their review of the DCO Application.	The proposed changes were considered by the Applicant and responded to via direct communication as well as through the Applicant's Comments on Responses to Written Questions for Deadline 2. For details refer to Applicant's Comments on Responses to Written Questions – Appendix A - Public Rights of Way Response [REP2-021]. Both the plans and dDCO [REP2-004 and 005] were updated to reflect the proposed changes and resubmitted for Deadline 2.  Discussions are ongoing to resolve any outstanding issues.	Under discussion
<b>13</b>	<b>Construction Environmental Management Plan</b>			
13.1		An <b>Outline Construction Environmental Management Plan [APP-346]</b> has been submitted with the application. This document provided is an appropriate vehicle for identifying the mitigation measures for the Scheme that will be included within the final CEMP	Agreed. The CEMP will be kept under review.	Under discussion.

Item	Document	NCC Position	Highways England Response	Status
14	<b>Construction Traffic Management Plan</b>			
14.1	7 day working during the works	NCC suggest encouraging 7 day working (subject to other factors)	<p>The Applicant disagrees and has confirmed the following:</p> <p>Any traffic management required on the network will be left in place for the duration of the requirement – supported by 24/7 inspection and maintenance provision.</p> <p>For wider activities 7-day working is not supported unless for a specified fixed duration activity. This is not only to manage workforce safety and ensure the Applicant does not impose fatigue, but also to afford a regular period of respite and break form the works to all locally affected stakeholders.</p> <p>Where there is a significant benefit or need to complete 7-day operations this will be planned as a specific work item with those affected.</p> <p>Discussions are ongoing.</p>	Under discussion
14.2	Consultation in relation to road closures during the works	The requirement to close side roads and the A1 will be subject to consultation with NCC. NCC need to ensure that consultation is timely to allow for any re-planning of their works that may be affected.	<p>The Applicant has confirmed the following:</p> <p>When the construction programme is more mature (and no later than 6 months ahead of construction start) the main contractor will arrange a meeting with key stakeholders (NCC, emergency services etc) to introduce key personnel from our team and provide:</p> <ul style="list-style-type: none"> <li>– an overview of the TTM proposals and sequence of works,</li> <li>– key switches in the first quarter,</li> <li>– establish agreed contact points for comms between the main contractor and each stakeholder,</li> <li>– gather feedback on proposals and refine and develop and necessary.</li> </ul> <p>This will be repeated at 3 months ahead of construction and then 1 month ahead providing updates and addressing any new concerns.</p> <p>When construction starts the main contractor will operate monthly TM Forums whereby they will:</p>	Under discussion



Item	Document	NCC Position	Highways England Response	Status
			<ul style="list-style-type: none"> <li>– present the proposed works for the coming quarter at high level (and the specific details of any forthcoming significant switches in that period);</li> <li>– seek to identify any potential clashes with road space for works or diversion planning for that quarter to be assessed and co-ordinated out of the meeting;</li> <li>– present detailed plans for any switches in the coming month;</li> <li>– review any concerns from the previous month; and</li> <li>– discuss any forthcoming events/embargoes/etc. to ensure they plan accordingly.</li> </ul> <p>In the meantime, the main contractor’s TM Managers will be available for any concerns from key stakeholders between the regular contact points of TM Forums.</p> <p>Discussions are ongoing.</p>	
14.3	TTROs for reduced speed limits during the works	TTROs would be required to reduce the speed limit on both the A1 and local road network (managed by NCC) as part of the Scheme. The main contractor will define the extents of the speed restrictions and progress the TTROs with the Applicant and NCC to ensure these are in place prior to any temporary speed restrictions being imposed - restrictions will be entered onto One network by the Streetworks team.	<p>The Applicant agrees and has confirmed the following:</p> <p>Proposed TTROs for the Scheme will be introduced in the main contractor’s initial meeting (6 months prior to construction start) and then discussed and developed together prior to any formal submission.</p> <p>The main contractor will also arrange to populate other systems at the relevant time as agreed with NCC (i.e. at the time of formal TTRO submission, or at specified number of weeks ahead). This will be led by the main contractor’s TM Manager.</p> <p>Discussions are ongoing.</p>	Under discussion
14.4	Extended closures / weekend closures during the works	Para. 2.6.24 of the CTMP refers to extended closures (possibly some Friday to Monday full closures). Full weekend closures may cause a lot of pressure on NCC network. There are only 4 extended closures planned – NCC want assurances that this will be the case.	<p>The Applicant has confirmed the following:</p> <p>The main contractor does not currently anticipate needing more than 4 extended closures to deliver the works.</p> <p>Should this change as their planning develops, they will engage with NCC and all affected stakeholders through specific meetings at the earliest opportunity to discuss the proposal, the need and ensure sufficient time for robust communication and stakeholder liaison with all affected parties.</p>	Under discussion

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			Discussions are ongoing.	
14.5	Communication of journey times during the works	In respect to para. 2.6.29 of the CTMP, NCC have stated a preference for the quoted journey time to be expressed as the additional time the journey will take.	<p>The Applicant has confirmed the following:</p> <p>When the main contractor displays journey times for diversion routes on their pVMS they are governed by Highways England VMS policy. Their TM Manager will look to provide the best information to the travelling public whilst ensuring they still comply with Highways England policy.</p> <p>Discussions are ongoing.</p>	Under discussion
14.6	Coordination meetings prior to and during the works	NCC concerned over the regularity, scope and attendees of coordination meetings.	<p>The Applicant has confirmed the following:</p> <p>When the construction programme is more mature (and no later than 6 months ahead of construction start) the main contractor will arrange a meeting with key stakeholders (NCC, emergency services etc) to introduce key personnel from our team and provide:</p> <ul style="list-style-type: none"> <li>– an overview of the TTM proposals and sequence of works,</li> <li>– key switches in the first quarter,</li> <li>– establish agreed contact points for comms between the main contractor and each stakeholder,</li> <li>– gather feedback on proposals and refine and develop and necessary.</li> </ul> <p>This will be repeated at 3 months ahead of construction and then 1 month ahead providing updates and addressing any new concerns.</p> <p>When construction starts the main contractor will operate monthly TM Forums whereby they will:</p> <ul style="list-style-type: none"> <li>– present the proposed works for the coming quarter at high level (and the specific details of any forthcoming significant switches in that period);</li> <li>– seek to identify any potential clashes with road space for works or diversion planning for that quarter to be assessed and co-ordinated out of the meeting;</li> <li>– present detailed plans for any switches in the coming month;</li> </ul>	Under discussion

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			<ul style="list-style-type: none"> <li>– review any concerns from the previous month; and</li> <li>– discuss any forthcoming events/embargoes/etc. to ensure they plan accordingly.</li> </ul> <p>In the meantime, the main contractor's TM Managers will be available for any concerns from key stakeholders between the regular contact points of TM Forums.</p> <p>The revised CTMP issued at Deadline 1 [REP1-025] has been updated in response to NCC's comment and will be issued at Deadline 3.</p> <p>Discussions are ongoing.</p>	
14.7	Traffic counts	NCC expressed wish for traffic counts on informal diversion routes, prior to and during the work, to assess/quantify any increased rat running.	<p>The Applicant has confirmed the following:</p> <p>The main contractor will provide additional supportive signage to discourage rat running and encourage people following signed diversions only.</p> <p>HE will continue to engage with NCC regarding construction impacts and the monitoring of noise, air quality and traffic flows at key locations. The CTMP will continue to be developed based on these discussions.</p> <p>Discussions are ongoing.</p>	Under discussion
14.8	Preparation of the Detailed Local Operating Agreement	NCC expressed wish for this to start as soon as possible so that the process is not rushed.	<p>The Applicant agrees and has confirmed the following:</p> <p>The main contractor agrees and would like to start the preparation of the Detailed Local Operating Agreement at the earliest practical opportunity to avoid any rush. The proposal would be to engage from Easter time 2021 to start to draft allowing circa 1 year for completion and reviews.</p> <p>Discussions are ongoing.</p>	Under discussion
14.9	Impact of organised and "informal" diversion of traffic during the works	There is a concern over the impact of both the organised and "informal" diversion of traffic during the works. Particular areas of concern include the A697 through Longhorsely and Longframlington as this is the obvious diversion for traffic who may experience queues entering the Traffic Management at the Northgate junction, similar to what occurs during summer peak periods when concertina or phantom	<p>The Applicant has confirmed the following:</p> <p>The main contractor has the use of mobile VMS and technology that has the capability to alert road users to journey times through the works; this should inform them that phantom queues are just that and that journey time is still better to remain</p>	Under discussion

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		<p>queuing can occur as vehicles slow from the dual carriageway into the single carriageway currently.</p>	<p>on the A1. They can trial the locations of these and adjust as trials suggest, seeking to avoid unnecessary pressures being put on the potential informal diversion routes.</p> <p>As described in the Case for the Scheme [APP-344], traffic modelling of the construction scenario was undertaken using the SATURN model, in order to calculate the monetised disbenefits associated with delays during the construction works. The model forecasts that the majority of A1 traffic (around 90%) will remain on the A1 during the construction works, with a small forecast increase in traffic flows along the A697. During the morning peak hour, the model forecasts an additional 29 vehicles northbound and 84 vehicles southbound on the A697 passing through Longhorsley and Longframlington. During the evening peak hour, the model forecasts an increase of 30 vehicles northbound and 40 vehicles southbound. Given that the forecast increase is below two vehicles per minute, this is not considered likely to have a significant adverse impact at these locations.</p> <p>Discussions are ongoing.</p>	
14.10	Impacts of the diversion routes on villages during the works	There are concerns over the impacts in all villages on the diversion routes, both formal and informal, especially during the full weekend closures and whether any temporary mitigation is therefore required.	<p>The Applicant continues to liaise with NCC regarding the impact of redistributed traffic on the local road network and provided the following comments to NCC's response to written question TT1.18 at Deadline 2 (see Table 1-5 of [REP2-020]):</p> <ul style="list-style-type: none"> <li>– Section 2.6.36 of the CTMP [REF] confirms that signage will be erected to confirm the official diversion route and deter traffic from passing through sensitive areas.</li> <li>– The model referred to in the Case for the Scheme [APP-344] forecasts that the majority of A1 traffic (around 90%) will remain on the A1 during the construction works, with a small forecast increase in traffic flows along the A697. During the morning peak hour, the model forecasts an additional 29 vehicles northbound and 84 vehicles southbound on the A697 passing through Longhorsley and Longframlington. During the evening peak hour, the model forecasts an increase of 30 vehicles northbound and 40 vehicles southbound. Given that the forecast increase is below</li> </ul>	Under discussion

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			two vehicles per minute, this is not considered likely to have a significant adverse impact at these locations.	

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