

## **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]

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

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

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	April 2021	Deadline 5

**Highways England Design Panel - Meeting Summary**  
**Friday 27<sup>th</sup> November 2015 10:00 - 15:00**  
**Historic England, London**

**Present:**

Chair: [REDACTED] – Chief Highways Engineer, Highways England ([REDACTED])

[REDACTED] - Campaign for Better Transport ([REDACTED])  
[REDACTED] – Campaign to Protect Rural England ([REDACTED])  
[REDACTED] – Chartered Institution of Highways & Transportation ([REDACTED])  
[REDACTED] – Design Council ([REDACTED])  
[REDACTED] – Historic England ([REDACTED])  
[REDACTED] – Institution of Civil Engineers ([REDACTED])  
[REDACTED] - Landscape Institute ([REDACTED])  
[REDACTED] – Natural England ([REDACTED])  
[REDACTED] - Prince's Foundation for Building Community ([REDACTED])  
[REDACTED] – Transport Focus ([REDACTED])  
[REDACTED] – Highways England ([REDACTED])  
[REDACTED] – Highways England ([REDACTED])

**Presenters and observers:**

[REDACTED] – Historic England ([REDACTED])  
[REDACTED] – Historic England ([REDACTED])  
[REDACTED] – Highways England ([REDACTED])  
[REDACTED] – Highways England ([REDACTED])  
[REDACTED] – WSP/PB  
[REDACTED] – Highways England ([REDACTED])  
[REDACTED] – Jacobs Highways ([REDACTED])  
[REDACTED] – Highways England ([REDACTED])

**Apologies:**

[REDACTED] – The Institution of Structural Engineers ([REDACTED])  
[REDACTED] - Campaign for Better Transport ([REDACTED])  
[REDACTED] – National Trust ([REDACTED])  
[REDACTED] - Landscape Institute ([REDACTED])  
[REDACTED] – Royal Institute of British Architects ([REDACTED])

## 1. Welcome, introduction and previous meeting summary

- [REDACTED]

## 2. Terms of Reference/ Next Meeting / Working Groups

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## 3. Communications

- [REDACTED]

[REDACTED]

[REDACTED]

4. 'Carscape- The Heritage of Roads' – [REDACTED] (Historic England)

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

5. Street Design for All – [REDACTED] (CIHT)

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**6. Expressways – [REDACTED] (Highways England)**

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

**7. Standards Review – [REDACTED] (Highways England) / [REDACTED] (WSP/PB)**

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**8. A1 Morpeth to Felton – [REDACTED] (Highways England) / [REDACTED]  
(Jacobs Highways)**

- [REDACTED] and [REDACTED] 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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