

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010059

7.21.1 Applicant's Responses to the ExA's Further Written Questions - Appendix A - Highways England Design Panel 27-Nov-2015 Meeting Summary - WQ GEN2.10

Rule 8(1)(b)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

The A1 in Northumberland: Morpeth to Ellingham

Development Consent Order 20[xx]

Appendix A - Highways England Design Panel 27-Nov-2015 Meeting Summary - WQ GEN2.10

Rule Reference:	8(1)(b)
Planning Inspectorate Scheme	TR010059
Reference:	
Doc Reference:	7.21.1
Author:	A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England

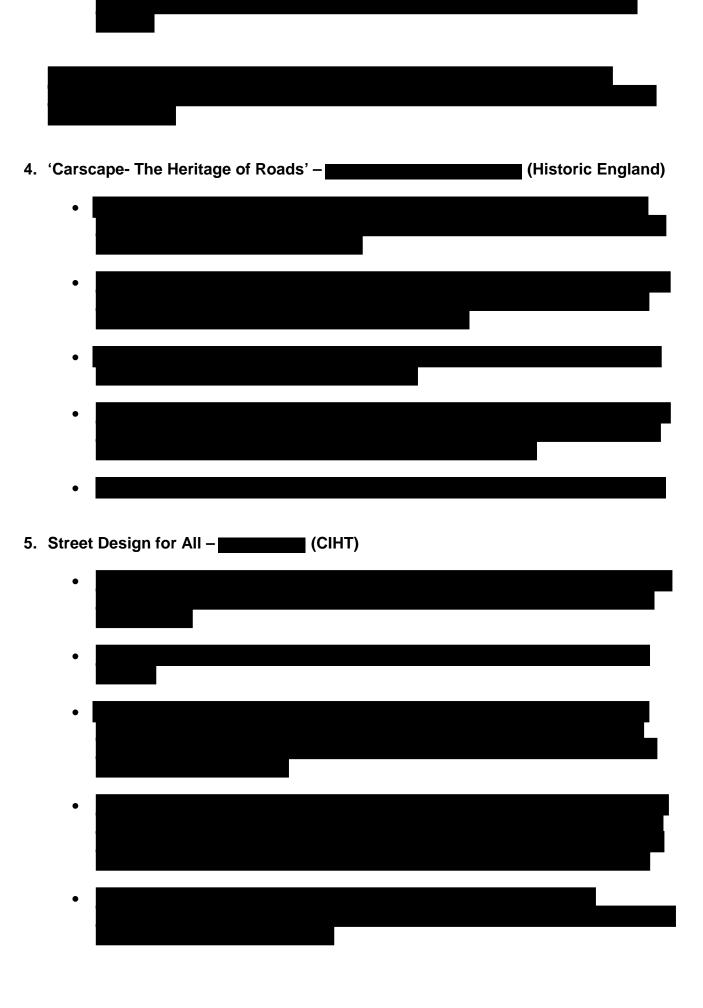
Version	Date	Status of Version
Rev 0	April 2021	Deadline 5

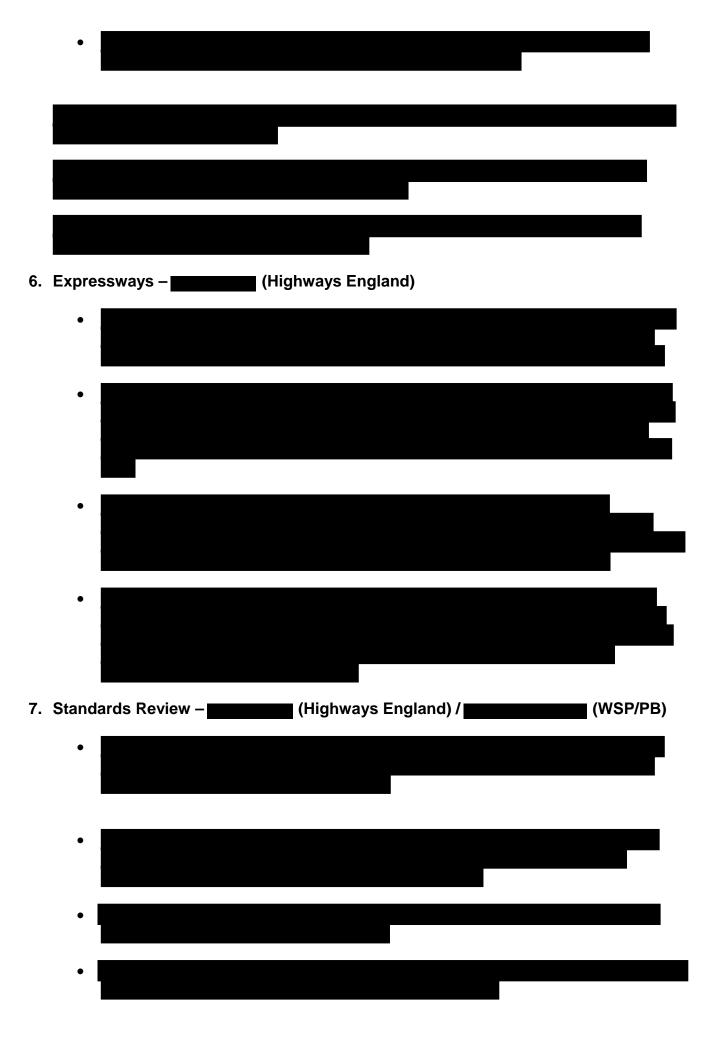


Highways England Design Panel - Meeting Summary Friday 27th November 2015 10:00 - 15:00 Historic England, London

Present: Chair:	Chief Highways Engineer, Highways England ()
	- Campaign for Better Transport —) - Campaign to Protect Rural England (— Chartered Institution of Highways & Transportation (— Design Council (— Historic England — Institution of Civil Engineers — Landscape Institute (— Natural England (— Natural England (— Transport Focus — Highways England (
Presenters	and observers: - Historic England (
Apologies	- The Institution of Structural Engineers - Campaign for Better Transport (———————————————————————————————————

1. Welcome, introduction and previous meeting summary 2. Terms of Reference/ Next Meeting / Working Groups 3. Communications





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8.	A1 Morpeth to Felton – (Jacobs Highways)	(Highways England) /	

- and explained to the meeting the challenges they are facing on this scheme. In particular, they sought advice from the panel on the factors to consider relating to a proposed new bridge over the River Coquet site of special scientific interest (SSSI) and ancient woodland valley below.
- New bridge form and alignment vis a vis the existing structure were discussed.
 Avoiding the SSSI via route alignment should be considered. If an impact is unavoidable, adverse effects should be minimised and opportunities for enhancement sought. The biodiversity resource is a scheme priority.
- Early engagement with local Natural England (and Historic England) staff was recommended. All other things being equal a small impact footprint was favoured while exploring opportunities for light (and moisture) to reach the valley and allow vegetation to flourish. Woodland soil preservation and possible translocation should be considered.
- Non-motorised user provision should be a consideration addressing longitudinal and transverse needs and opportunities on the surrounding network.

ACTION: Highways England to circulate presentation to panel via Supply Chain Portal.

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