

A1

Birtley to Coal House
improvement scheme

**Preliminary Environmental
Information Report**
Non-Technical Summary

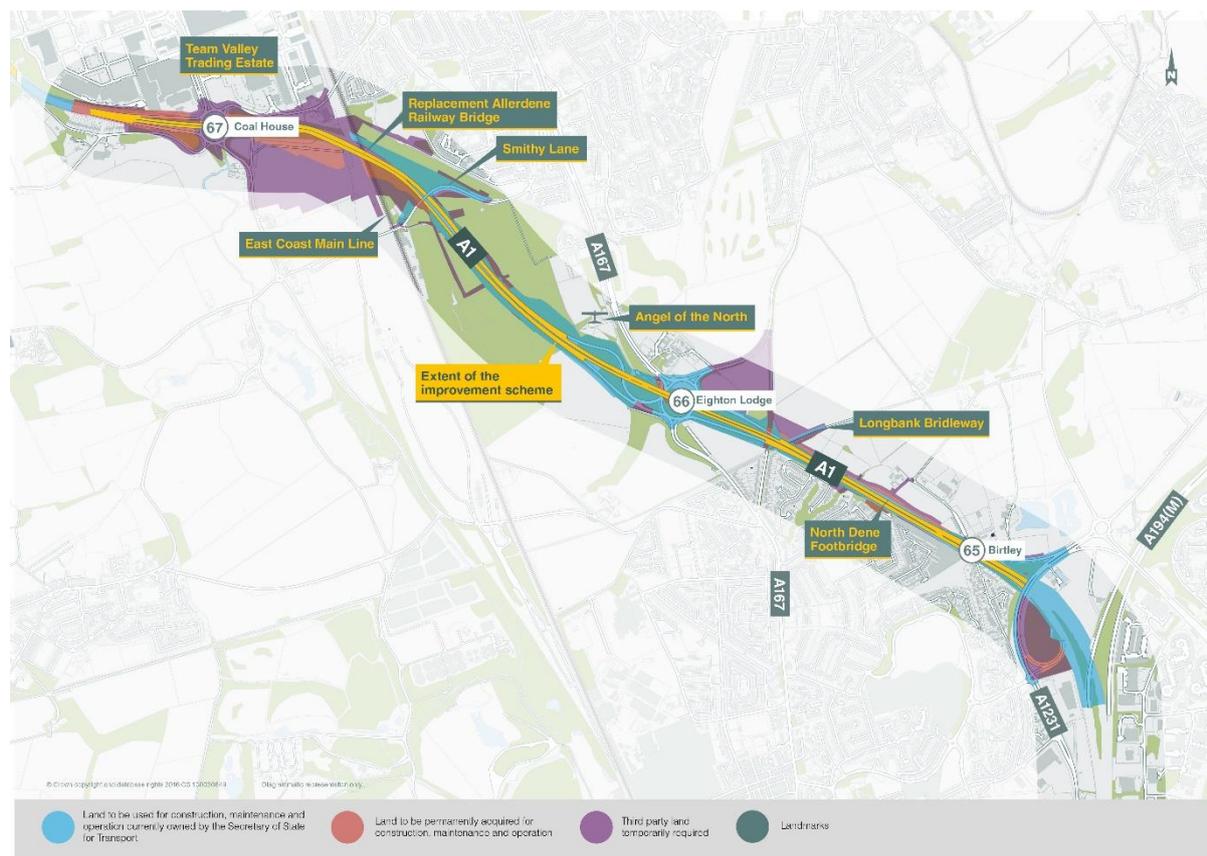
NON-TECHNICAL SUMMARY

INTRODUCTION

This provides a Non-Technical Summary (NTS) of the Preliminary Environmental Information Report (PEIR). The PEIR can be found on the Highways England Scheme webpage: www.highways.gov.uk/a1birtleytocoalhouse

The A1 Birtley to Coalhouse Scheme, “the Scheme” (see **Figure 1** below), is 4.2 km in length and will include replacement of Allerdene Railway Bridge. Most of the work will take place within the highway boundary, however, some additional land will be required alongside the A1 at certain points to enable the additional lanes to be constructed. The Scheme will provide additional capacity by widening to four lanes between junction 65 and 67 on the southbound carriageway and three lanes with an additional lane to help manage traffic joining and leaving the A1 between junctions on the northbound carriageway. It also includes a replacement structure of Allerdene Railway Bridge to the immediate south of the current structure which will tie in to the existing junction 67 Coal House roundabout. The Scheme will also look to install electronic signage to provide driver information along the road.

Figure 1 - The Scheme



ENVIRONMENTAL ASSESSMENT

BACKGROUND

It has been identified that the Scheme is likely to result in significant environmental effects and that an Environmental Impact Assessment (EIA) is required. The Scheme has been identified as being in a “sensitive area” due to the location of the Bowes Railway Scheduled Monument (SM) within the Scheme Footprint. The Scheme Footprint is made up of all of the land required to build and operate the

Scheme (both temporary and permanent land). A Scoping Report was produced and submitted to the Planning Inspectorate (PINS) in November 2017 and a statutory Scoping Opinion was received in December 2017.

THE ROLE OF THE PEIR

The PEIR informs the public about the EIA process and the likely environmental effects of the Scheme as part of the statutory consultation. The report precedes the EIA and as such is “preliminary” and is based on the most up to date information available at the time of writing. The PEIR has been informed by the Scoping Report and Scoping Opinion received from PINS. It is intended for distribution to all consultees, including landowners, local residents and members of the public. Highways England is actively seeking comments from consultees and any comments received during the consultation will be taken into consideration in both the design of the Scheme and the EIA. The assessments carried out for the EIA will be reported within the Environmental Statement (ES), which will be submitted as part of the Development Consent Order (DCO) application.

ASSESSMENT OF ALTERNATIVES

Two options were shortlisted at the “Option Selection” stage (1a and 1b) and presented at a public non-statutory consultation event held in September 2016:

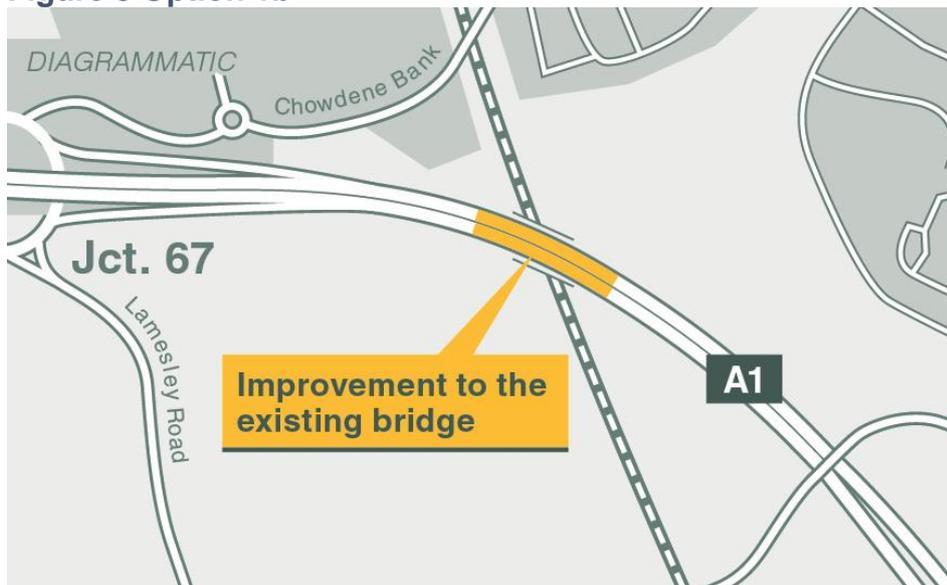
- **Option 1a** “Offline Replacement of Allerdene Railway Bridge” – Allerdene Railway Bridge would be reconstructed south of its current location, improving the existing road alignment and improving safety. (See **Figures 2 and 3 below which show the main difference between options**); and
- **Option 1b** “Online Replacement of Allerdene Railway Bridge” – Allerdene Railway Bridge would be replaced in its current location. This would require a temporary bridge to be constructed to carry traffic over the A1 while the new bridge is constructed. This option would be a more complex scheme to construct requiring more traffic management and a longer construction period.

Option 1a was selected as the preferred route as it is the most cost effective option, was identified during the non-statutory consultation period as the preferred option for 73% of respondents, has a shorter construction period resulting in potentially less disruption, offers an improved alignment and is generally better in respect of driver stress as the speed and lane restrictions would be significantly less than Option 1b during construction.

Figure 2 Option 1a - the Preferred Route



Figure 3 Option 1b



The preferred option 1a (the Scheme) was announced in July 2017. Further details can be found at: www.highways.gov.uk/a1birtleytoalhouse

ASSESSMENT METHODOLOGY

The EIA will be undertaken in line with the Design Manual for Roads and Bridges known as DMRB and the EIA Regulations. Some areas will follow additional best practice guidance for example survey methodology from the Chartered Institute of Ecology and Environmental Management (CIEEM).

POTENTIAL ENVIRONMENTAL EFFECTS

AIR QUALITY

The Scheme is not located within an Air Quality Management Area (AQMA). Based on the current design, the traffic modelling will be expanded to the south and east of the Scheme, and is anticipated to extend as far as Gateshead AQMA No 2 (Birtley) which lies approximately 1.2 km south of the Scheme Footprint, adjacent to Washington services.

Data from Defra for 2017 indicate annual mean nitrogen dioxide (NO₂) concentrations for the A1, 200 m either side of the affected road network (ARN), in the range of 50 – 60 µg/m³, in exceedance of EU limit values. By 2023 (Scheme opening year), there are no projected exceedances of the EU limit values. Monitored concentrations at the automatic monitoring station located in Dunston alongside the A1 are within the air quality objective for annual mean NO₂. Scheme specific monitoring carried out by Highways England showed that monitored concentrations of NO₂ are elevated along the A1 but, in general, below the air quality threshold.

Air quality impacts due to construction would be temporary and would typically include an increase in emissions of dust from earthworks and general construction activities and a loss of amenity due to the presence of construction traffic. In addition, traffic management measures may result in changes to emissions from vehicle exhausts and roadside pollution concentrations.

During operation the Scheme is expected to result in changes to emissions of oxides of nitrogen and NO₂ along the A1 and linked routes as a result of changes in traffic flows and speeds. These improvements, whilst likely to result in an increase in flow,

are designed to reduce congestion which may improve vehicle emission rates. The Scheme has the potential to increase traffic flows along parts of the road network. This happens when some roads become “more attractive” as a result of congestion relief and journey times decreases. Where traffic flows increase as a result of the Scheme, there is a potential dis-benefit to air quality. Therefore, the Scheme could result in either beneficial or adverse changes to local air quality depending on the specific changes to emissions from road traffic in the vicinity of individual receptors.

It is not anticipated that there would be significant effects associated with construction or operation of the Scheme. This will be assessed in the EIA and appropriate mitigation identified, if required.

A detailed air quality assessment will be carried out for the EIA.

CULTURAL HERITAGE

Designated heritage assets in the immediate vicinity of the Scheme include Ravensworth Coal Mill, Ravensworth Castle and Bowes Railway SMs, Lamesley Village and Ravensworth Park Conservation Areas (CAs), South Lodge and Arch and walls adjoining South Lodge Grade II Listed Buildings and the Angel of the North locally listed building. There are also a number of undesignated heritage assets in the immediate vicinity of the Scheme.

The Scheme would directly impact Bowes Railway SM during construction. There is the potential for changes and harm to the settings of Bowes Railway SM, Lamesley Village CA, Ravensworth Park CA, Birtley CA, Chowdene CA, several Grade II Listed Buildings, the locally listed Team Valley Trading Estate and the Angel of the North during construction and operation. There is also the potential for partial loss and disturbance of known non-designated below ground archaeological assets during construction.

Following the implementation of mitigation measures such as the careful design of Longbank Bridleway underbridge and the introduction of signage, the setting of Bowes Railway SM may be enhanced, thus leaving a beneficial effect. CAs and listed or locally listed buildings may experience adverse effects as a result of impacts to their setting.

A detailed assessment will be carried out for the EIA, including a setting assessment, to assess the significance of these effects.

LANDSCAPE AND VISUAL

The area surrounding the Scheme is characterised by a combination of residential, rural, industrial, recreational, open space and urban fringe land uses.

Residential land use extends west and north of junction 67 forming the suburbs of Lobley Hill and Dunston Hill respectively. To the south of junction 65 further residential land use forms the suburb of Birtley. North of junction 67 and extending to the north and east of the A1 is the Team Valley Trading Estate, an extensive area of offices, light industrial, warehousing and retail parks. Much of the central area of the Scheme falls within designated Green Belt land. The Angel of the North, which is culturally significant at a national, regional and local level, lies within this central area.

The A1 represents the main divide between the urban land uses, associated in the main with the Team Valley Trading Estate to the north and east and the open farmland to the west and south.

The key visual receptors include the Angel of the North, residential properties in Birtley, Birtley East, Eighton, Allerdene, Lamesley Village and individual rural properties, recreational viewpoints from public footpaths, cycle networks and a golf course, employment and commercial viewpoints within the Team Valley Trading Estate and educational viewpoints from various schools. The landscape design will be developed to integrate the Scheme into existing surroundings and seek to enhance the local environment where possible.

There may be significant effects from the introduction of new features including the new Allerdene Bridge, removal of maturing highway woodland and removal of vegetative connectivity to Longacre Wood Local Wildlife Site (LWS). Additionally, the introduction of gantries, new signage, technology assets and lighting would likely result in effects on residential properties as well as views to the Angel of the North.

A detailed assessment of the potential impacts from the Scheme on landscape and visual effects will be carried out for the EIA.

BIODIVERSITY

No European designated sites¹ were identified within 10 km, or 30 km for European sites where bats are one of the qualifying interests. Norwood Nature Park Local Nature Reserve, a UK designated site² is approximately 1 km north of the Scheme and is designated for its areas of mature woodlands, wildflowers, rich grassland and wetlands. There are 14 local wildlife sites forming four wildlife corridors identified within 2 km of the Scheme Footprint. The Scheme Footprint and immediate surrounds is dominated by broadleaved plantation woodland, scrub, and grassland. Less dominant habitats comprise hedgerow, bracken, hardstanding, shrub and both standing and running water.

Species surveys are currently being carried out, or are planned, for bats, breeding birds, wintering birds, badger and red squirrel.

Based on the outcome of previous surveys and ecological assessment, it is unlikely that there would be significant effects on great crested newts, reptiles, small mammals or habitats, and no further surveys are proposed for these as part of the assessment of biodiversity effects.

The findings of the species surveys will be evaluated as part of the EIA.

Potential impacts during construction could include, but would not be limited to, impacts on species through severance, fragmentation, loss of habitat, noise, light and vibration. Direct impacts are anticipated on Longacre Wood LWS, Dunkirk Farm West LWS and Bowes Railway LWS due to vegetation clearance.

Potential impacts on habitats including mixed plantation woodland, amenity grassland and invasive species have been identified during construction.

Potential impacts on biodiversity during operation are likely to include, but not be limited to, disturbance to species (e.g. bats) from increased levels of light, noise and pollution, direct mortality through traffic collisions and damage or disturbance on vegetation from polluted road traffic spray and surface water drainage.

Mitigation during construction would be likely to include working method statements to address potential impacts on species, the programming of vegetation removal

¹ European designated sites are European Union-wide network of nature conservation sites established under the EC Habitats and Birds Directives. This network will comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), (JNCC).

² UK designated sites are nationally designated sites such as Site of Special Scientific Interest (SSSI), National Nature Reserves or sites which are not designated but meet the criteria for national designation.

outside the bird breeding season (approximately March to September) and the use of directional lighting to reduce adverse effects on fauna, for example bats. Where appropriate, Natural England licences would be sought.

The Scheme may include mitigation for lost habitats and enhancement of existing habitats. Landscape planting would focus on the provision of locally sourced native tree species which support large numbers of invertebrates, to maximise foraging and commuting resources for bats and birds. The Scheme would aim to achieve no net loss in biodiversity.

Likely significant effects on biodiversity are anticipated during both construction and operation as a result of habitat loss, discharge of pollutants into watercourses, mobilisation of contaminated materials, permanent or temporary severance of a route travelled by protected species and disturbance from light, dust or noise.

A detailed assessment of potential impacts on biodiversity and identification of mitigation measures will be carried out for the EIA.

GEOLOGY AND SOILS

The solid geology beneath the site is Pennine Middle Coal Measures, primarily made of sandstones, mudstones, siltstones, and coal. The superficial geology is characterised by large areas of made ground and drift deposits are recorded as alluvium³ in the vicinity of the River Team. The alluvium is classified as a 'Secondary 'A' Aquifer'⁴ indicating that the deposits comprise permeable layers capable of supporting water supplies. Significant historical surface and underground coal mining is known to have occurred throughout the area. Historical maps show few potential sources of contamination within the Scheme Footprint. There are a number of surface water features within the Scheme Footprint with the main watercourse being the River Team. There are no geological designations such as Regionally Important Geological and Geomorphological Sites (RIGS) within or in the vicinity of the Scheme Footprint. A desk based assessment (DBA) identified a moderate risk associated with encountering below ground Unexploded Ordnance (UXO).

Potential construction impacts include, but are not limited to, loss of permanent and temporary agricultural land required for the Scheme, reduced soil quality, and disturbance of contaminated ground resulting in the release of contaminants to the environment and exposure to humans.

Potential impacts on geology and soil resources during operation are anticipated from fuel spills or hazardous spills, exposure of future road users to contamination, and disturbance of geological strata which could lead to changes in the groundwater regime.

The results of historical ground investigations (GIs) along with any available current GI data will be used to inform the EIA and the identification of appropriate mitigation. A Construction Environmental Management Plan (CEMP) would be produced to detail mitigation measures to be implemented including a Materials Management Plan (MMP). Mitigation measures during operation are likely to be standard engineering measures including, for example, incorporating interceptors to prevent hazardous substances from entering the surface water drainage system.

³ Normally soft to firm consolidated, compressible silty clay, but can contain layers of silt, sand, peat and basal gravel. A stronger, desiccated surface zone may be present.

⁴ These include a wide range of rock layers or drift deposits with an equally wide range of water permeability and storage. **Secondary A** - permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers.

It is anticipated that, following the implementation of appropriate mitigation measures, that there would be no likely significant effects with respect to geology and soils, subject to the findings of the GI.

A detailed assessment of potential effects arising from the Scheme on geology and soils will be carried out for the EIA.

MATERIAL RESOURCES

The construction of the Scheme would require the use of materials, and would result in the production of waste materials requiring disposal, both needing transportation. The North East has, in general, a lower availability of construction materials by comparison with other regions in England. There is likely to be regional capacity for the recovery of construction, demolition and excavation arisings from the Scheme. Based on the available infrastructure in the North East and England, there is strong potential to divert site arisings generated by the Scheme from landfill. Simple forecasting suggests that, in the absence of future provision, there may be limited regional landfill capacity.

Potential impacts from the Scheme during construction include the consumption of primary and other materials and the production of hazardous and non-hazardous wastes requiring disposal. Impacts are also associated with the production and processing of material resources which include depletion of natural resources, degradation of the environment and reduction in landfill void capacity. Beneficial effects would be realised however where site arisings can be successfully diverted from landfill and re-used or recycled.

During operation, adverse impacts are anticipated to be minor, and would result from, for example, the consumption of materials for highway patch repairs and replacement of damaged fencing or kerbing and the associated waste produced.

Mitigation during construction would include, but not be limited to, use of pre-constructed elements as far as possible, implementation of a CEMP, Site Waste Management Plan, and MMP, and the identification of material resources that minimise the amount of embedded carbon.

As far as possible, principles of material resource efficiency and waste minimisation would be incorporated into the design in order to minimise impacts on materials during operation.

It is anticipated that, with the implementation of effective mitigation measures, including designing out waste, that there would be no significant residual effects associated with material resources.

A detailed materials assessment will be undertaken for the EIA.

NOISE AND VIBRATION

The existing noise environment within the Scheme Footprint and its vicinity is dominated by road traffic noise, particularly the areas close to the A1 and other major roads such as Durham Road. There are five Noise Important Areas (NIAs)⁵ within the Scheme Footprint. However, the Scheme Footprint and surrounds also includes relatively large spaces where there are no major roads and, as such, these areas are exposed to much lower noise levels.

⁵ Noise Important Areas (NIAs) - Highways England has developed a noise insulation scheme to provide practical assistance to local residents who experience the highest levels of noise from the roads we manage. We refer to these as "Noise Important Areas".

Construction activities, such as piling and demolition, can cause high levels of noise and vibration. Such works are anticipated to be required at specific locations, including, for example, widening of Kingsway Viaduct and the demolition of Allerdene Bridge. Should any night-working be required, further impacts as a result of noise would be likely.

During operation impacts from road traffic noise may include noise level increases in the short term along parts of the Scheme including Longacre Wood, short term noise level reductions on Saltwell Road South and Hertford, and longer term noise level increases along some parts of the Scheme.

Mitigation during construction is likely to include, but not be limited to, the use of silenced or sound reduced plant, plant sited so that the noise impact at nearby noise sensitive properties is minimised, the use of local hoarding, screens or barriers to shield particularly noisy activities and the adoption of a considerate and neighbourly approach to relations with the local residents.

It is anticipated that a low noise Thin Surface Course System (TSCS)⁶ will be incorporated into the Scheme design, for all sections of the A1 and slip roads, and a noise barrier will be provided adjacent to the A1 northbound carriageway between junction 65 and junction 66. The details of these measures will be confirmed in the EIA.

Due to the proximity of the Scheme to residential properties, for example in Birtley, it is anticipated that there may be residual effects during construction. The potential operational residual noise effects, if any, are expected to be limited to Longacre Wood and possibly the NIA near Lady Park. No residual vibration effects are expected.

A detailed assessment of potential noise and vibration effects will be carried out for the EIA.

PEOPLE AND COMMUNITIES

Main routes connecting to the A1 in the vicinity of the Scheme are A194(M), A1231 which connects to Sunderland, A167 Durham Road, B1296 Old Durham Road, Lamesley Road, Chowdene Bank, Kingsway South and Banesley Lane. Several public right of ways (PRoW) and non-designated footpaths have been identified within the Scheme Footprint or in its immediate vicinity.

The main community areas close to the Scheme are Team Valley Trading Estate and Retail Park, Lamesley, Harlow Green, Chowdene, Birtley, Crowther, Armstrong and Low Eighton. The area in the immediate vicinity of the Scheme includes community land such as Longacre Wood LWS and a sports field. There are areas of agricultural land particularly near Lamesley Pastures east of Lamesley Road.

Baseline data indicates that the local economy in Gateshead is performing poorly compared to the national average. The Team Valley Trading Estate area is identified as a primary employment site.

Potential impacts during construction include disruption to users of the East Coast Main Line railway, disruption to drivers on the A1 and the surrounding local road network causing an increase in driver stress, and increases in journey times due to temporary diversions or closures of roads and footpaths. There would also be temporary and permanent land take including agricultural land, public open space which includes Longacre Wood and accessible green space to the south of Smithy

⁶ TSCS = These materials provide a high performance, rut resistant, low noise and skid resistant layer that supports the high volume of traffic found on the strategic road network.

Lane. There may be a temporary reduction in amenity for Non-Motorised Users (NMUs) when using PRowS and non-designated footpaths in the vicinity of construction works. There is also potential for a beneficial impact during construction on the local economy as expenditure within the local supply chain is likely to increase during the construction works.

During operation views from the road are anticipated to be mostly unchanged in the long term. In the short term however vegetation screening may be reduced until mitigation planting reaches maturity. This may extend the views in some locations, but may result in a less pleasant road user experience in other locations. It is likely that during operation there would be a beneficial impact on population and health through changes in driver stress.

During operation, reduced delays on the road network have the potential to provide beneficial impacts to the local economy with improved commuter and delivery journey times.

In order to mitigate impacts on people and communities the Scheme would seek to maintain views from the roads and open views of the countryside, provide clear signage and road layout to avoid creating route uncertainty and ensure diversions or closures undertaken during construction are clearly advertised and signposted. Details of any traffic management measures would be listed within a Traffic Management Plan (TMP).

The Scheme would aim to accommodate NMUs, and either retain or improve the existing access arrangements including providing lighting to improve the amenity of users of the footpaths. Landscape planting would be incorporated into the design to reduce visual impacts on residential properties, and as far as possible land required for temporary works would be reinstated to its former use following the completion of construction.

Should public open space at Longacre Wood be required permanently, compensatory replacement land is likely to be required. Impacts to agricultural land during construction would be mitigated by, for example, careful siting of construction compounds to reduce severance, careful planning of construction activities through consultation with landowners, consideration of field drainage in the design and implementing best practice measures as detailed in the CEMP.

Measures would be put in place, where possible, to maximise the potential for the workforce and project supply chain, to be sourced locally.

There may be some residual effects on agricultural land but this would depend on the extent and type of temporary and permanent works required. No other likely significant effects are anticipated.

A simple assessment will be carried out for the EIA.

ROAD DRAINAGE AND THE WATER ENVIRONMENT

There are three key surface water bodies within the Scheme Footprint namely the River Team, the watercourse in Longacre Dene and the watercourse in Allerdene Culvert. The Scheme crosses over the fluvial floodplain of the River Team.

During construction there is the potential for impacts on the water quality of nearby waterbodies from spillage of fuels, lubricants, hydraulic fluids and cement. There is also potential for increased runoff into surface water drainage systems due to de-vegetation and increased temporary hardstanding, with potential for localised flooding of low lying road segments and an increased risk of flooding of the River Team.

Impacts during operation could include increased surface water runoff, pollution during flood events as a result of pollution control devices being overwhelmed and impacts to the safety of motorists in areas at risk of flooding from rainwater and potential for increased flooding of the River Team.

A CEMP and temporary surface water drainage strategy would be produced which would incorporate measures to protect both surface and groundwater quality. These measures would include, but not be limited to, ensuring plant and vehicles are refuelled in designated areas, wheel washing and road sweeping to be implemented, and surface water run-off and excavation dewatering would be captured and settled out prior to disposal to sewer as appropriate. Where there is a risk of localised flooding, measures would be put in place to prevent pollution, for example, by ensuring no fuel, oil or chemicals are stored in these locations, and moving plant and machinery from these areas when not attended. Monitoring of local weather would take place in order to be able to predict localised flooding within the Scheme Footprint during construction so that measures could be implemented.

Mitigation measures will be incorporated into the design to minimise impacts to road drainage and the water environment during operation. This would include identifying whether additional floodplain capacity is required at the Allerdene culvert and the River Team culverts at junction 67. Flood risk from rainwater will be mitigated within the design to ensure the risks to users can be appropriately managed. A Flood Risk Assessment (FRA) will be undertaken and surface water drainage strategy developed to ensure that water can be stored appropriately and can leave the highway to prevent ponding and the risk to the safety of motorists. The surface water drainage strategy will be developed in consultation with Gateshead Council as Lead Local Flood Authority (LLFA).

It is not anticipated that there would be significant effects due to construction. With respect to flooding due to rainwater, there could be a significant impact on human safety associated with surface water flooding during operation.

A detailed assessment of potential impacts to water and drainage will be carried out for the EIA.

CLIMATE CHANGE

The operation and management of the current Scheme requires small quantities of specialist components such as light bulbs, signage, steelwork, and possibly brickwork as well as some bulk material (cement, concrete, sand and gravel) for minor works and repairs of the highway and associated infrastructure. These materials have carbon emissions associated with them. Carbon dioxide (CO₂) emissions are expected to increase between 2023 (opening year) and 2038 (design year) due to traffic growth.

Mean daily minimum winter temperature is projected to range within 1.4 to 3.1 °C between 2010 and 2039. Mean daily maximum summer temperature is projected to be 18.6 to 23.6 °C between 2010 and 2039. Mean daily winter and summer rainfall between 2010 and 2039 are anticipated to be 1.7 – 2 mm/day and 1.6 to 2.1 mm/day respectively.

During construction, large sources of emissions of embedded carbon are likely to be found in materials including those associated with Allerdene Bridge (i.e. structural and reinforced steel and concrete) and pavement materials (i.e. asphalt and aggregate). During operation, the main emissions source would be from road vehicles)

During construction impacts from climate change may result from increased temperatures and prolonged periods of hot weather which could lead to greater dust generation, and increased and more intense period of rainfall leading to flooding and soil erosion.

During operation there would be similar climatic events. Increased temperatures or greater temperature extremes could lead to increased stress on structures, technology and surfaces e.g. road surfaces. Greater rainfall could lead to more flooding, water scour causing structural damage, weakening or wash out of structural soils and changes to ground water level and soil moisture.

In order to reduce emission impacts, design, mitigation and enhancement measures would be considered including, but not limited to, using less carbon intensive concrete, maximising the recovery and reuse of site won material and specifying energy efficient equipment for operation e.g. lighting and signage.

Mitigation to reduce impacts as a result of climate extremes may include ensuring that pavements, drainage systems and embankments are designed to take into account anticipated increases in peak rainfall and increased variability of ground conditions. Design of pavement, expansion joints and other elements would consider resilience to anticipated increases in peak summer temperatures.

A detailed assessment will be carried out for the EIA.

CUMULATIVE

Cumulative effects are defined as cumulative impacts from different projects (in combination with the project being assessed) and combined effects are defined as cumulative impacts from a single project.

A review of planning applications located within 500 m of the Scheme has identified Birtley Northside which involves the erection of 147 dwellings in Birtley. In addition Highways England scheme A1 Scotswood to North Brunton is located 8km to the north of the Scheme. Both schemes have potential to result in cumulative effects in combination with the Scheme.

Sensitive receptors that may experience combined effects from the Scheme include viewpoints on public access footpaths, residences near the proposed noise barrier, local road users, users of PRoW, cycle routes, areas of amenity, Longacre Wood LWS and watercourses.

During construction potential combined effects include changes to air quality, views and noise levels as well as changes in traffic flow on surrounding roads resulting in drivers using unintended shortcuts, for example, along residential side streets, which may cause driver stress.

During operation, potential combined effects on receptors from air quality, visual and noise impacts have been identified.

Depending on the programme of works there may be beneficial cumulative effects with the A1 Scotswood to North Brunton scheme as there is the potential for additional employment opportunities for the local population and an increase in spending in the local economy by contractors.

Construction of Birtley Northside will be complete before construction of the Scheme. As such there would not be any cumulative impacts with this development during construction. Impacts during operation are not anticipated to be significant.

Where significant cumulative effects are identified during the EIA, mitigation will be specified to avoid, reduce or offset such effects.

A detailed assessment of cumulative effects will be carried out for the EIA including any new planning applications identified.

STATUTORY CONSULTATION

Highways England wishes to obtain the views of the public on the proposals for the latest Scheme design, taking into account the potential environmental effects. Those views can then be considered when finalising the design and refining the EIA and ES.

There will be a six week consultation period commencing 8 February 2018 for members of the public and statutory consultees to respond. Responses can be made by completing a questionnaire, by letter, by e-mail or online, using any of the following addresses:

By post:

A1 Birtley to Coal House Project Team

Highways England

Lateral

8 City Walk

Leeds

LS11 9AT

Website: www.highways.gov.uk/a1birtleytocoalhouse

Email: A1BirtleytoCoalhouse@highwaysengland.co.uk

AFTER STATUTORY CONSULTATION

All responses will be considered in finalising the Scheme design and the EIA. A Consultation Report, which will be submitted with the DCO Application, will be prepared on the responses received and how they have been taken into account, including whether or not they led to changes to the Scheme.

Highways England is required to seek authorisation to construct the Scheme through a DCO application to the Secretary of State for Transport via PINS. The ES will be submitted with the DCO application in winter 2018/2019. Details of how the process works can be found on the National Infrastructure Planning website for the Scheme.

<https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-birtley-to-coal-house-improvement-scheme/>

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