

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010059

6.52 Northgate Farm Private Means of Access Options Technical Note

Rule 8(1)(c)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

June 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure) Rules
2010**

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

Development Consent Order 20[xx]

**Northgate Farm Private Means
of Access Options Technical Note**

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1 OVERVIEW

1.1 INTRODUCTION

- 1.1.1. A written representation submitted by Mr Hawes at Deadline 6 of the examination into the A1 in Northumberland: Morpeth to Ellingham (the “Scheme”) Development Consent Order (DCO) application was responded to in the Applicant's Responses to Deadline 6 Submissions [REP7-017]. Item 26 of Mr Hawes’s written representation raised concerns regarding the viability of the proposed private access to Northgate Farm, as the owners of the adjacent property, Capri Lodge had communicated to Mr Hawes directly that they will no longer accept any shared use of the access road over their property.
- 1.1.2. The Applicant’s response at Deadline 6 confirmed that Mr Davidson, the new owner of Capri Lodge, wishes to avoid a shared access situation and that discussions were ongoing. At a site meeting on 10 May 2021, an alternative to the arrangement set out in the DCO application was tabled, as proposed by Mr Hawes (refer to **Figure 2 – Alternative Route A** and **Figure 4 - Alternative Route A**).
- 1.1.3. Mr Davidson confirmed to the Applicant at that meeting that he will not permit access for Northgate Farm from Capri Lodge land. Any such access would also need to cross Mr Davidson’s land to pass between the Capri Lodge private access and the boundary of Mr Hawes’s land. This has resulted in the need for the Applicant to consider a further alternative route from the east that accesses Northgate Farm without impinging on Capri Lodge land (refer to **Figure 3 – Alternative Route B** and **Figure 5 – Alternative Route B**).
- 1.1.4. Both alternative access routes to Mr Hawes land would entail works outside of the Order limits. In the case of Alternative Route A, which was proposed in discussions with Mr Hawes, this comprises part of the land in the ownership of Mr Davidson and land inside Mr Hawes’s existing garden, and in the case of Alternative Route B this would be solely within Mr Hawes’s existing garden. In each case, the affected landowners would be responsible for construction of the tie-in and continuation of the access road on their private land.

1.2 PURPOSE OF THE TECHNICAL NOTE

- 1.2.1. This technical note has compared the alternative options proposed using similar topic areas used for the Environmental Impact Assessment (EIA) of the Scheme. This has concluded that the alternative route options would not alter the conclusions of the assessments reported within the Environmental Statement (ES), Environmental Statement Addendum: Earthworks Amendments for Change Request [REP4-061], Environmental Statement Addendum: Stabilisation Works for Change Request [REP4-063], Environmental Statement Addendum: Southern Access Works for Change Request [REP4-064], Noise Addendum [REP1-019 to REP1-022], Air Quality Assessment (Scheme Opening Year 2024) [REP3-012] and Updated Biodiversity Air Quality DMRB Sensitivity Assessment [REP3-010].
- 1.2.2. The Applicant has managed stakeholder engagement between the two affected parties at Northgate Farm and Capri Lodge and will continue to undertake this liaison. The latest site meeting with both parties was held on 03/06/2021 with written feedback on the alternative

options expected before the next round of Hearings. From a Scheme perspective, there is no significant difference between the two solutions. However, the Applicant does not foresee the parties agreeing on a solution in relation to Alternative Route A. Therefore, the Applicant is proposing to the Examining Authority (ExA) that Alternative Route B contained within this technical note should be taken forward as part of the Scheme as this does not require agreement between the parties. The ExA may feel that provision could be made for Route A should agreement be reached, but in that case this would have to be implemented as an alternative. The Applicant will provide support to the affected landowners in obtaining planning permission for the access outside of the DCO process.

2 CURRENT PROPOSAL

- 2.1.1. The proposed Private Means of Access (PMA), as presented in the DCO application, to the properties at Warreners House (refer to **Figure 1 – DCO Application Proposed Route**) comprises a northern extension from West View as Work No 5B [REP6-004] (“Current Proposal”). The access road closely follows the existing field boundaries and ties into the existing access track north of Capri Lodge. The alignment of the access to Northgate Farm is designed to utilise as much of the existing access as possible. The detailed design would comply with the Residential Roads and Footpaths in Northumberland manual whilst minimising vegetation loss at the front of the residential property. It would serve both Capri Lodge, whose land would be crossed in order to access Northgate Farm from the North and Northgate Farm. The existing access to Northgate Farm from the A1 would be stopped up.

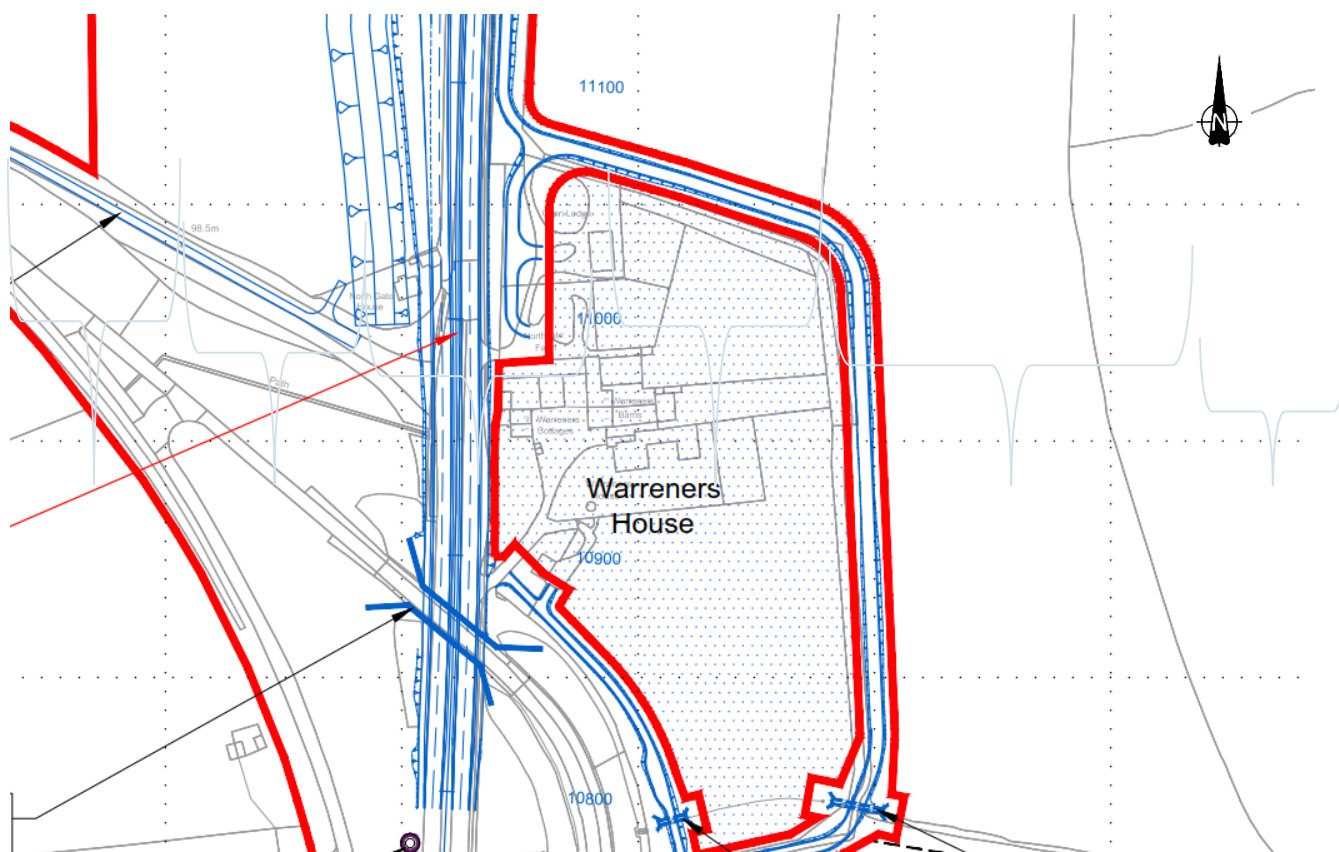


Figure 1 – DCO Application proposed PMA Route

3 ALTERNATIVE OPTIONS

- 3.1.1. The first alternative (“Alternative Route A”) has been proposed by Mr Hawes for a new PMA to Northgate Farm to be accessed off a northern spur of the PMA, to the east of Capri Lodge. The remainder of the PMA would still be required to access Capri Lodge and the stoned track to the northern woodland area. However, the tie in and modification works between Northgate Farm and the A1 would not be required.
- 3.1.2. Alternative Route A, as shown on **Figure 2**, upgrades the repositioned driveway for Northgate Farm, as a spur off the northern arm of the PMA. This would tie into the existing forecourt in front of Northgate Farm. The Order limits on Figure 2 show how it would be necessary to cross land owned by Mr Davidson that would not be subject to the DCO. Mr Davidson’s agreement would be needed for the owners of Northgate Farm to cross this land.
- 3.1.3. The second route, (“Alternative Route B”), as shown indicatively on **Figure 3**, would move the entrance to Northgate Farm to start from the eastern arm of the PMA to tie into the existing forecourt. Again, this would remove any loss of vegetation between the farmhouse and the A1 but the remainder of the PMA would still serve Capri Lodge and the northern woodland access. This alignment would mean that the Northgate Farm driveway would not go through land owned by Capri Lodge, as requested by Mr Davidson.

3.2 ALTERNATIVE ROUTE A

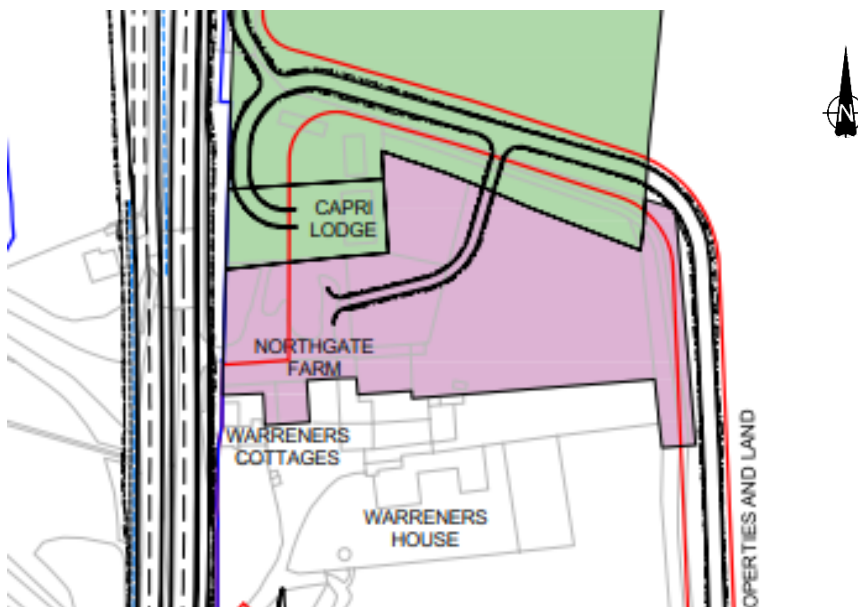


Figure 2 - Alternative Route A

BUILDABILITY

- 3.2.1. Alternative Route A would have a net increase of impermeable track to construct when compared to the layout included in the DCO application. There would be no opportunity to make use of the existing access track used by Northgate Farm and Capri Lodge. The access to Capri Lodge and the stoned track to the northern woodland area would still be constructed. Only the new bell mouth entrance to Northgate Farm would be built by the Applicant within the Order limits.
- 3.2.2. There would need to be agreement for the owners of Northgate farm to construct and use the PMA between the bell mouth and the existing boundary of Northgate Farm. The bell mouth entrance onto the shared PMA from the driveway allows both east and west movements. Alternative Route A alignment would require a privately agreed easement over the land of Capri Lodge, which also wishes to retain ownership and control of land in the north-east corner of the property that would be severed from Capri Lodge by the new access. It is not anticipated that an agreement will be reached on any exchange of land ownership as Mr Davidson has indicated he wishes to retain the land currently in his ownership and does not wish the owners of Northgate Farm to cross his land.

NOISE AND VIBRATION

- 3.2.3. The mitigation measures would remain the same for the construction phase and when incorporated and implemented in full the Applicant concludes that no significant effects are predicted, as is currently the case.
- 3.2.4. Alternative Route A would not require an extension to the operational stage study area. As the PMA is a private access there would be no impact to the Scheme operational stage assessment from the access road itself.

BIODIVERSITY

- 3.2.5. Alternative Route A would result in habitat loss from within the garden space of Northgate Farm, including amenity grassland and garden flora (not Habitats of Principal Importance (HPI)). Alternative Route A would result in the loss of trees where the access ties into the existing forecourt in front of Northgate Farm, but would allow the retention of trees between Northgate Farm and the A1. Alternative Route A may increase damage to the root systems of retained trees where the spur comes off the northern arm of the PMA. However, Alternative Route A would not change the significance of effects detailed within Chapter 9: Biodiversity Part A of the ES [APP-048] and so the conclusions reported within the ES would remain unchanged and valid.
- 3.2.6. Alternative Route A would result in a minor change to the calculation presented within the Biodiversity No Net Loss Assessment for the Scheme for Change Request [REP5-038 and 039]. However, this would not change the overall conclusions of the assessment. Once a decision on the access route to be taken forward has been determined, a Biodiversity No Net Loss assessment recalculation would be undertaken at the detailed design stage.

CULTURAL HERITAGE

- 3.2.7. There are no known heritage assets located within or around Alternative Route A. Construction works for the upgrades of the repositioned driveway for Northgate Farm are not predicted to impact on any currently unknown heritage asset. There would be no changes in the setting of heritage assets in the wider landscape during the operation of Alternative Route A. Alternative Route A would therefore not change the significance of effects reported in Chapter 8: Cultural Heritage Part A [APP-046].

POPULATION AND HUMAN HEALTH

- 3.2.8. Alternative Route A would result in a small increase in the amount of private land to be acquired to accommodate the separate private means of access for Northgate Farm. However, Alternative Route A would not change the significance of effect on private property as described in Chapter 12: Population and Human Health Part A [APP-054], and the conclusions reported within the ES would remain unchanged and valid.

LANDSCAPE

Character

- 3.2.9. Alternative Route A would result in the localised removal of a small number of trees on the northern boundary to Northgate Farm, and at the tie in with the existing forecourt to Northgate Farm. However, Alternative Route A would not change the significance of effect on landscape character as described in Chapter 7: Landscape and Visual Part A [APP-044], and the conclusions reported within the ES would remain unchanged and valid.

Visual

- 3.2.10. Alternative Route A would result in a localised change to the outlook of residents of Northgate Farm (R98) and Capri Lodge (R96). For Northgate Farm (R98) the modification to the forecourt and access to the property would be modified, however vegetation clearance would occur to the north-east, and existing vegetation and the outlook to the north, west and towards the A1 would be substantially unchanged from the baseline. The significance of effect in winter year 1 and summer year 15 would therefore remain slight adverse. The occupants of Capri Lodge would have an awareness of the loss of trees on the northern boundary to Northgate Farm, and the presence of Alternative Route A. Proposed changes as a result of Alternative Route A to the north and west would remain as reported within Chapter 7: Landscape and Visual Part A [APP-044].
- 3.2.11. Alternative Route A would not change the overall magnitude of impact experienced by the occupants of the dwellings, and as such would not change the significance of effect on visual receptors as described in Chapter 7: Landscape and Visual Part A [APP-044], and the conclusions reported within the ES would remain unchanged and valid.

ROAD DRAINAGE AND THE WATER ENVIRONMENT

- 3.2.12. Alternative Route A would not impact or alter the existing assessment of the two proposed culverts located along Cotting Burn to the south of the route. Alternative Route A would not have an increased impact on groundwater resources as the route lies within the same geological unit and aquifer bodies. There would be a minor increase in the impermeable

surface of the road. Alternative Route A would not change the significance of effect on road drainage and the water environment receptors as reported within Chapter 10: Road Drainage and the Water Environment Part A [APP-050] and the conclusions reported within the ES would remain unchanged and valid.

AIR QUALITY

- 3.2.13. There is a potential slight increase in both the level of construction works undertaken and their proximity to receptors with Alternative Route A in comparison to the Current Proposal. Notwithstanding this, the proposed mitigation measures are designed to minimise emissions of dust from the works and would remain the same and effective with Alternative Route A. No significant effects on air quality have been reported during construction which would remain unchanged and valid when considering Alternative Route A.
- 3.2.14. Alternative Route A would not require an extension to the operational stage study area. As the PMA is a private access, the level of traffic using the road would be limited and there would be a negligible impact beyond those set out in the Scheme operational stage assessment. The Scheme operational stage assessment concluded that the Scheme would not result in a significant air quality effect which would remain unchanged and valid when considering Alternative Route A.

GEOLOGY AND SOILS

- 3.2.15. Alternative Route A would result in the increase of a small amount of private land to be acquired that was not included within the extent of the Agricultural Land Classification survey completed for Part A. The geological setting of Alternative Route A does not alter from that of the Current Proposal. Alternative Route A would not change the significance of effects on geology and soils as described in Chapter 11: Geology and Soils Part A [APP-052].

MATERIAL RESOURCES

- 3.2.16. Alternative Route A would make no significant difference to materials and waste assessment outcomes. Alternative Route A would not change the significance of effect on materials consumption or waste generation as described in Chapter 13: Material Resources Part A [APP-056], and the conclusions reported within the ES would remain unchanged and valid.

CLIMATE

- 3.2.17. Alternative Route A may lead to a slight difference in greenhouse gas (GHG) emissions generated by the Scheme, however it would not be a sufficient change to alter the overall assessment of effects.
- 3.2.18. Alternative Route A is not considered to be significantly vulnerable to climate change, beyond the mitigation measures set out in Chapter 14: Climate Part A [APP-058] and the Outline Construction Environmental Management Plan (Outline CEMP) [REP8-011 and 012].

SUMMARY

3.2.19. Alternative Route A would result in an increase in impermeable surface required for the PMA and the loss of habitat and trees within/adjacent to the gardens of Northgate Farm. Alternative Route A would allow for the retention of trees between Northgate Farm and the A1, however, the stoned track to the northern woodland area would still need to be constructed. Alternative Route A would result in no change to the conclusions of the assessments reported within the ES, Environmental Statement Addendum: Earthworks Amendments for Change Request [REP4-061], Environmental Statement Addendum: Stabilisation Works for Change Request [REP4-063], Environmental Statement Addendum: Southern Access Works for Change Request [REP4-064], Noise Addendum [REP1-019 to REP1-022], Air Quality Assessment (Scheme Opening Year 2024) [REP3-012] and Updated Biodiversity Air Quality DMRB Sensitivity Assessment [REP3-010].

3.3 ALTERNATIVE ROUTE B

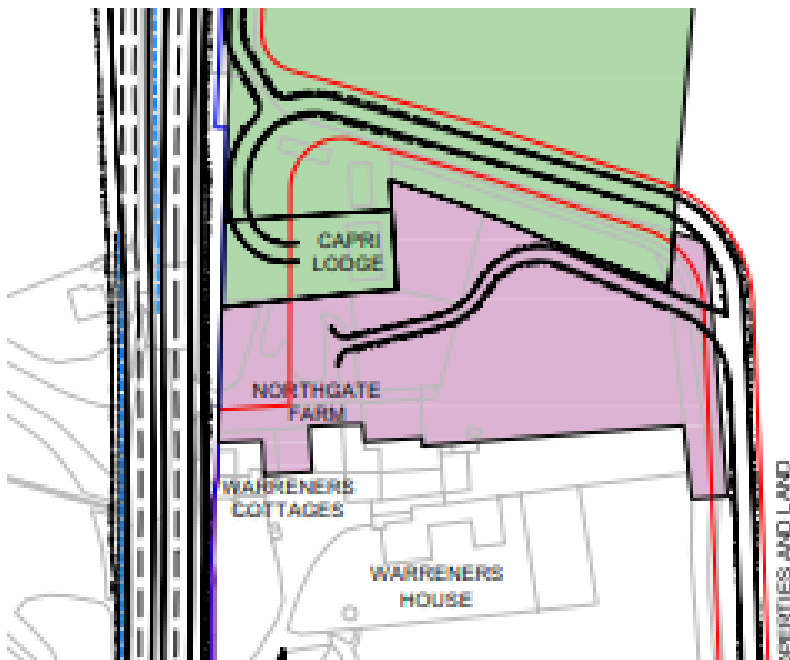


Figure 3 – Alternative Route B

BUILDABILITY

3.3.1. Alternative Route B would have a slightly greater net increase of impermeable track to construct when compared to the Current Proposal and Alternative Route A. There would be no opportunity to make use of the existing shared access track and again the new accesses to Capri Lodge and the northern woodland area would still be required. Only the new bell mouth entrance to Northgate Farm would be built by the Applicant within the Order limits and would require coordination with Northgate Farm for their tie-in and continuation of the access road construction to the property. The exit onto the shared PMA from the driveway only allows southerly movements. Importantly, this solution does not require any additional land from or agreements between the owners of Northgate Farm and Capri Lodge.

NOISE AND VIBRATION

- 3.3.2. The mitigation measures would remain the same for the construction phase and when incorporated and implemented in full the Applicant concludes that no significant effects are predicted, as is currently the case.
- 3.3.3. Alternative Route B would not require an extension to the operational stage study area. As the PMA is a private access there would be no impact to the Scheme operational stage assessment from the access road itself.

BIODIVERSITY

- 3.3.4. Alternative Route B would result in habitat loss from within the garden space of Northgate Farm, including amenity grassland and garden flora (not Habitats of Principal Importance (HPI)). Alternative Route B would result in the loss of trees where the access ties into the existing forecourt in front of Northgate Farm and also additional loss of trees within the small woodland block to the east of Northgate Farm. However, Alternative Route B would also allow the retention of trees between Northgate Farm and the A1. Alternative Route B may increase damage to the root system of retained woodland/trees where the spur comes off the eastern arm of the PMA. However, Alternative Route B would not change the significance of effects detailed within Chapter 9: Biodiversity Part A of the ES [APP-048] and so the conclusions reported within the ES would remain unchanged and valid.
- 3.3.5. Alternative Route B would result in a minor change to the calculation presented within the Biodiversity No Net Loss Assessment for the Scheme for Change Request [REP5-038 and 039]. However, this would not change the overall conclusions of the assessment. Once a decision on the access route has been determined, a Biodiversity No Net Loss assessment recalculation would be undertaken at the detailed design stage.

CULTURAL HERITAGE

- 3.3.6. There are no known heritage assets located within or around Alternative Route B. Construction works for Alternative Route B are not predicted to impact on any currently unknown heritage asset. There would be no changes in the setting of heritage assets in the wider landscape. Alternative Route B would therefore not change the significance of effects reported in Chapter 8: Cultural Heritage Part A [APP-046].

POPULATION AND HUMAN HEALTH

- 3.3.7. Alternative Route B would result in a small increase in the amount of private land to be acquired to accommodate the separate private means of access for Northgate Farm. However, Alternative Route B would not change the significance of effect on private property as described in Chapter 12: Population and Human Health Part A [APP-054], and the conclusions reported within the ES would remain unchanged and valid.

LANDSCAPE

Character

- 3.3.8. Alternative Route B would result in the localised removal of a small number of trees on the eastern boundary to Northgate Farm within a small wooded copse, and at the tie in with the

existing forecourt to Northgate Farm. However, Alternative Route B would not change the significance of effect on landscape character as described in Chapter 7: Landscape and Visual Part A [APP-044], and the conclusions reported within the ES would remain unchanged and valid.

Visual

- 3.3.9. Alternative Route B would result in a localised change to the outlook of residents of Northgate Farm (R98) and Capri Lodge (R96). For Northgate Farm (R98) the modification to the forecourt and access to the property would be modified, however vegetation clearance would occur to the east, and existing vegetation and the outlook to the north, west and towards the A1 would be substantially unchanged from the baseline. The significance of effect in winter year 1 and summer year 15 would therefore remain slight adverse. The occupants of Capri Lodge would have an awareness of the loss of trees on the eastern boundary to Northgate Farm, and the presence of Alternative Route B. Changes as a result of Alternative Route B to the north and west would remain as reported within Chapter 7: Landscape and Visual Part A [APP-044].
- 3.3.10. Alternative Route B would not change the overall magnitude of impact experienced by the occupants of the dwellings, and as such would not change the significance of effect on visual receptors as described in Chapter 7: Landscape and Visual Part A [APP-044], and the conclusions reported within the ES would remain unchanged and valid.

ROAD DRAINAGE AND THE WATER ENVIRONMENT

- 3.3.11. Alternative Route B would not impact or alter the existing assessment of the two proposed culverts located along Cotting Burn to the south of the route. Alternative Route B would not have an increased impact on groundwater resources as the route lies within the same geological unit and aquifer bodies. There would be a minor increase in the impermeable surface of the road. Alternative Route B would not change the significance of effect on road drainage and the water environment receptors as reported within Chapter 10: Road Drainage and the Water Environment Part A [APP-050] and the conclusions reported within the ES would remain unchanged and valid.

AIR QUALITY

- 3.3.12. There is a potential slight increase in both the level of construction works undertaken and their proximity to receptors with Alternative Route B in comparison to the Current Proposal. Notwithstanding this, the proposed mitigation measures are designed to minimise emissions of dust from the works and would remain the same and effective with Alternative Route B. No significant effects on air quality have been reported during construction which would remain unchanged and valid when considering Alternative Route B.
- 3.3.13. Alternative Route B would not require an extension to the operational stage study area. As the PMA is a private access, the level of traffic using the road would be limited and there would be a negligible impact beyond those set out in the Scheme operational stage assessment. The Scheme operational stage assessment concluded that the Scheme would not result in a significant air quality effect which would remain unchanged and valid when considering Alternative Route B.

GEOLOGY AND SOILS

- 3.3.14. Alternative Route B would result in the increase of a small amount of private land to be acquired that was not included within the extent of the Agricultural Land Classification survey completed for Part A. The geological setting of Alternative Route B does not alter from that of the Current Proposal. Alternative Route B would not change the significance of effects on geology and soils as described in Chapter 11: Geology and Soils Part A [APP-052].

MATERIAL RESOURCES

- 3.3.15. Alternative Route B would make no significant difference to materials and waste assessment outcomes. Alternative Route B would not change the significance of effect on materials consumption or waste generation as described in Chapter 13: Material Resources Part A [APP-056], and the conclusions reported within the ES would remain unchanged and valid.

CLIMATE

- 3.3.16. Alternative Route B may lead to a slight difference in GHG emissions generated by the Scheme, however it would not be a sufficient change to alter the overall assessment of effects.
- 3.3.17. Alternative Route B is not considered to be significantly vulnerable to climate change, beyond the mitigation measures set out in Chapter 14: Climate Part A [APP-058] and the Outline CEMP [REP8-011 and 012].

SUMMARY

- 3.3.18. Alternative Route B would result in an increase in impermeable surface required for the PMA and the loss of habitat and trees within/adjacent to the gardens of Northgate Farm with an additional area of trees required for removal east of Northgate Farm. Alternative Route B would allow for the retention of trees between Northgate Farm and the A1, however, there would be no opportunity to make use of the existing shared access track and again the new accesses to Capri Lodge and the northern woodland area would still be required. Alternative Route B would result in no change to the conclusions of the assessments reported within the ES, Environmental Statement Addendum: Earthworks Amendments for Change Request [REP4-061], Environmental Statement Addendum: Stabilisation Works for Change Request [REP4-063], Environmental Statement Addendum: Southern Access Works for Change Request [REP4-064], Noise Addendum [REP1-019 to REP1-022], Air Quality Assessment (Scheme Opening Year 2024) [REP3-012] and Updated Biodiversity Air Quality DMRB Sensitivity Assessment [REP3-010].

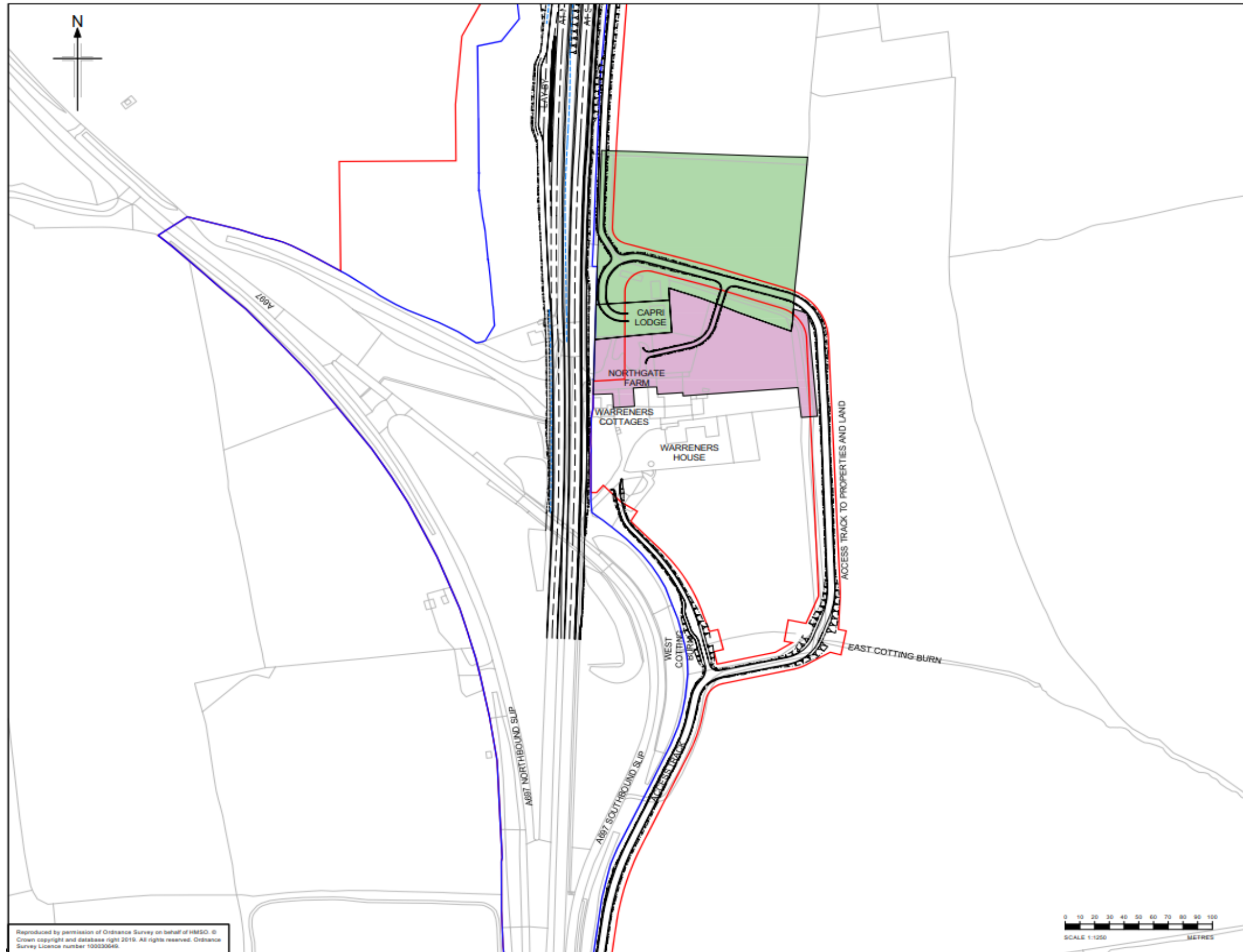


Figure 4 - Alternative Route A

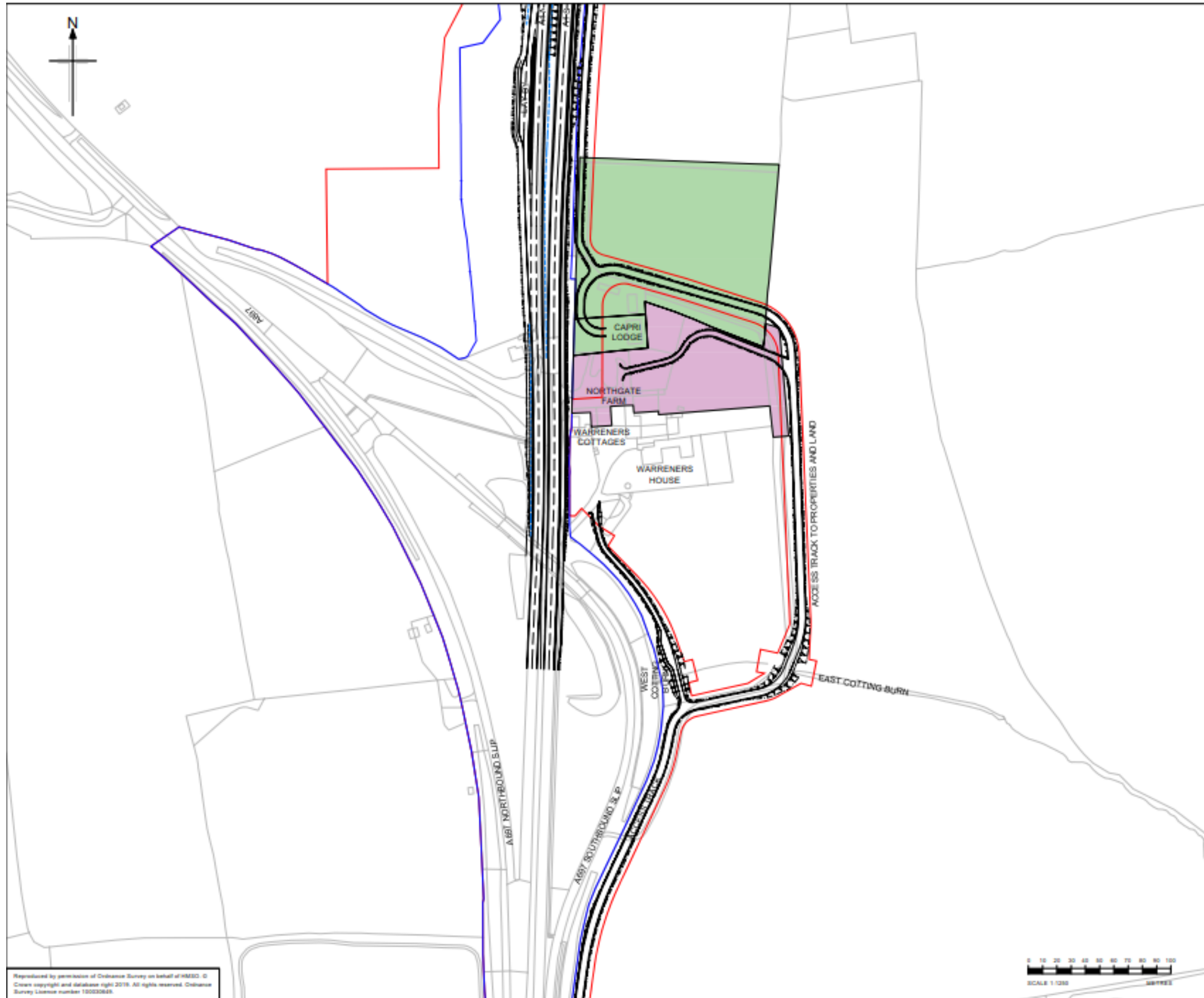


Figure 5 - Alternative Route B

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