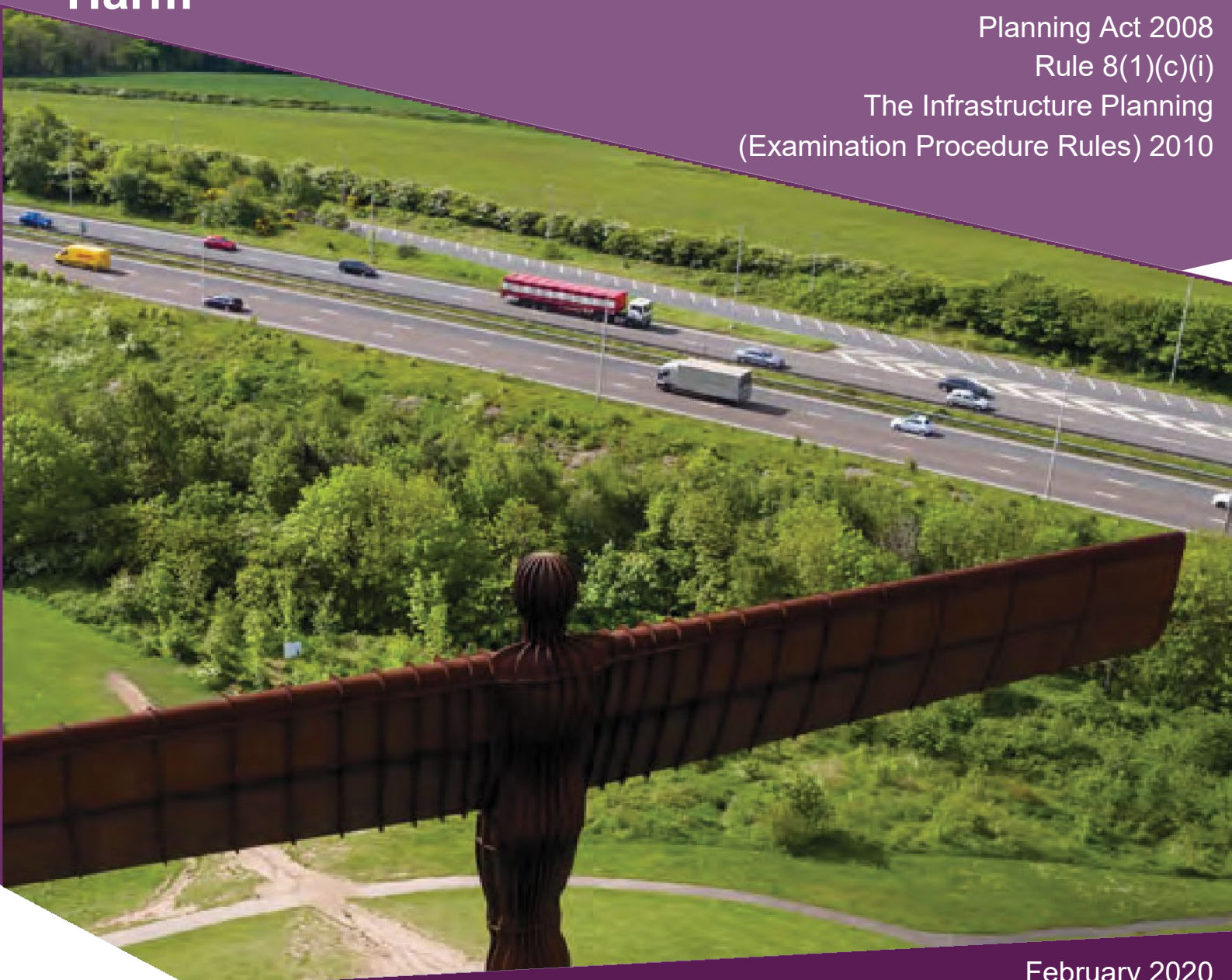


A1 Birtley to Coal House

Scheme Number: TR010031

Applicant's Responses to ExA's First Written Questions – Appendix 1.0.B - Note on Other Harm

Planning Act 2008
Rule 8(1)(c)(i)
The Infrastructure Planning
(Examination Procedure Rules) 2010



Infrastructure Planning

Planning Act 2008

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

**The A1 Birtley to Coal House
Development Consent Order 20[xx]**

**APPLICATION'S RESPONSES TO EXA'S FIRST
WRITTEN QUESTIONS – APPENDIX**

Rule Number:	Rule 8(1)(c)(i)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	n/a
Author:	A1 Birtley to Coal House Project Team, Highways England

Version	Date	Status of Version
Rev 0	25 February 2020	For Issue

1.1 Green Belt Other Harm

- 1.1.1 Green Belt Policy is addressed by paragraph 5.4 of the Planning Statement [APP-171].
- 1.1.2 Other Harm is addressed by paragraphs 5.4.11 to 5.4.16 of the Planning Statement [APP-171]. Assuming that this section on "other harm" should be broadened to include all environmental effects in addition to landscape and visual effects then this section can be supplemented with information in the Environmental Statement [APP-037] which provides a summary of likely significant effects all environmental effects generated by the Scheme.
- 1.1.3 The Landscape and Visual elements of the scheme are already considered in the paragraph 5.4.2 of the planning statement and Chapter 7 Landscape and Visual of the ES [APP-028] which concludes that the A1 and ECML already disturb view of the Green Belt and although this disturbance is considered to be increased slightly by the demolition and replacement of the Allerdene Bridge. The impact on these views is also identified in the cultural heritage chapter of the Environmental Statement.
- 1.1.4 No significant adverse or beneficial effects have been identified for the construction or operational phase of the Scheme for: Air Quality; Biodiversity; Geology and Soils; Material Resources; Population and Health; Road Drainage and Water Environment; or Climate.
- 1.1.5 In addition to the landscape and visual and setting impacts the:
- 1.1.6 Cultural Heritage Chapter of the ES also finds no significant adverse or beneficial effects during operation, but acknowledges a moderate adverse effect on the Bowes Railway SM;
- 1.1.7 Chapter 11 Noise and Vibration of the Environmental Statement [APP-032]. The noise assessment concluded that construction noise can be mitigated to avoid significant impacts and there will be a net benefit to noise levels once the scheme is operational due to improving the operation of the A1 and replacing the surface with a quieter material.
- 1.1.8 As established in paragraph 5.4.2 of the Planning Statement, the Scheme would cause harm to the Green Belt due to it comprising inappropriate development. The NNNPS requires that "any other harm" is also taken into consideration by the Secretary of State before considering whether harm to the Green Belt is outweighed by very special circumstances.
- 1.1.9 Other harm may arise due to the effect of the Scheme on the landscape and views across the Green Belt. **Chapter 7 Landscape and Visual** of the ES (**Application Document Reference: TR010031/APP/6.1**) assesses landscape and visual effects of the Scheme with regards to openness.
- 1.1.10 The landscape and visual assessment finds that the sense of openness is already disturbed by the A1 and the ECML, but this would be further disrupted by demolishing the existing Allerdene Bridge and replacing it further to the south with either a bridge or viaduct.
- 1.1.11 With regard to the landscape and visual effects of the Scheme on the Green

Belt, the landscape and visual assessment finds that there would be temporary impacts as a result of construction of the Scheme and the presence of temporary construction compounds. In particular the construction phase of re-alignment of the A1 and the construction of the new Allerdene Bridge would extend for a period of three years, during which time new structures would be under construction whilst existing structures would remain in place.

- 1.1.12 During the operational phase, the Scheme would not represent a material change in the area of Green Belt as the original road alignment would be restored through woodland planting. In the period following completion there would initially be a perceptible change in the sense of openness, until such time as growth in woodland planting results in the restored areas merging with the surrounding countryside.
- 1.1.13 Permanent landscape and visual effects on the Green Belt associated with the Allerdene Bridge Viaduct option are assessed to represent a perceptible change in the area of the Green Belt due to the longer structure and visual prominence of the structure itself. The Embankment option would result in a slightly larger area of the Green Belt being impacted. However, the sense of openness would be restored in part by the successful establishment of associated planting on the engineered slopes, reducing the visual prominence of the realigned A1 (see paragraph 7.8.38 of the ES (**Application Document Reference: TR010031/APP/6.1**)).