

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

**Scheme Number: TR010059**

## **Summary of Proposed Changes to Application**

Planning Act 2008

The Infrastructure Planning (Examination  
Procedure Rules) 2010

Infrastructure Planning (Examination Procedure) Rules 2010

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

December 2020

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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## 1 INTRODUCTION

### 1.1 Purpose of this document

- 1.1.1 This document describes a forthcoming request to amend the application for development consent (the “Application”) under the Planning Act 2008 (the “2008 Act”) submitted to the Secretary of State for Transport via Planning Inspectorate (the “Inspectorate”) on 7 July 2020 by Highways England (the “Applicant”) for the A1 in Northumberland: Morpeth to Ellingham (the “Scheme”). Its intention is to make the Examining Authority (ExA) and other participants in the examination aware of proposals for changes to the Application.
- 1.1.2 The Scheme comprises two sections known as Part A: Morpeth to Felton (Part A) and Part B: Alnwick to Ellingham (Part B).
- 1.1.3 On 4 August 2020, it was confirmed on behalf of the Secretary of State that the application had been accepted for examination. The ExA was appointed on 19 November 2020. This document has been produced in response to the ExA’s Rule 6 Letter – Notification of the Preliminary Meeting and matters to be discussed, which was published 19 November 2020 and in which the ExA makes written submissions on the examination procedure by 10 December 2020 (Deadline A) , which is in advance of the first Preliminary Meeting to be held on 15 December 2020.
- 1.1.4 As is normal in relation to any engineering project, further design development of the Scheme has continued to be undertaken by the Applicant since the application for the Development Consent Order (DCO) was made in order to release efficiencies and design benefits. This is particularly important in optimizing a scheme being delivered by the public sector in the public interest. Consequently, the Applicant wishes to include certain refinements to the application accordingly and this document sets out those amendments to accommodate them and with the leave of the ExA, the proposed procedure for doing so.
- 1.1.5 The proposed changes to the Scheme are detailed further in this document and comprise the following:
  - 1. Changes to temporary and permanent earthworks within the Order limits along both Part A (between Morpeth and Felton) and Part B (between Alnwick and Ellingham) in order to reduce earthwork movement. These changes are an extension to Parameters 4 and 5 for Part A, as set out in **Chapter 2: The Scheme** of the Environmental Statement (ES) [APP-037]. There would also be additional temporary and permanent earthworks. These changes to the earthworks strategy would not involve additional land and, as explained in **Section 2.1** of this document, it is not considered that there would be any new or changed environmental impacts as a result.
  - 2. Works on the north bank of the River Coquet in order to stabilise the proposed bridge and existing bridge within Part A. The stabilisation works would include the installation of piles in the north bank of the River Coquet and the installation of erosion protection measures on the river bank. Land outside the Order limits would temporarily be required as a working area for the installation of the piles and access to works, as well as for the carrying out of the erosion protection



measures. As the installation works would lead to the loss of woodland within the Coquet River Felton Park Local Wildlife Site (LWS), there may also be a requirement for additional compensatory habitat outside the Order limits. Permanent erosion protection measures are proposed on the north bank (including outside the existing Order limits) and on the south bank.

3. Provision of a temporary access to the south bank of the River Coquet is proposed by crossing the river from the temporary works on the northern bank. It is anticipated that this would result in improved environmental performance in terms of access that would otherwise be provided from the South bank itself. The engineering solution for such a crossing is to use of a temporary bridge to span over the river. It is anticipated that there would also be some temporary river training works along each riverbank and additional erosion protection to the southern pier of the new bridge. Additional temporary rights would be required for the installation of the temporary bridge.

- 1.1.6 The Applicant confirms that the Scheme is deliverable without the changes to the temporary and permanent earthworks as referred to in the first sub-paragraph in **paragraph 1.1.5** above. However, as explained in **paragraphs 2.2.1** and **2.2.2**, the ongoing ground investigations have identified slope instability on the north bank of the River Coquet Valley, which means a change in circumstances has occurred. Consequently, the additional slope stabilisation referred to in the second sub-paragraph of **paragraph 1.1.5** is now necessary, but could not have been identified when the Application was made. The south bank access detailed in the third sub-paragraph of **paragraph 1.1.5** is enabled by these works.
- 1.1.7 An indicative timetable for progressing the amendments to the application through the DCO process is provided in **Section 3** of this document.

## 2 PROPOSED CHANGES TO THE SCHEME

### 2.1 Changes to temporary and permanent earthworks

- 2.1.1 The Applicant proposes to maximise the re-use of materials (via excavation, deposition and temporary storage), within the existing Scheme extents. A recent review of the earthworks strategy has identified an opportunity to reduce earthwork movement and as a result greater flexibility in temporary and permanent storage of Site won material is required to achieve this. The indicative earthworks areas are shown in the figure in the **Indicative Earthwork Change Locations** figure in **Appendix A**.
- 2.1.2 To balance materials across both Parts A and B, the following methods are proposed:
- Utilising borrow pits to exchange and win additional material suitable for construction.
  - Maximising use of soil bunds already specified within the **Figure 7.8: Landscape Mitigation Masterplan** for Part A [APP-095], **Figure 7.10 Landscape Mitigation Masterplan** for Part B [APP-144] and **Figure 7.14: Landscape Mitigation Masterplan including Assessment Parameter 3** for Part B [APP-148], for disposal of excess site material, in Part A.
  - Maximising of fill within slopes, already specified within **Figure 7.8: Landscape Mitigation Masterplan** for Part A [APP-095] and **Figure 7.10 Landscape Mitigation Masterplan** for Part B [APP-144] and **Figure 7.14: Landscape Mitigation Masterplan including Assessment Parameter 3** for Part B [APP-148], for re-use of site material, in Part A.
  - Creation of new soil bunds within Part B to maximise re-use of excess site material.
  - Maximising of slopes for re-use of excess site material, in Part B.
  - Laying down additional material increasing some localised ground levels.
  - Raising levels of junction “bowls” (level or rounded rather than dished).
  - Creating new, temporary soil storage areas within both Part A and Part B.
- 2.1.3 These changes are an alteration to Parameters 4 and 5 for Part A, as set out in **Chapter 2: The Scheme** of the ES [APP-037]. There would also be additional temporary and permanent earthworks that require assessment for Part A and Part B. Therefore, it is appropriate to ensure that the environmental information before the Examination addresses the prospect of altered impacts This is addressed by sensitivity testing as described at **paragraph 2.1.6** below.
- 2.1.4 Mitigation measures such as detention basins, grassed areas, trees, shrubs and hedgerow planting would remain the same as originally proposed in **Figure 7.8 Landscape Mitigation Masterplan** for Part A [APP-095] and **Figure 7.10 Landscape Mitigation Masterplan** for Part B [APP-144]. The earthworks would be designed to accommodate these measures and takes into consideration the diverted 66 kV Extra High Voltage cable (Work Number: 24) as shown on **Figure 7.14: Landscape Mitigation Masterplan including Assessment Parameter 3** for Part B [APP-148].
- 2.1.5 The benefits for this proposed change for both Part A and Part B would be to:
- Greater flexibility during construction to reduce road haul and offsite disposal,

therefore reducing vehicle emissions including greenhouse gas.

- b. Greater flexibility during construction to reduce the importation of material, therefore reducing vehicle emissions including greenhouse gas.
- c. By keeping the majority of material transportation within the Site, vehicle movements between Part A and Part B and for disposal, would be minimised, reducing construction traffic.
- d. Where constructed, the addition of new bunds would provide positive impacts in integrating the earthworks into the landscape and immediate landform.
- e. Where constructed, the addition of new bunds would facilitate screening for sensitive receptors near the A1, especially during initial woodland establishment, softening the appearance.
- f. The increase in height of soil bunds already proposed would facilitate better screening of the A1, especially during the woodland establishment, softening the appearance.
- g. Uplift / slackening of slopes to areas would provide positive impacts in integrating the earthworks into the landscape and immediate landform.
- h. Infilling of junction “bowls” would achieve better integration with the existing landform.

2.1.6 A sensitivity assessment of the environmental impact of the changes to the temporary and permanent earthworks in the powers contained within the draft DCO [APP-014] is being undertaken to enable the consequences in terms of the environmental impacts already assessed. The assessment will consider whether the changes to the temporary and permanent earthworks would alter the conclusions of the environmental impact assessment already undertaken. This will be concluded by and reported at Deadline 4 (12 March 2021).

2.1.7 The scope of this sensitivity assessment and anticipated outcomes is shown in **Table 1** below, which represent preliminary indications subject to completion of the assessment.

**Table 1 - Changes to the temporary and permanent earthworks desktop sensitivity test**

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
<b>Air Quality</b>			
Dust and particulate matter from changes to the earthworks	Construction	N	Y
Emissions from construction traffic	Construction	N	N
Emissions from operational traffic	Operation	N	N
<b>Noise and Vibration</b>			

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Noise generated from construction activities	Construction	N	Y
Vibration generated from construction activities	Construction	N	Y
Noise from construction traffic	Construction	N	N
Noise from operational traffic	Operation	N	N
Changes to noise barrier effectiveness	Operation	N	Y
<b>Landscape and Visual</b>			
Changes to landscape character	Construction and operation	N	N
Changes to visual amenity	Construction and operation	N	Y
<b>Cultural Heritage</b>			
Changes to the setting of heritage assets	Construction and operation	N	Y
Disruption and disturbance to below ground archaeological remains	Construction	N	Y
Changes to historic landscapes	Construction and operation	N	N
<b>Biodiversity</b>			
Impacts on Statutory and non-statutory sites	Construction and operation	N	N
Changes to habitats	Construction and operation	N	N
Impacts on protected and notable species	Construction and operation	N	N

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Changes to Biodiversity No Net Loss Assessment	Construction and operation	N/A	N
Changes to groundwater dependant terrestrial ecosystems	Construction and operation	N	N
<b>Road Drainage and the Water Environment</b>			
Changes to local hydrogeology in the vicinity of the borrow pits (including groundwater lowering and flooding)	Construction and operation	N	Y
Impact of groundwater to the functionality of the borrow pits (including dewatering)	Construction and operation	N	Y
Changes to flood risk	Construction and operation	N	Y
Changes to water quality	Construction and operation	N	N
<b>Geology and Soils</b>			
Changes to temporary land take	Construction	N	N
Changes to permanent land take	Operation	N	N
Material suitability for re-use	Construction	N	N
Mineral Safeguarding Areas	Construction	N	Y
Pollution to controlled water bodies	Construction	N	N
Foot and mouth burial site	Construction	N	Y
<b>Population and Human Health</b>			
Changes to temporary land take	Construction	N	N

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Changes to permanent land take	Operation	N	N
Changes to recreational journey amenity	Construction and operation	N	N
Changes to direct, indirect and induced job generation	Construction	N	N
Changes to human health determinants	Construction and operation	N	N
<b>Material Resources</b>			
Consumption of materials	Construction	N	Y
Generation and disposal of waste to landfill	Construction	N	Y
Consumption of materials	Operation	N	N
Generation and disposal of waste to landfill	Operation	N	N
<b>Climate</b>			
Effect of the Scheme on climate (Carbon / GHG) due to consumption of materials and transportation of materials	Construction	N	N
Effect of the operation of the Scheme on climate (Carbon / GHG) due to end-user traffic and maintenance, repair and refurbishment.	Operation	N	N
Vulnerability of the Scheme to climate change	Construction and operation	N	N
<b>Combined and Cumulative Assessment</b>			
Assessment of Within Topic combined effects	Construction and Operation	N	N

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Assessment of Cross Topic combined effects	Construction and Operation	N	N
Assessment of cumulative effects	Construction and Operation	N	N

- 2.1.1 A justification for the aspects of the assessments that would not require further assessments is provided below. The aspects of the assessments not discussed below have been scoped into the sensitivity assessment as shown in **Table 1**. However, where all aspects of the assessments have been scoped into the sensitivity assessment this is stated in the section below for completeness.

#### Air Quality

##### Construction Traffic

- 2.1.2 The changes to the earthworks strategy would reduce the number of construction traffic movements, meaning emissions from construction traffic would be less than that reported in **Chapter 5: Air Quality** Part A of the ES [APP-040] and **Chapter 5: Air Quality** Part B of the ES [APP-041] of the Environmental Statement (ES). As emissions from construction traffic has been reported as not significant in the ES, would remain the same with the changes to the temporary and permanent earthworks.

##### Operational Traffic

- 2.1.3 The Scheme alignment and traffic data would remain the same with the changes to the earthworks meaning there would be no change to the operational air quality assessment presented in **Chapter 5: Air Quality** Part A [APP-040] and **Chapter 5: Air Quality** Part B [APP-041].

#### Noise and Vibration

##### Construction Traffic

- 2.1.4 Changes to the earthwork's strategy would reduce the number of construction traffic movements, meaning noise from construction traffic would be less than that reported in **Chapter 6: Noise and Vibration** Part A [APP-042] and **Chapter 6: Noise and Vibration** Part B [APP-043]. As noise from construction traffic has been reported as not significant in the ES, this would not change with the temporary and permanent earthworks.

##### Operational Traffic

- 2.1.5 Although additional permanent bunds are proposed, these are not likely to result in any further adverse operational stage effects. Therefore, further assessment work would not be undertaken for this element of the assessment.



## Landscape and Visual

### Construction and Operation - Landscape Character

- 2.1.6 The changes to the temporary and permanent earthworks would not change the assessment of significant effects on landscape character as presented in **Chapter 7: Landscape and Visual Part A [APP-088]** and **Chapter 7: Landscape and Visual Part B [APP-089]**. This is because the nature and form of the earthworks would support integration of the Scheme into the local landscape character.

## Cultural Heritage

### Construction and Operation - Historic Landscapes

- 2.1.7 Based on professional judgement, that the changes to the temporary and permanent earthworks would not change the assessment of significant effects for historic landscapes as presented in **Chapter 8: Cultural Heritage Part A [APP-046]** and **Chapter 8: Cultural Heritage Part B [APP-047]**. A change in the significance of effects is not predicted due to the nature and location of the additional temporary and permanent earthworks and low value of the historic landscapes.

## Biodiversity

### Construction and Operation

- 2.1.8 There would no changes to the habitats proposed in the **Figure 7.8: Landscape Mitigation Masterplan** for Part A [APP-095], **Figure 7.10: Landscape Mitigation Masterplan** for Part B [APP-144] and **Figure 7.14: Landscape Mitigation Masterplan including Assessment Parameter 3** for Part B [APP-148]. This means there would be no changes to the biodiversity assessment as set out in **Chapter 9: Biodiversity Part A [APP-048]** and **Chapter 9: Biodiversity Part B [APP-049]** including the Biodiversity No Net Loss Assessment provided at Appendix 9.20 for Part A [APP-246] and Appendix 9.11 for Part B [APP-309] of the ES.
- 2.1.9 Where mammal wildlife culverts are proposed the earthworks would be designed around the openings of the culverts to maintain the length shown in **Figure 7.8: Landscape Mitigation Masterplan** for Part A [APP-095].

## Road Drainage and the Water Environment

### Construction - Water Quality

- 2.1.10 The mitigation set out in **Chapter 10: Road Drainage and the Water Environment Part A [APP-050]** and **Chapter 10: Road Drainage and the Water Environment Part B [APP-051]** and **Outline Construction Environmental Management Plan (Outline CEMP) [APP-346]** for controlling sediment and pollutants in surface water runoff would be applicable for the changes to the temporary and permanent earthworks. With these measures in place, there would no change to the outcomes of the water quality assessment.

### Operation - Water Quality

- 2.1.11 As the drainage design would not be altered, there would changes to the water quality assessment for the operation of the Scheme as presented in **Chapter 10: Road Drainage and the Water Environment Part A [APP-050]** and **Chapter 10:**



## Road Drainage and the Water Environment Part B [APP-051].

### Geology and Soils

#### Construction and Operation - Temporary and Permanent Land Take

- 2.1.12 There would be no change to the temporary and permanent land take and therefore the assessment presented in **Chapter 11: Geology and Soils** Part A [APP-052] and **Chapter 11: Geology and Soils** Part B [APP-053] would remain the same.

#### Construction - Material Re-use and Pollution to Controlled Water Bodies

- 2.1.13 The mitigation set out **Chapter 11: Geology and Soils** Part A [APP-052] and **Chapter 11: Geology and Soils** Part B [APP-053] and **Outline CEMP** [APP-346] for the re-use of materials and control of potential contaminants would be applicable for the changes to the temporary and permanent earthworks. With these measures in place, there would be no change to the outcomes of the assessment.

### Population and Human Health

#### Construction and Operation - Temporary and Permanent Land Take

- 2.1.14 There would be no change to the temporary and permanent land take and therefore the assessment presented in **Chapter 12: Population and Health** Part A [APP-054] and **Chapter 12: Population and Human Health** Part B [APP-055] would remain the same.

#### Construction and Operation - Recreational Journey Amenity

- 2.1.15 There would be no significant changes to recreational journey amenity as presented in **Chapter 12: Population and Human Health** Part A [APP-054] and **Chapter 12: Population and Human Health** Part B [APP-055]. The assessment of recreational journey amenity has considered changes to amenity along the length of the Scheme for walkers, cyclists and horse-riders. There would be no material changes to journey recreational amenity based on the Design Manual for Bridges (DMRB) Volume 11, Section 3, Part 8: Pedestrians, Cyclists, Equestrians and Community Effects criteria for population and human health. The latest DMRB guidance (LA112 Population and Human Health) does not require recreational journey amenity to be assessed.

#### Construction - Direct, Indirect and Induced Job Generation

- 2.1.16 Based on professional judgement, there would be no change to the assessment of significance for economy and employment as presented in **Chapter 12: Population and Human Health** Part A [APP-054] and **Chapter 12: Population and Human Health** Part B [APP-055].

#### Construction and Operation - Human Health

- 2.1.17 As there would be no changes to the assessment of significance for air quality, noise and vibration as well as road drainage and the water environment, there would be no change to the assessment of significance for human health as reported in **Chapter 12: Population and Human Health** Part A [APP-054] and **Chapter 12: Population and Human Health** Part B [APP-055].

## Materials Resources

### Operation

- 2.1.18 The operational consumption of materials and generation of waste would be minimal based on professional judgement and assessments of similar schemes. Therefore, the operational materials and waste assessment would remain the same as reported in **Chapter 13: Material Resources** Part A [APP-056] and **Chapter 13: Material Resources** Part B [APP-057].

## Climate

### Construction – Greenhouse Gas Emissions

- 2.1.19 The changes to the temporary and permanent earthworks would reduce imported material or disposal to landfill which would reduce the adverse impacts of the Scheme on greenhouse gas emissions. However, there would not be a substantial enough change to alter the assessment of significance presented in **Chapter 14: Climate** Part A [APP-058] and **Chapter 14: Climate** Part B [APP-059]. Additionally, the assessment reported in **Chapter 14: Climate** Part A [APP-058] and **Chapter 14: Climate** Part B [APP-059] presents a worst-case scenario when compared to the proposed changes to the earthworks.

### Operation - Greenhouse Gas Emissions

- 2.1.20 As there would be no change to the alignment of the Scheme and traffic data, there would be no change to the operational greenhouse gas assessment presented in **Chapter 14: Climate** Part A [APP-058] and **Chapter 14: Climate** Part B [APP-059].

### Construction and Operation - Vulnerability of the Scheme to Climate Change

- 2.1.21 The mitigation set out in **Chapter 14: Climate** Part A [APP-058] and **Chapter 14: Climate** Part B [APP-059] and **Outline CEMP** [APP-346] for futureproofing the Scheme for climate change would be applicable for the changes to the temporary and permanent earthworks. With these measures in place, there would no change to the outcomes of the assessment.

## Combined and Cumulative Assessment

### Construction and Operation - Within Topic Combined Effects Assessment

- 2.1.22 The Within Topic combined effects assessment considers the effects of both Part A and Part B on the same common sensitive receptor in an individual environmental topic. As the further assessment work will assess the Scheme as a whole (i.e. Part A and Part B together), a Within Topic combined effects assessment is not required.

### Construction and Operation - Cross Topic Combined Effects Assessment

- 2.1.23 As there would be no change to the assessment of significance for all environmental topics with the changes to the temporary and permanent earthworks, there would not be a change to the assessment of Cross Topic combined effect presented in **Chapter 16: Assessment of Cumulative Effects** [APP-062].

### Construction and Operation - Cumulative Effects Assessment

- 2.1.24 As there would be no change to the assessment of significance for all

environmental topics with the changes to the temporary and permanent earthworks, there would not be a change to the cumulative effect's assessment presented in **Chapter 16: Assessment of Cumulative Effects** of the ES [APP-062].

### Changes to the Application

- 2.1.25 The changes to the application documents would be set out in a report and documents would be updated, if required, as detailed in **Table 2**. However, the proposed changes to the earthworks would not involve an addition to the Order land and the sensitivity assessment indicates that the changes would not be likely to generate new or materially different environmental impacts. Taking into account the guidance in section 2 of Advice Note Sixteen, it is therefore not anticipated that the proposed changes to earthworks would constitute a material change to the Application.

**Table 2 - Documents to be updated for changes to the temporary and permanent earthworks**

Document	Proposed Update
The draft DCO [APP-014]	The tailpiece to Schedule 1 would be updated if required to reflect the proposed earthworks strategy. Schedule 8 would also be updated to reflect any necessary changes to the use of land of which temporary possession may be taken.
Statement of Reasons [APP-018]	The description of the use of the land would be updated.
Case for the Scheme [APP-344]	The Case for the Scheme would need to be updated if the sensitivity assessment predicted that there would be a change on compliance with policy.
Outline CEMP [APP-346]	This would need to be updated if there was a change in required mitigation as a result of the sensitivity assessment.
Figure 7.8: Landscape Mitigation Masterplan for Part A [APP-095]	This would need to be updated to reflect changes in the temporary and permanent earthworks.
Figure 7.10: Landscape Mitigation Masterplan for Part B [APP-144]	This would need to be updated to reflect changes in the temporary and permanent earthworks.
Figure 7.14: Landscape Mitigation Masterplan including Assessment Parameter 3 for Part B [APP-148]	This would need to be updated to reflect changes in the temporary and permanent earthworks.
Book of Reference [OD-002]	The description of temporary and permanent land take would need to be updated.
National Policy Statement for National Networks Accordance Table [APP-345]	The accordance table would need to be updated if the sensitivity assessment predicted that there would be a change on compliance with policy.

Document	Proposed Update
Lands Plans [APP-006]	This would need to be updated to reflect changes in the temporary and permanent earthworks
Works Plan [APP-007]	This would need to be updated to reflect changes in the temporary and permanent earthworks
General Arrangement [APP-008]	This would need to be updated to reflect changes in the temporary and permanent earthworks
Rights of Way and Access Plans [APP-009]	This would need to be updated to reflect changes in the temporary and permanent earthworks
Consultation Report [APP-0221]	The Consultation Report will be updated to include consultation undertaken on the change to the proposals.

### Consultation

- 2.1.26 As detailed in Advice Note 16, an applicant who intends to make a request for a material change to a DCO application is expected to consult all those prescribed in the Planning Act 2008 under section 42(a) to (d) who would be affected by the proposed change (giving a minimum of 28 days). Even if a requested change is non material, paragraph 2.5 of Advice Note 15 advises that there may still be a need, in the interests of fairness, to carry out consultation. Applicants are recommended to consider whether consultation is required to enable affected persons to make representations on the changes to the application.
- 2.1.27 The proposed change to the earthworks would not require additional land. Based on the scoping exercise, the changes would not be likely to generate new or materially different environmental impacts. The Applicant therefore does not consider that these changes would constitute a material change to the Application. Nevertheless, affected landowners may have an opinion on the earthworks strategy and the Applicant therefore considers it appropriate to undertake consultation in order that they have the opportunity to make representations. As detailed in **paragraph 3.1.1**, consultation will therefore be undertaken with all persons prescribed under Section 42 of the 2008 Act will be undertaken between 29 January 2021 – 25 February 2021.
- 2.1.28 The consultation will also be consistent with the procedures under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

## 2.2 Land Stabilisation North of the River Coquet – Part A

- 2.2.1 The DCO application was submitted on 7th July 2020. As is normal with an infrastructure project of this nature, further detailed ground investigation and design has been undertaken in parallel with the DCO application process. It was identified in December 2019 that supplementary ground investigation would be required to inform the detailed design work for the Scheme. This ground investigation was undertaken between January and May 2020 with the first draft report being issued on 17 July 2020 (i.e. after the application had been submitted). The results were reported and reviewed over the summer, with the latest report being issued on 2 December 2020.
- 2.2.2 The review of the available geological and geotechnical information, including the reporting of the ground investigation works undertaken earlier in 2020, has identified that the north slope of the River Coquet Valley is suffering from instability which, without treatment, could cause a failure in the slope during the construction and operation of the new bridge and could also have a detrimental impact on the existing bridge structure.
- 2.2.3 Whilst detailed design has not yet taken place, a number of options have been considered to address the instability and a number of piling configurations have been considered. The proposed solution is that it will comprise spaced bored piles, ensuring the stability of the northern valley sides and allowing the new pier foundation to be installed.
- 2.2.4 The proposal would comprise two rows of spaced piles to the north side of the proposed pier location and a third row to the south side as shown in the **Permanent Works at the River Coquet** figure in **Appendix A**. All of the permanent piling works are currently proposed to stay within the existing Order limits of Part A. However, carrying out the piling works within the existing Order limits of Part A would present engineering challenges. It is therefore necessary to expand the Order limits to provide temporary working areas in order to ensure that the proposed stabilisation construction works can be carried out.
- 2.2.5 The stabilisation works on the slope will include scour protection along the river's edge on the north bank of the River Coquet to provide erosion protection to the lower stabilisation piles to avoid further works during the design life of the structure, which is 120 years.
- 2.2.6 Should the erosion protection measures only be installed along the riverside within the current Order limits, it is highly likely that further significant engineering interventions and erosion protection measures would be required in the future in order to protect the new bridge foundations from undermining and slope instability. Therefore, in order to provide robust erosion protection and prevent a deterioration of the toe of the slope of the North bank of the River Coquet over time, it is proposed that rights are acquired for installation and retention of scour protection in additional land that extends beyond the current Order limits, the extent of this additional land is shown in the **Temporary Works at the River Coquet** in **Appendix A**.
- 2.2.7 As noted above, in order to install the piles and bank scour protection, additional temporary land is required for working areas as well as for construction access, including appropriate clearance to provide access to the piling works.



- 2.2.8 The land within the extended Order limits would be used for the provision of working platforms and access routes to and around the platforms for use by the plant and equipment required for the construction process. Given the nature of the required works, this could not be carried out within the existing Order limits. The extended limits will also support the movement of the equipment around the piles (once installed) to the rest of the works in the area in this challenging topography. The formation of the accesses and platforms will involve the localised grading of areas, as well as the cutting and filling of several benches within the existing slope.
- 2.2.9 Construction of the bank scour protection and temporary lower piling platform is likely to require works within the river. Mitigation for these temporary works will be considered as part of the sensitivity assessment and incorporated into the **Outline CEMP** [APP-346].
- 2.2.10 The proposed temporary use of land outside the current Order limits for the installation works would lead to the loss of woodland within the Coquet River Felton Park Local Wildlife Site (LWS). There may therefore be a requirement for additional compensatory habitat outside the Order limits. The maximum extent of the additional compensatory habitat would be approximately 3.42.2 ha in accordance with the approach detailed in Ancient Woodland Strategy Part A [APP-247]. Consultation is proposed with Northumberland County Council and Natural England to agree the approach that will be taken. A potential location for compensation land is shown on the **Potential Compensatory Habitat Location** figure in **Appendix A** and will require an extension of the Order limits in that location.
- 2.2.11 For the purposes of understanding how the proposed land stabilisation north of the River Coquet differs from those already contained in the Application, drawings of the proposed stabilisation works are provided in the **Permanent Works at the River Coquet** figure in **Appendix A**.
- 2.2.12 The benefits for this proposed change would be to:
- Protect the River Coquet Site of Special Scientific Interest (SSSI) from damage in the future resulting from slope movements and deposition of large quantities of material into the watercourse.
  - Stabilise the northern slope such that the new bridge foundations are not adversely impacted by slope instability movement.
  - Stabilise the northern slope such that the existing bridge is not impacted by slope movement in the future.
  - Provide a position from which traditional foundations can be constructed for the northern pier and abutment.
  - Provide stabilisation of the slope such that the new bridge would not be destabilised.
- 2.2.13 A sensitivity assessment of the impact of including the land stabilisation works in the powers contained within the draft DCO [APP-014] is being undertaken to enable the consequences in terms of the environmental impacts already assessed to be understood. The aim of the assessment will be to consider whether the proposed land stabilisation works would alter the conclusions of the environmental impact assessment already undertaken. This will be concluded by and reported at

Deadline 4 (12 March 2021).

2.2.14 The scope of this sensitivity assessment and expected outcomes is shown in **Table 3** below, which represent preliminary indications subject to a fuller assessment.

**Table 3 - Land stabilisation north of the River Coquet desktop sensitivity test**

<b>Aspect of Assessment</b>	<b>Construction / Operation</b>	<b>Likely Change to Significant Effects Y/N</b>	<b>Further Assessment likely required to Confirm Significance Y/N</b>
<b>Air Quality</b>			
Dust and particulate matter from additional construction works	Construction	N	Y
Emissions from construction traffic	Construction	N	N
Emissions from operational traffic	Operation	N	N
<b>Noise and Vibration</b>			
Noise generated from construction activities	Construction	N	Y
Vibration generated from construction activities	Construction	N	Y
Noise from construction traffic	Construction	N	N
Noise from operational traffic	Operation	N	N
<b>Landscape and Visual</b>			
Changes to landscape character	Construction and operation	N	N
Changes to visual amenity	Operation and operation	N	Y
<b>Cultural Heritage</b>			

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Changes to the setting of heritage assets	Construction and operation	N	Y
Changes to below ground archaeology	Construction and operation	N	Y
Changes to historic landscapes	Construction and operation	N	Y
<b>Biodiversity</b>			
Impacts on Statutory and non-statutory sites	Construction and operation	N	Y
Changes to habitats	Construction and operation	N	Y
Impacts on protected and notable species	Construction and operation	N	Y
Changes to Biodiversity No Net Loss Assessment	Construction and operation	N/A	Y
<b>Road Drainage and the Water Environment</b>			
Changes to flood risk	Construction and operation	N	N
Changes to water quality	Construction	N	Y
Changes to groundwater flow patterns and levels	Construction and operation	N	Y
Changes to fluvial geomorphology	Construction and operation	N	Y
<b>Geology and Soils</b>			
Changes to land take	Construction and operation	N	Y



Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Changes to land instability	Construction and operation	N	Y
Pollution of controlled waters	Construction	N	N
<b>Population and Human Health</b>			
Changes to temporary land use	Construction	N	N
Changes to permanent land take due to additional compensatory habitat	Operation	N	Y
Changes to recreational journey amenity	Construction and operation	N	N
Changes to direct, indirect and induced job generation	Construction	N	N
Changes to human health determinants	Construction and operation	N	N
<b>Material Resources</b>			
Consumption of materials	Construction	N	Y
Generation and disposal of waste to landfill	Construction	N	Y
Consumption of materials	Operation	N	N
Generation and disposal of waste to landfill	Operation	N	N
<b>Climate</b>			

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Effect of the Scheme on climate (Carbon / GHG) due to consumption of materials and transportation of materials	Construction	N	Y
Effect of the operation of the Scheme on climate (Carbon / GHG) due to end-user traffic and maintenance, repair and refurbishment.	Operation	N	N
Vulnerability of the Scheme to climate change	Construction and operation	N	N
<b>Combined and Cumulative Assessment</b>			
Assessment of Within Topic Combined Effects	Construction and Operation	N	N
Assessment of Cross Topic Combined Effects	Construction and Operation	N	N
Assessment of Cumulative Effects	Construction and Operation	N	N

- 2.2.15 A justification for the aspects of the assessments that would not require further assessment is provided below. The aspects of the assessments not discussed below have been scoped into the sensitivity assessment as shown in **Table 3**. However, where all aspects of the assessments have been scoped into the sensitivity assessment this is stated in the section below for completeness.

#### Air Quality

##### Construction Traffic

- 2.2.16 There would be extra construction vehicles due to the proposed land stabilisation works, but in the context of the Scheme these additional vehicle movements would be minimal. Therefore, there would not be a change in the assessment of significance for construction traffic emissions as presented in **Chapter 5: Air**

**Quality Part A**[APP-040].

**Operational Traffic**

- 2.2.17 The Scheme alignment and traffic data would remain the same with the land stabilisations works, meaning there would be no change to the operational air quality assessment presented in **Chapter 5: Air Quality Part A** [APP-040].

Noise and Vibration

**Construction Traffic**

- 2.2.18 There would be extra construction vehicles due to the proposed land stabilisation works, but in the context of the Scheme these additional vehicle movements would be minimal. Therefore, there would not be a change in the assessment of significance for construction traffic noise as presented in **Chapter 6: Noise and Vibration Part A** [APP-042].

**Operational Traffic**

- 2.2.19 The Scheme alignment and traffic data would remain the same with the land stabilisations works, meaning there would be no change to the operational noise and vibration assessment presented in **Chapter 6: Noise and Vibration Part A** [APP-042].

Landscape and Visual

**Construction and Operation - Landscape Character**

- 2.2.20 The land stabilisation works would not change the assessment of significance for landscape character as presented in the **Chapter 7: Landscape and Visual Part A** [APP-088]. The limited removal of woodland associated with the River Coquet valley would not be a substantially change to the perception of landscape character.

Cultural Heritage

- 2.2.21 No elements of the cultural heritage assessment have been scoped out of the sensitivity assessment. Additional work for both the construction and operational phases of the Scheme would be required as a result of the compensatory land described in **paragraph 2.2.102.2.10** of this document.

Biodiversity

- 2.2.22 No elements of the biodiversity assessment have been scoped out of the sensitivity assessment. There would not be a change in the assessment of significance as presented in **Chapter 9: Biodiversity Part A** [APP-048], with the inclusion of suitable mitigation and compensation. The mitigation and compensation will be progressed as part of the sensitivity assessment.

Road Drainage and the Water Environment

**Construction and Operation - Flood Risk**

- 2.2.23 As there are minimal changes to the Scheme design next to the watercourse, based on professional judgement, there would be no changes to the assessment of flood risk effects. The nearest flood risk receptors are Shothaugh Farm High Cottage and Otter House located approximately 800 m upstream of the River

Coquet bridge. The rip rap is not considered to increase the local flood risk to these receptors. Therefore, the flood risk assessment detailed in **Appendix 10.1: Flood Risk Assessment** Part A [APP-254] and **Chapter 10: Road Drainage and the Water Environment** Part A [APP-050] would remain the same. The measures set out in the **Outline CEMP** [APP-346] would also be applicable for the construction access, in particular the measures to reduce risk to construction workers during flood events.

### Geology and Soils

#### Construction - Pollution of Controlled Waters

- 2.2.24 The mitigation set out in **Chapter 11: Geology and Soils** Part A [APP-052] and **Outline CEMP** [APP-346] for the management of potential contaminants would be applicable for the land stabilisation works to the north of River Coquet. With these measures in place, there would be no change to the outcomes of the assessment for the pollution of controlled waters.

### Population and Human Health

#### Construction - Temporary Land Take

- 2.2.25 Due to the location of the additional temporary land take (i.e. located within Coquet River Felton Park LWS), the stabilisation works would not affect the viability of any agricultural businesses during construction. Therefore, the assessment of temporary land take on agricultural businesses would remain the same as presented in **Chapter 12: Population and Human Health** Part A [APP-054].

#### Construction and Operation - Recreational Journey Amenity

- 2.2.26 The proposed stabilisation works would not affect the assessment of recreational journey amenity presented in **Chapter 12: Population and Human Health** Part A [APP-054]. This is because there would already be disturbance at this location during the construction of the Scheme.

#### Construction - Direct, Indirect and Induced Job Generation

- 2.2.27 Based on professional judgement, there would be no change to the assessment of significance for economy and employment as presented in **Chapter 12: Population and Human Health** Part A [APP-054].

#### Construction and Operation - Human Health

- 2.2.28 As there would be no changes to the assessment of significance for air quality, noise and vibration as well as road drainage and the water environment, there would be no change to the assessment of significance for human health reported in **Chapter 12: Population and Human Health** Part A [APP-054].

### Materials Resources

#### Operation

- 2.2.29 The operational consumption of materials and generation of waste would be minimal based on professional judgement and assessments of similar schemes. Therefore, the operational assessment for materials and waste would remain the same as reported in **Chapter 13: Material Resources** Part A [APP-056].

## Climate

### Operation - Greenhouse Gas Emissions

- 2.2.30 As there would be no change to the alignment of the Scheme and traffic data, there would be no change to the operational greenhouse gas assessment presented in **Chapter 14: Climate** Part A [APP-058].

### Construction and Operation - Vulnerability of the Scheme to Climate Change

- 2.2.31 The mitigation set out in **Chapter 14: Climate** Part A [APP-058] and **Outline CEMP** [APP-346] for futureproofing the Scheme for climate change would be applicable for the land stabilisation works. With these measures in place, there would no change to the outcomes of the assessment.

## Combined and Cumulative Assessment

### Construction and Operation - Within Topic Combined Effects

- 2.2.32 As the further assessment work will assess the Scheme as whole (i.e. Part A and Part B together), a Within Topic combined effects assessment is not required.

### Construction and Operation - Cross Topic Combined Effects

- 2.2.33 As there would be no change to the assessment of significance for all environmental topics due to the land stabilisations works, there would not be a change to the Cross Topic combined effects assessment presented in **Chapter 16: Assessment of Cumulative Effects** [APP-062].

### Construction and Operation - Cumulative Effects

- 2.2.34 As there would be no change to the assessment of significance for all environmental topics due to the land stabilisations works, there would not be a change to the cumulative effect's assessment presented in **Chapter 16: Assessment of Cumulative Effects** [APP-062].

## Changes to the Application

- 2.2.35 The changes to the application documents would be set out in a report and documents would be updated, if required, as detailed in **Table 4**.

**Table 4 - Documents to be updated for land stabilisation north of the River Coquet**

Document	Proposed Update
The draft DCO [APP-014]	Schedule 8 will require to be updated to include additional temporary land. There may also be a need for additional new rights for maintenance access in terms of Schedule 6.
Statement of Reasons [APP-018]	The Statement of reasons would need to be updated to include the additional plots to be acquired.
Case for the Scheme [APP-344]	The Case for the Scheme would need to be updated if the sensitivity assessment predicted that there would be a change on compliance with policy.
Appendix 9.24: Great Crested Newt Method	This may need to be updated to reflect changes in the Great Crested Newt method statement.

Document	Proposed Update
Statement River Coquet Part A [APP-250]	
Appendix 9.20 Biodiversity No Net Loss Assessment Part A	This may need to be updated to reflect changes in biodiversity no net loss.
Appendix 9.21: Ancient Woodland Strategy Part A [APP-247]	This would need to be updated to reflect changes in the ancient woodland strategy.
Figure 7.8: Landscape Mitigation Masterplan for Part A [APP-095]	This would need to be updated to reflect changes in the landscape design.
Book of Reference [OD-002]	The description of temporary and permanent land take would need to be updated.
National Policy Statement for National Networks Accordance Table [APP-345]	The accordance table would need to be updated if the sensitivity assessment predicted that there would be a change on compliance with policy.
Appendix 10.2: Water Framework Directive Part A [APP-255]	This would need to be updated to reflect changes in the Water Framework Directive assessment.
Habitat Regulations Assessment Report [APP-342]	This would need to be updated to reflect changes in the Habitat Regulation Assessment Report.
Outline CEMP [APP-346]	This would need to be updated if there was a change in required mitigation as a result of the sensitivity assessment.
Lands Plans [APP-006]	This would be updated to reflect changes in temporary and permanent land take.
Works Plan [APP-007]	This would be updated to reflect changes in temporary and permanent land take.
General Arrangement [APP-008]	This would be updated to reflect changes in temporary and permanent land take.
Traffic Regulation Plan [APP-010]	This would be updated to reflect changes in temporary access.
Consultation Report [APP-0221]	The Consultation Report will be updated to include consultation undertaken on the change to the proposals.

## Consultation

- 2.2.36 As detailed in Advice Note 16, an applicant who intends to make a request for a material change to a DCO application is expected to consult all those prescribed in the Planning Act 2008 under section 42(a) to (d) who would be affected by the

proposed change (giving a minimum of 28 days. As the proposed change would include the acquisition of additional ground, it would be a material change. The Applicant proposes to consult relevant statutory bodies, including Environment Agency, Natural England and Northumberland County Council, as well as landowners on the proposals of land stabilisation to the north of River Coquet. Consultation with these relevant statutory bodies has started and is ongoing. As detailed in **paragraph 3.1.1**, consultation with all persons prescribed under Section 42 of the 2008 Act will be undertaken between 29 January 2021 – 25 February 2021.

- 2.2.37 The consultation will also be consistent with the procedures under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.



## 2.3 Construction access to the south bank from the north bank

- 2.3.1 The proposed works noted in **Section 2.2** of this document present an opportunity to provide a temporary access to the southern bank of the River Coquet by crossing the river from the temporary works on the northern bank instead of creating an access track down the southern river embankment as described in **Chapter 2 The Scheme** [APP-037]. The engineering solution for such a crossing is to use of a temporary bridge to span over the river. Temporary supports would be constructed on each side of the river then the main support beams would be assembled on the north bank and lifted into place, following which, the deck elements would be installed.
- 2.3.2 The works described in **Section 2.2** of this document include the construction of a temporary haul road which extends to the north riverbank. A temporary working area is already proposed on the south bank adjacent to the southern pier. It is proposed to include a temporary bridge to provide an access between these two working areas. A small area of additional temporary working area across the river will be required to provide this crossing, as shown in the **Temporary Works at the River Coquet** figure in **Appendix A**.
- 2.3.3 Whilst a detailed design of the solution is yet to be completed, in accordance with good engineering practice it is expected that the solution would comprise a temporary 'open truss' type structure spanning the main river channel and seated on temporary supports each side of the river.
- 2.3.4 In addition, it is anticipated that there would be some temporary river training works along each riverbank, although it is intended that this should be optimised to comprise as much of the permanent scour protection works as is practicable, during the development of the detailed design of the Scheme. To the north bank the scour protection works are associated with the stabilisation requirements referred to in **paragraphs 2.2.1 to 2.2.11**. To the south, the Applicant is reviewing the need for scour protection on the southern bank in light of the latest ground investigation information and taking into account the presence of scour protection for the existing pier. Given prevailing ground conditions, such protection may be required in order to provide consistency with the existing structure which includes scour protection of the pier, and to assure the structural integrity of the new pier from the risk of channel movement over the design life. Erosion protection measures will also offer protection to the reinstated ground disturbed by the construction works close to the river edge. If required it is proposed to use rip-rap stone on the southern riverbank to act as erosion protection, although alternative options and potential refinements will be reviewed with relevant bodies through the design development. As a precaution, and in order to give fair notice of possible further changes, the maximum extent of the potential scour protection on the southern bank is shown on **Permanent Works at the River Coquet** figure in **Appendix A**.
- 2.3.5 The benefits for this proposed change would be to:
- Reduce impact on the southern bank SSSI by removing the need for vehicular access from the south.
  - Reduce long-term impact to southern escarpment landscape
  - Reduced spread of construction activity over the area, leaving some areas undisturbed and increasing coppicing only activity as opposed to full clearance



to preserve more of the SSSI. This undisturbed area equates to circa 500m<sup>2</sup>. The additional area over the river is 360m<sup>2</sup>, showing a net benefit of 140m<sup>2</sup>.

- 2.3.6 A sensitivity assessment of the impact of including the changes to construction access to the south bank of the River Coquet in the powers contained within the draft DCO [APP-014] is being undertaken to enable the consequences in terms of the environmental impacts already assessed to be understood. The assessment will be to consider whether the proposed changes to the construction access for the south bank would alter the conclusions of the environmental impact assessment already undertaken. The construction access would only be altered if the stabilisation works described in **Section 2.2** of this document are taken forward. Therefore, the sensitivity assessment will only cover the effects of the construction access beyond that reported in **Section 2.2** of this document. This will be concluded by and reported at Deadline 4 (12 March 2021).
- 2.3.7 The scope of this sensitivity assessment and expected outcomes is shown in **Table 5** below, which represent preliminary indications subject to a fuller assessment.

**Table 5 - Construction access to the south bank from the north bank of the River Coquet desktop sensitivity test**

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
<b>Air Quality</b>			
Dust and particulate matter from additional construction works	Construction	N	Y
Emissions from construction traffic	Construction	N	N
Emissions from operational traffic	Operation	N	N
<b>Noise and Vibration</b>			
Noise generated from construction activities	Construction	N	Y
Vibration generated from construction activities	Construction	N	Y
Noise from construction traffic	Construction	N	N

<b>Aspect of Assessment</b>	<b>Construction / Operation</b>	<b>Likely Change to Significant Effects Y/N</b>	<b>Further Assessment likely required to Confirm Significance Y/N</b>
Noise from operational traffic	Operation	N	N
<b>Landscape and Visual</b>			
Changes to landscape character	Construction and operation	N	N
Changes to visual amenity	Construction	N	Y
Changes to visual amenity	Operation	N	N
<b>Cultural Heritage</b>			
Changes to the setting of heritage assets	Construction and operation	N	N
Changes to below ground archaeology	Construction and operation	N	N
Changes to historic landscapes	Construction and operation	N	N
<b>Biodiversity</b>			
Impacts on Statutory and non-statutory sites	Construction	N	Y
Impacts on Statutory and non-statutory sites	Operation	N	N
Changes to habitats	Construction	N	Y
Changes to habitats	Operation	N	N
Impacts on protected and notable species	Construction	N	Y
Impacts on protected and notable species	Operation	N	N

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Changes to Biodiversity No Net Loss Assessment	Construction	N/A	Y
Changes to Biodiversity No Net Loss Assessment	Operation	N	N
<b>Road Drainage and the Water Environment</b>			
Changes to flood risk	Construction	N	N
Changes to flood risk	Operation	N	N
Changes to water quality	Construction	N	Y
Changes to water quality	Operation	N	N
Changes to groundwater flow patterns and levels	Construction	N	Y
Changes to groundwater flow patterns and levels	Operation	N	N
Changes to fluvial geomorphology	Construction	Y	Y
Changes to fluvial geomorphology	Operation	N	N
<b>Geology and Soils</b>			
Changes to land take	Construction	N	N
Changes to land take	Operation	N	N
Pollution of controlled waters	Construction	N	N

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Pollution of controlled waters	Operation	N	N
<b>Population and Human Health</b>			
Changes to temporary land use	Construction	N	N
Changes to permanent land take	Operation	N	N
Changes to recreational journey amenity	Construction	N	N
Changes to recreational journey amenity	Operation	N	N
Recreation along the River Coquet	Construction	N	Y
Recreation along the River Coquet	Operation	N	N
Changes to direct, indirect and induced job generation	Construction	N	N
Changes to direct, indirect and induced job generation	Operation	N	N
Changes to human health determinants	Construction	N	N
Changes to human health determinants	Operation	N	N
<b>Material Resources</b>			
Consumption of materials	Construction	N	Y

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Generation and disposal of waste to landfill	Construction	N	Y
Consumption of materials	Operation	N	N
Generation and disposal of waste to landfill	Operation	N	N
<b>Climate</b>			
Effect of the Scheme on climate (Carbon / GHG) due to consumption of materials and transportation of materials	Construction	N	Y
Effect of the operation of the Scheme on climate (Carbon / GHG) due to end-user traffic and maintenance, repair and refurbishment.	Operation	N	N
Vulnerability of the Scheme to climate change	Construction	N	N
Vulnerability of the Scheme to climate change	Operation	N	N
<b>Combined and Cumulative Assessment</b>			
Assessment of Within Topic Combined Effects	Construction and Operation	N	N
Assessment of Cross Topic Combined Effects	Construction	N	Y

Aspect of Assessment	Construction / Operation	Likely Change to Significant Effects Y/N	Further Assessment likely required to Confirm Significance Y/N
Assessment of Cross Topic Combined Effects	Operation	N	N
Assessment of Cumulative Effects	Construction	N	N
Assessment of Cumulative Effects	Operation	N	N

- 2.3.8 A justification for the aspects of the assessments that would not require further assessment is provided below. The aspects of the assessments not discussed below have been scoped into the sensitivity assessment as shown in **Table 5**. However, where all aspects of the assessments have been scoped into the sensitivity assessment this is stated in the section below for completeness.

#### Air Quality

##### Construction Traffic

- 2.3.9 There would be extra construction vehicles due to the changes to the construction access for the south bank of the River Coquet, but in the context of the Scheme these additional vehicle movements would be minimal. Therefore, there would not be a change in the assessment of significance for construction traffic emissions as presented in **Chapter 5: Air Quality** Part A [APP-040].

##### Operational Traffic

- 2.3.10 The Scheme alignment and traffic data would remain the same with the changes to the construction access, meaning there would be no change to the operational air quality assessment presented in **Chapter 5: Air Quality** Part A [APP-040].

#### Noise and Vibration

##### Construction Traffic

- 2.3.11 There would be extra construction vehicles due to changes to the construction access for the south bank of the River Coquet, but in the context of the Scheme these additional vehicle movements would be minimal. Therefore, there would not be a change in the assessment of significance for construction traffic noise as presented in **Chapter 6: Noise and Vibration** Part A [APP-042].

##### Operational Traffic

- 2.3.12 The Scheme alignment and traffic data would remain the same with the changes to the construction access, meaning there would be no change to the operational noise and vibration assessment presented in **Chapter 6: Noise and Vibration** Part A [APP-042].

## Landscape and Visual

### Construction and Operation - Landscape Character

- 2.3.13 The changes to the construction access for the south bank of the River Coquet would not change the assessment of significance for landscape character as presented in the **Chapter 7: Landscape and Visual** Part A [APP-088].

## Cultural Heritage

### Construction

- 2.3.14 Due to the topography and nature of the works, the proposed changes to the construction access would not affect the assessment of significance for cultural heritage as presented in **Chapter 8: Cultural Heritage** Part A [APP-046].

### Operation

- 2.3.15 As the works are temporary, there would not be a change in the assessment of significance as presented in **Chapter 8: Cultural Heritage** Part A [APP-046] during operation.

## Biodiversity

### Construction

- 2.3.16 No elements of the biodiversity assessment have been scoped out of the sensitivity assessment. There would not be a change in the assessment of significance as presented in **Chapter 9: Biodiversity** Part A [APP-048], with the inclusion of suitable mitigation. The mitigation will be progressed as part of the sensitivity assessment.

### Operation

- 2.3.17 As the works are temporary, there would not be a change in the assessment of significance as presented in **Chapter 9: Biodiversity** Part A [APP-048] during operation.

## Road Drainage and the Water Environment

### Construction and Operation – Flood Risk

- 2.3.18 During construction and operation, the proposals may increase flood levels locally but this would not change the assessment of flood risk presented in **Appendix 10.1: Flood Risk Assessment** Part A [APP-254] and **Chapter 10: Road Drainage and the Water Environment** Part A [APP-050] due to the distance between the proposals and closest receptors. The nearest flood risk receptors are Shothaugh Farm High Cottage and Otter House located approximately 800 m upstream of the River Coquet bridge. The measures set out in the **Outline CEMP** [APP-346] would also be applicable for the construction access, in particular the measures to reduce risk to construction workers during flood events.

### Operation

- 2.3.19 As the works are temporary, there would not be a change in the assessment of significance as presented in **Chapter 10: Road Drainage and the Water Environment** Part A [APP-050] during operation.



## Geology and Soils

### Construction

- 2.3.20 The mitigation set out in **Chapter 11: Geology and Soils** Part A [APP-052] and **Outline CEMP** [APP-346] for the management of potential contaminants would be applicable for the construction access across for the south bank of the River Coquet. With these measures in place, there would be no change to the outcomes of the assessment for the pollution of controlled waters.

### Operation

- 2.3.21 As the works are temporary, there would not be a change in the assessment of significance as presented in **Chapter 11: Geology and Soils** Part A [APP-052] during operation.

## Population and Human Health

### Construction - Temporary Land Take

- 2.3.22 The construction access would require temporary rights over the River Coquet but would not require additional temporary or permanent land take. Therefore, the assessment of land take presented in **Chapter 12: Population and Human Health** Part A [APP-054] would remain the same.

### Construction - Recreational Journey Amenity

- 2.3.23 The proposed changes to the construction access would not affect the assessment of recreational journey amenity presented in **Chapter 12: Population and Human Health** Part A [APP-054]. This is because there would already be disturbance at this location during the construction of the Scheme.

### Construction - Direct, Indirect and Induced Job Generation

- 2.3.24 Based on professional judgement, there would be no change to the assessment of significance for economy and employment as presented in **Chapter 12: Population and Human Health** Part A [APP-054].

### Construction – Human Health

- 2.3.25 As there would be no changes to the assessment of significance for air quality, noise and vibration as well as road drainage and the water environment, there would be no change to the assessment of significance for human health reported in **Chapter 12: Population and Human Health** Part A [APP-054].

### Operation

- 2.3.26 As the works are temporary, there would not be a change in the assessment of significance as presented in **Chapter 12: Population and Human Health** Part A [APP-054] during operation.

## Materials Resources

### Operation

- 2.3.27 The operational consumption of materials and generation of waste would be minimal based on professional judgement and assessments of similar schemes. Therefore, the operational assessment for materials and waste would remain the same as reported in **Chapter 13: Material Resources** Part A [APP-056].



## Climate

### Operation - Greenhouse Gas Emissions

- 2.3.28 As there would be no change to the alignment of the Scheme and traffic data, there would be no change to the operational greenhouse gas assessment presented in **Chapter 14: Climate** Part A [APP-058].

### Construction - Vulnerability of the Scheme to Climate Change

- 2.3.29 The mitigation set out in **Chapter 14: Climate** Part A [APP-058] and **Outline CEMP** [APP-346] for futureproofing the Scheme for climate change would be applicable for the construction access. With these measures in place, there would be no change to the outcomes of the assessment.

### Operation- Vulnerability of the Scheme to Climate Change

- 2.3.30 As the works are temporary, there would not be a change in the assessment of significance as presented in **Chapter 14: Climate** Part A [APP-058] during operation.

## Combined and Cumulative Assessment

### Construction and Operation - Within Topic Combined Effects

- 2.3.31 As the further assessment work will assess the Scheme as whole (i.e. Part A and Part B together), a Within Topic combined effects assessment is not required.

### Construction and Operation - Cumulative Effects

- 2.3.32 There could potentially be a significant effect on fluvial geomorphology due to the changes in the construction access for the south bank of the River Coquet. However, due to the location of the cumulative schemes identified in **Chapter 16: Assessment of Cumulative Effects** [APP-062], there would be no significant interaction between the Scheme and the cumulative schemes for the River Coquet.

## Changes to the Application

- 2.3.33 The changes to the application documents would be set out in a report and documents would be updated, if required, as detailed in **Table 6**.

**Table 6 - Documents to be updated for changes to construction access to the south bank from the north bank of the River Coquet**

Document	Proposed Update
The draft DCO [APP-014]	Schedule 8 will require to be updated to include additional rights.
Statement of Reasons [APP-018]	The Statement of reasons would need to be updated to include the additional rights that would be required.
Case for the Scheme [APP-344]	The Case for the Scheme would need to be updated if the sensitivity assessment predicted that there would be a change on compliance with policy.

Document	Proposed Update
Appendix 9.21: Ancient Woodland Strategy Part A [APP-247]	This would need to be updated to reflect changes in the ancient woodland strategy.
Figure 7.8: Landscape Mitigation Masterplan for Part A [APP-095]	This would need to be updated to reflect changes in the landscape design.
Book of Reference [OD-002]	The description of the temporary rights would need to be updated.
National Policy Statement for National Networks Accordance Table [APP-345]	The accordance table would need to be updated if the sensitivity assessment predicted that there would be a change on compliance with policy.
Appendix 10.2: Water Framework Directive Part A [APP-255]	This would need to be updated to reflect changes in the Water Framework Directive assessment.
Habitat Regulations Assessment Report [APP-342]	This would need to be updated to reflect changes in the Habitat Regulation Assessment Report.
Appendix 9.20 Biodiversity No Net Loss Assessment Part A	This may need to be updated to reflect changes in biodiversity no net loss.
Outline CEMP [APP-346]	This would need to be updated if there was a change in required mitigation as a result of the sensitivity assessment.
Lands Plans [APP-006]	This would be updated to reflect changes in temporary rights.
Works Plan [APP-007]	This would be updated to reflect changes in temporary rights.
General Arrangement [APP-008]	This would be updated to reflect changes in temporary rights.
Traffic Regulation Plan [APP-010]	This would be updated to reflect changes in temporary access.
Consultation Report [APP-0221]	The Consultation Report will be updated to include consultation undertaken on the change to the proposals.

## Consultation

- 2.3.34 As detailed in Advice Note 16, an applicant who intends to make a request for a material change to a DCO application is expected to consult all those prescribed in the Planning Act 2008 under section 42(a) to (d) who would be affected by the proposed change (giving a minimum of 28 days. As the proposed change would include the acquisition of additional ground, it would be a material change. As detailed in **paragraph 3.1.1**, consultation with all persons prescribed under Section 42 of the 2008 Act will be undertaken between 29 January 2021 – 25 February 2021.

- 2.3.35 The consultation will also be consistent with the procedures under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

### 3 CONCLUSION AND PROPOSED NEXT STEPS

- 3.1.1 Taking into account the guidance in PINS Advice Note 16, it is proposed that:
- The Applicant submits its proposal to make changes to the Application in document **TR010059** – (10 December 2020)
  - The Examining Authority should consider this procedural proposal and issue advice about the procedural implications of the proposed changes at or following the first preliminary meeting – (15 December 2020)
  - Sensitivity assessments of the is undertaken and consultation documentation is prepared:
    - Changes to temporary and permanent earthworks;
    - Land stabilisation north of the River Coquet; and
    - Changes to construction access to the south bank of River Coquet from the north bank.
  - Consultation on proposed changes and updated environmental information – 29 January 2021 – 25 February 2021.
  - Submission of formal change request, together with full supporting documents at Deadline 4 – (12 March 2021)
  - Subsequent procedure will depend on whether the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 are engaged. If the 2010 Regulations are engaged then the indicative timetable set out in **Table 7** is proposed.

**Table 7 – Indicative Timetable**

<b>Procedure</b>	<b>Deadline</b>
Deadline for decision on acceptance of change request	9 April 2021
Notice to affected persons	12 April 2021
First newspaper notice	15 April 2021
Second newspaper notice	22 April 2021
Deadline for representations	20 May 2021
Submission of Hydraulic modelling & geomorphological information to ExA	25 May 2021 Deadline 8
Issue of updated examination timetable and preliminary consideration of issues by ExA	3 June 2021
Issue of written questions by ExA	3 June 2021
Notification of hearing date by ExA (if required)	3 June 2021
Deadline for written representations and responses to written questions	10 June 2021
Date for response to written representations and comments	17 June 2021

Procedure	Deadline
on responses to written questions	
Hearing date (if required)	24 June 2021
Deadline for post hearing submissions	2 July 2021 (existing deadline 11)

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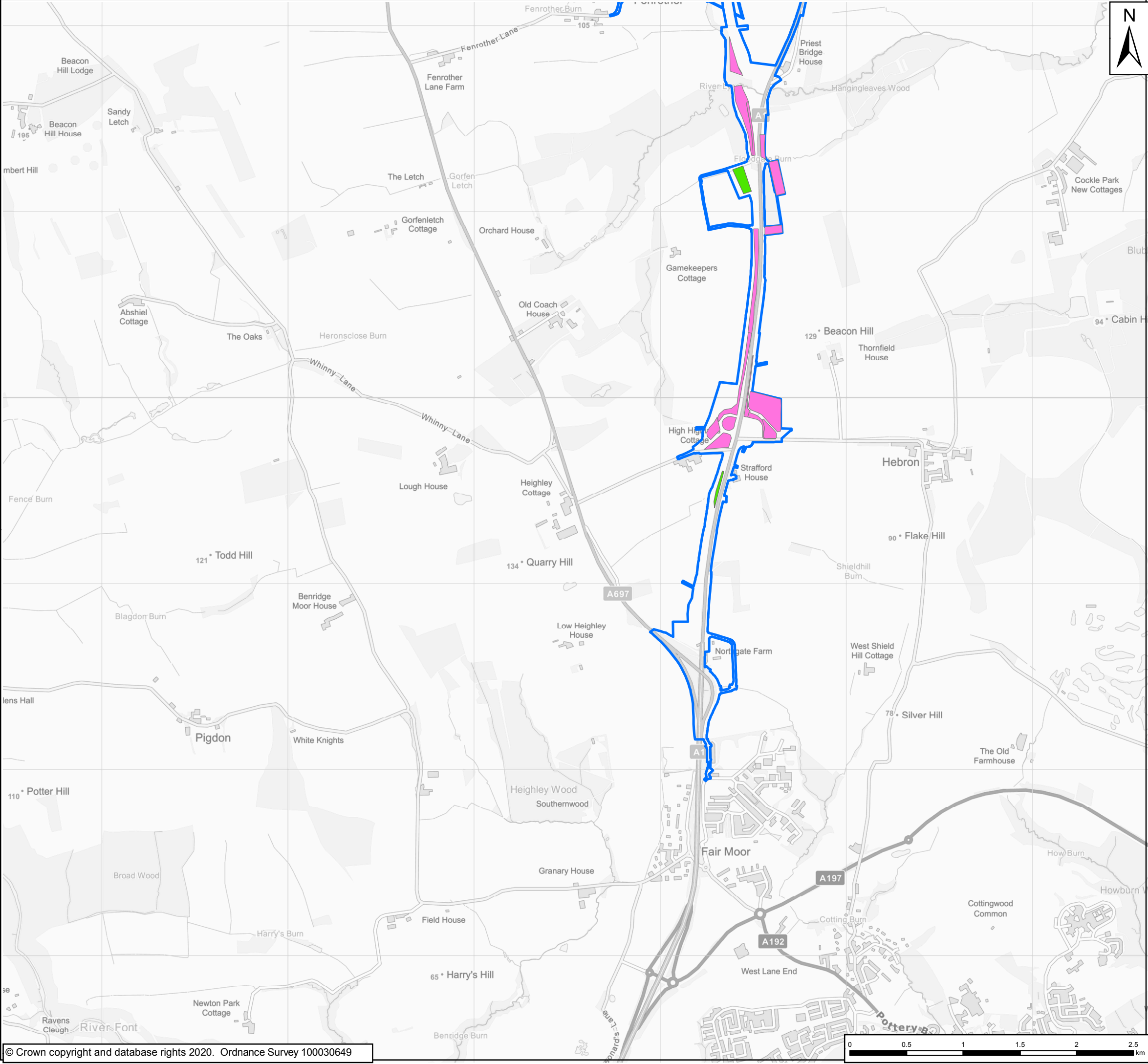
## Appendix A: Figures

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## Indicative Earthwork Change Locations



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**Key**

- A2E Order Limits
- M2F Order Limits

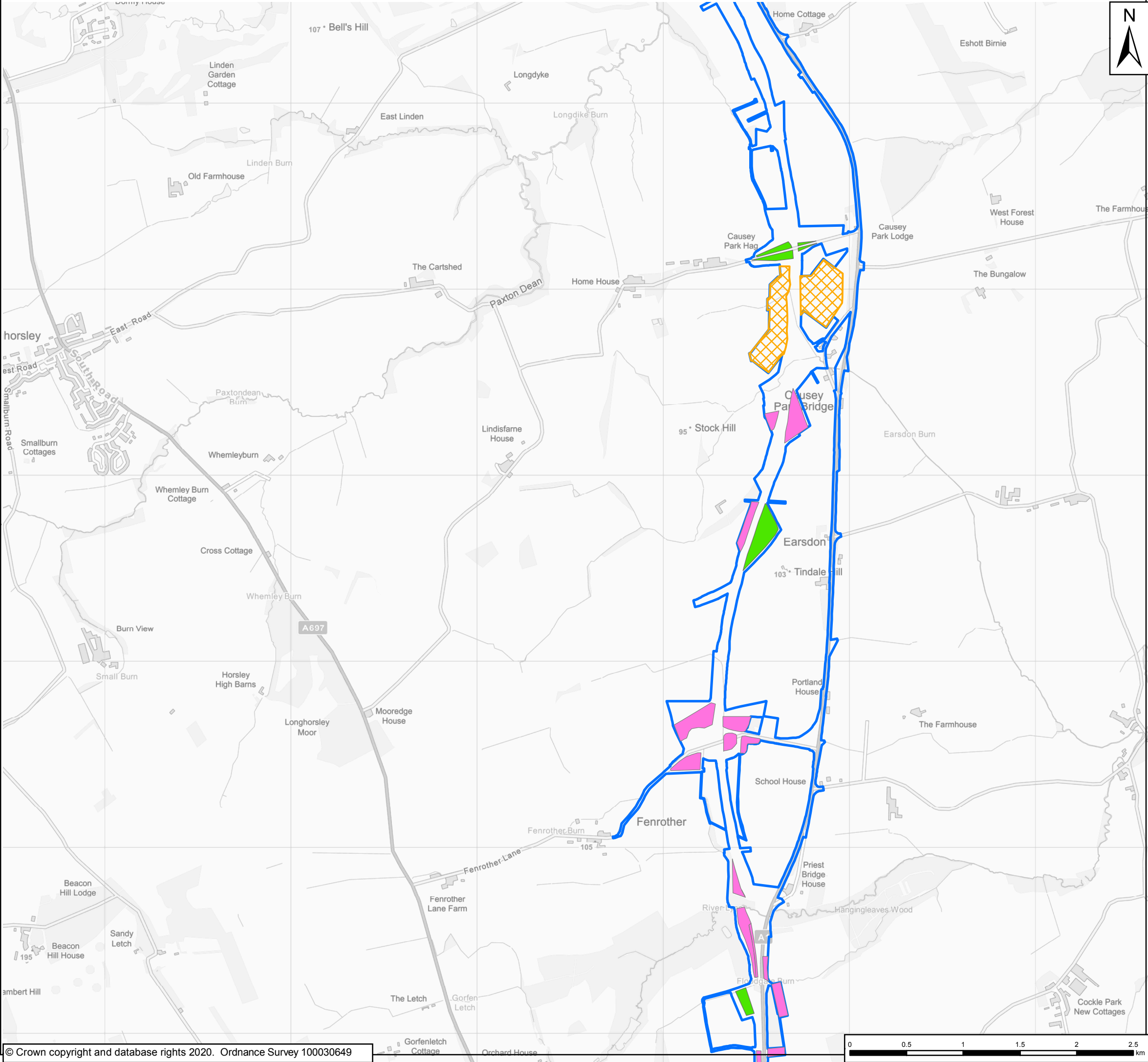
**Permanent Earthworks**

- Changes to gradient and height of proposed earthworks
- Changes to gradient and height of proposed earthworks of Parameter 4 or 5 in Part A

**Temporary Earthworks**

- Borrow Pit
- Temporary Storage

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Rev	Date	Description	By	Chk'd	App'd
Client					
Project Title					
A1 in Northumberland: Morpeth to Ellingham					
Drawing Title					
Indicative Earthwork Change Locations Page 1 of 5					
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For Information					S1
Drawing Number		Originator		Volume	
Project		WSP			
HE551459					
A2E		RP	LE	2130	Project Ref. No.
Location		Type	Role	Number	70044137
					Revision
					P01



**Key**

- A2E Order Limits
- M2F Order Limits

**Permanent Earthworks**

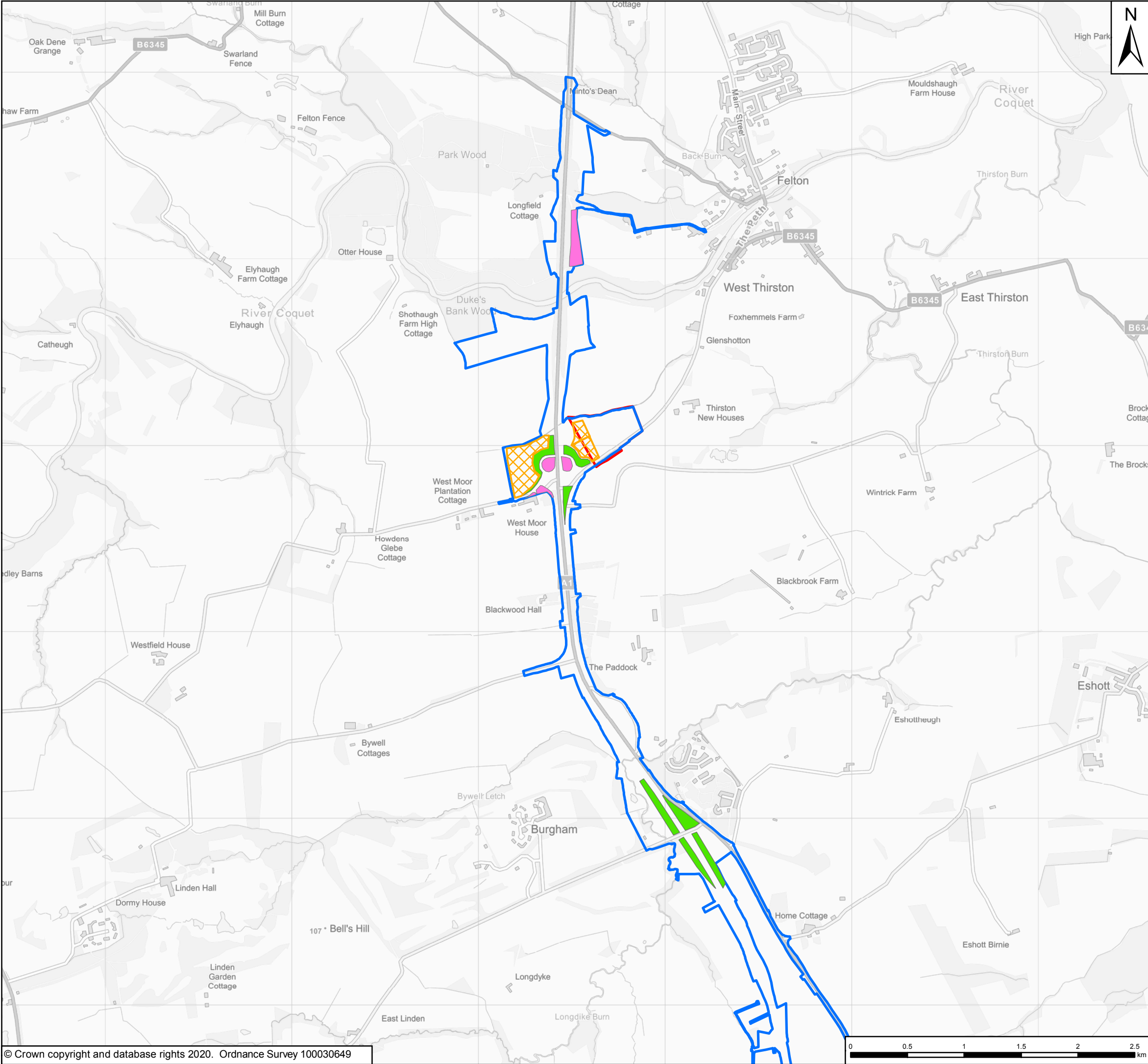
- Changes to gradient and height of proposed earthworks
- Changes to gradient and height of proposed earthworks of Parameter 4 or 5 in Part A

**Temporary Earthworks**

- Borrow Pit
- Temporary Storage

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Project Title					
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Indicative Earthwork Change Locations Page 2 of 5					
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HE551459					
A2E		RP	LE	2130	Project Ref. No.
Location		Type	Role	Number	70044137
					Revision
					P01





Key

A2E Order Limits

M2F Order Limits

Permanent Earthworks

Changes to gradient and height of proposed earthworks

Changes to gradient and height of proposed earthworks of Parameter 4 or 5 in Part A

Temporary Earthworks

Borrow Pit

Temporary Storage

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Rev	Date	Description	By	Chk'd	App'd

Client

Project Title

A1 in Northumberland: Morpeth to Ellingham

Drawing Title

Indicative Earthwork Change  
Locations Page 3 of 5

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For Information

Suitability

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Drawing Number

Project

HE551459

Originator

WSP

Volume

Project Ref. No.

70044137

Revision

P01

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Location

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Type

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Role

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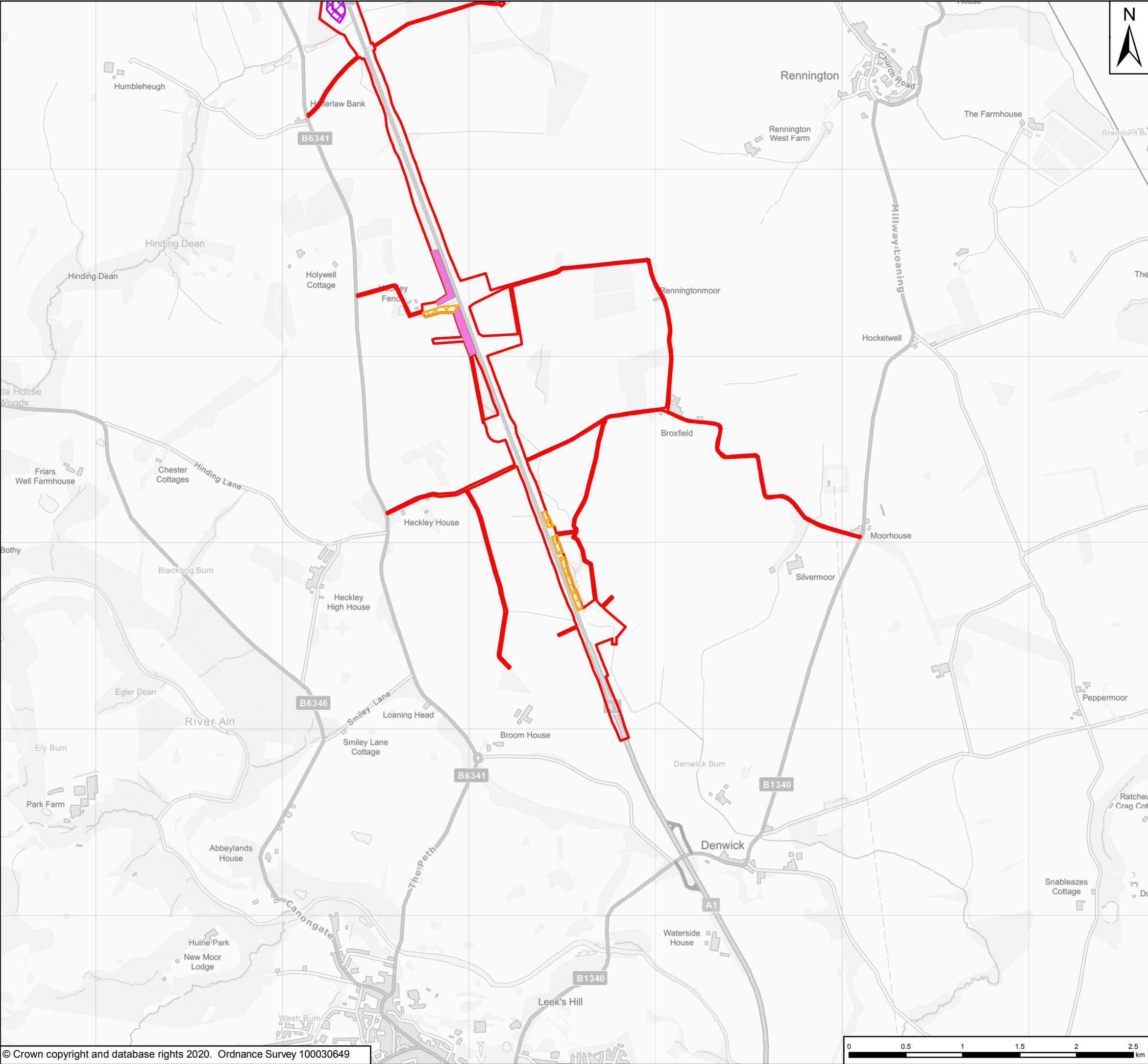
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Key

A2E Order Limits

M2F Order Limits

Permanent Earthworks

Changes to gradient and height of proposed earthworks

Changes to gradient and height of proposed earthworks of Parameter 4 or 5 in Part A

Temporary Earthworks

Borrow Pit

Temporary Storage

P01

09/09/2020

First Issue

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LM

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Rev

Date

Description

By

Chk'd

App'd

Client

highways

england

Project Title

A1 in Northumberland: Morpeth to Ellingham

Drawing Title

Indicative Earthwork Change  
Locations Page 4 of 5

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Authorised

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Original Size

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Date

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Date

09/09/2020

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Drawing Status

For Information

Suitability

S1

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Originator

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Project Ref. No.

70044137

Revision

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A2E

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Type

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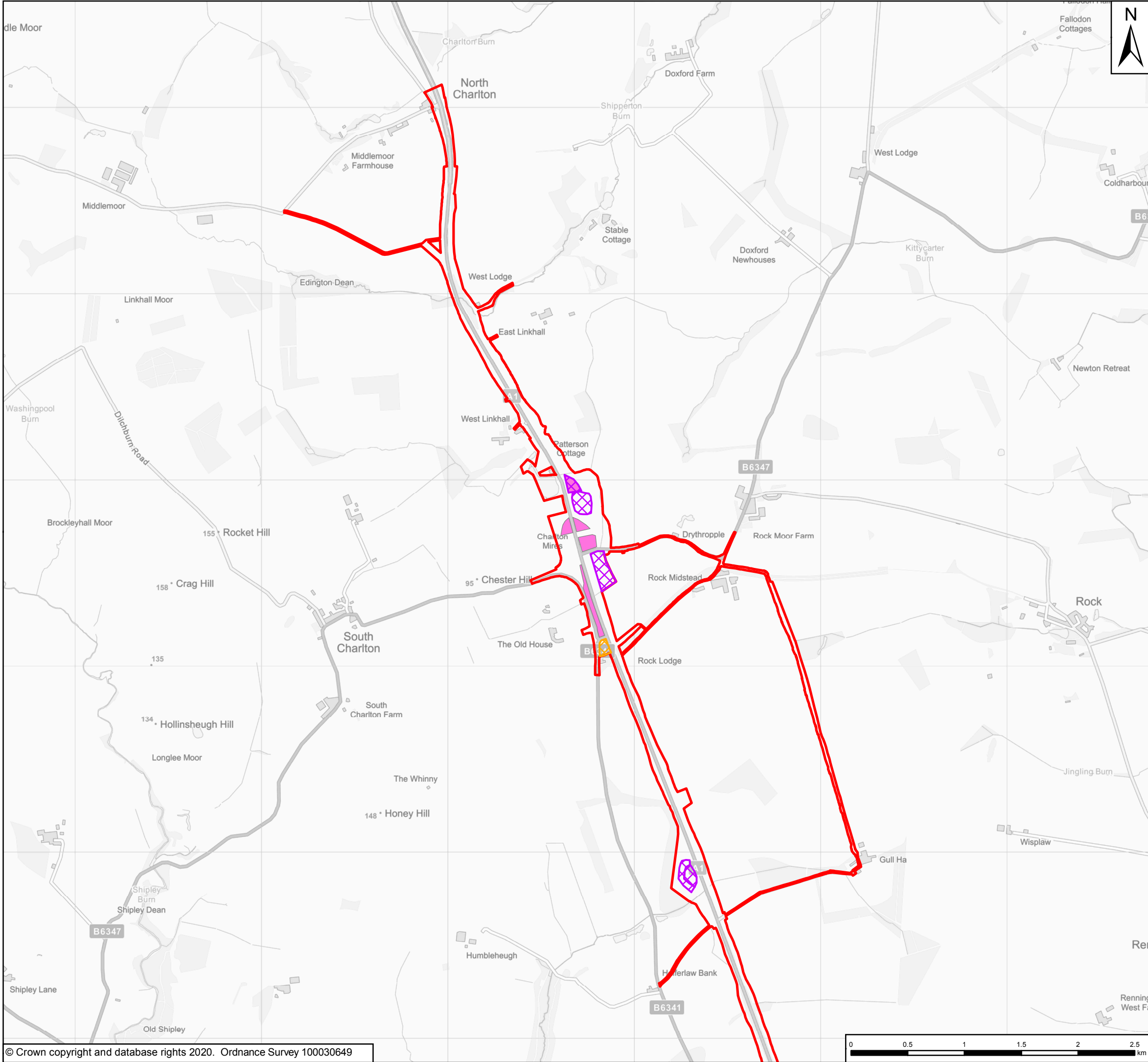
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Key

- A2E Order Limits
- M2F Order Limits

Permanent Earthworks

- Changes to gradient and height of proposed earthworks
- Changes to gradient and height of proposed earthworks of Parameter 4 or 5 in Part A

Temporary Earthworks

- Borrow Pit
- Temporary Storage



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Client

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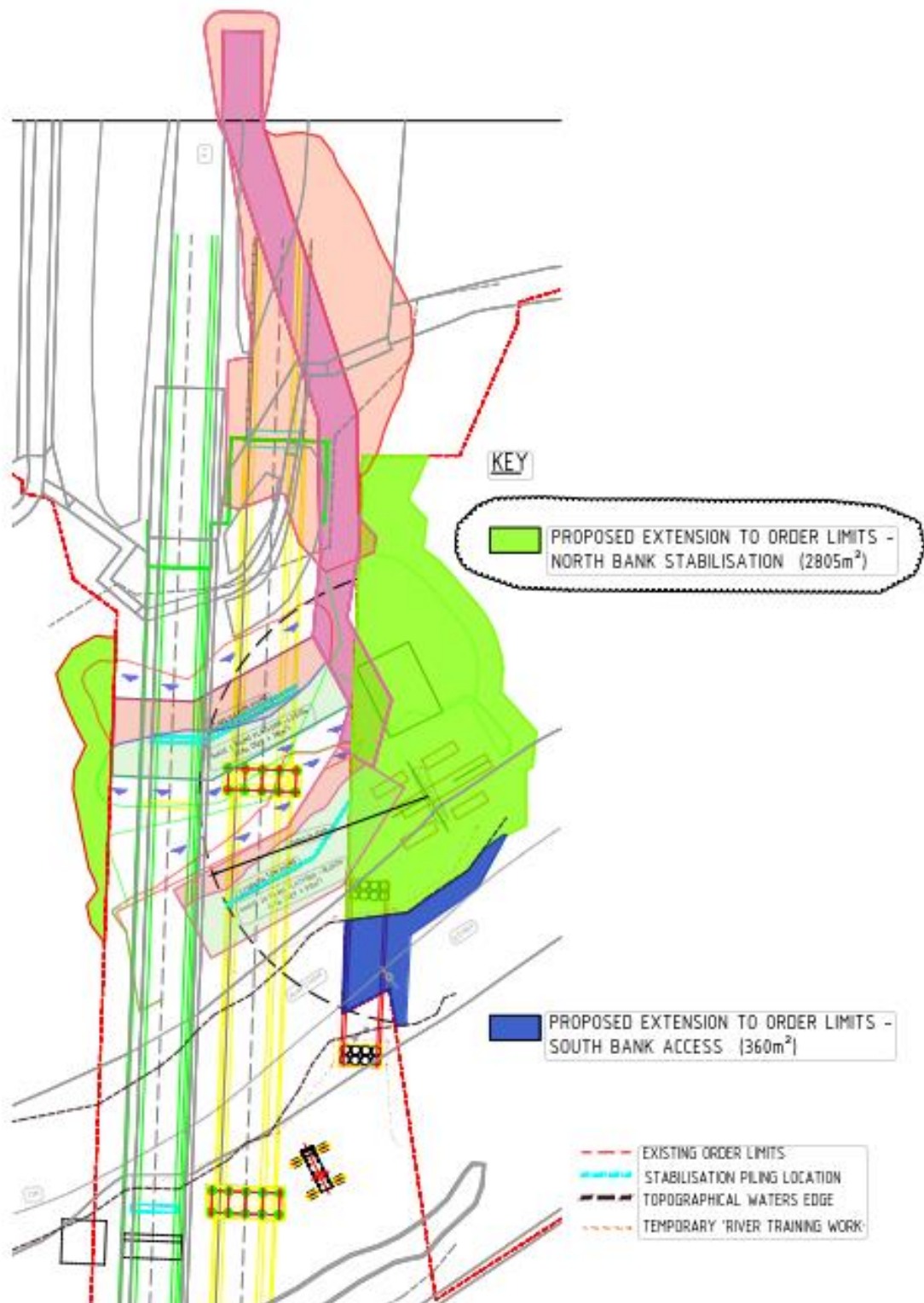
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Drawing Status	Suitability
For Information	S1

Drawing Number	Originator	Volume	Project Ref. No.
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A2E	RP	LE	2130
Location	Type	Role	Number
			P01

## Temporary Works at the River Coquet

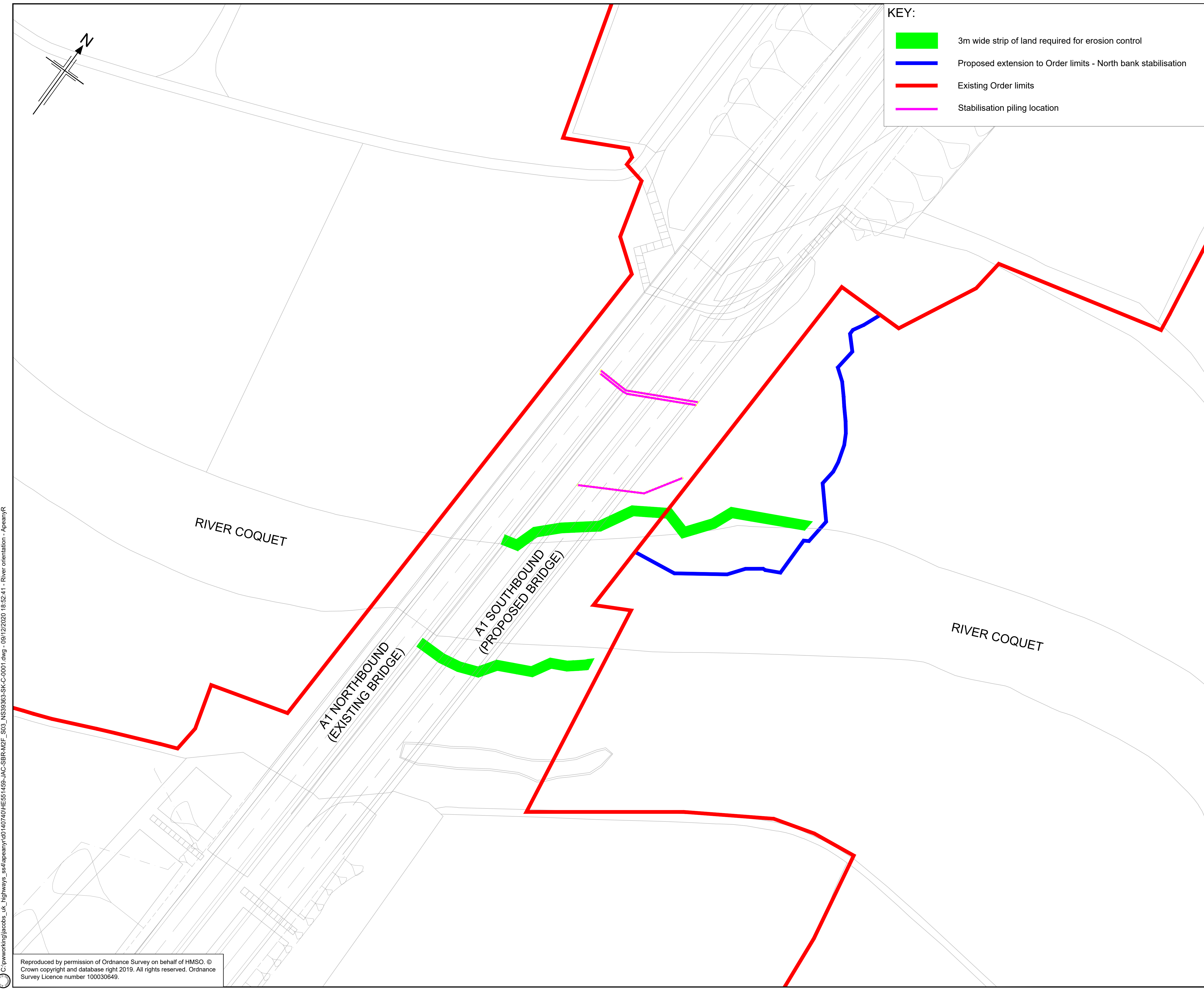


16

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## Permanent Works at the River Coquet





KEY:

- 3m wide strip of land required for erosion control
- Proposed extension to Order limits - North bank stabilisation
- Existing Order limits
- Stabilisation piling location

C:\pwworking\jacobs\_uk\_highways\_sst\apeanyr\d0140740\HE551459-JAC-SBR-M2F\_S03\_NS30383-SK-C-0001.dwg 09/12/2020 18:52:41 - River orientation - ApeanyR

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## Potential Compensatory Habitat Location



