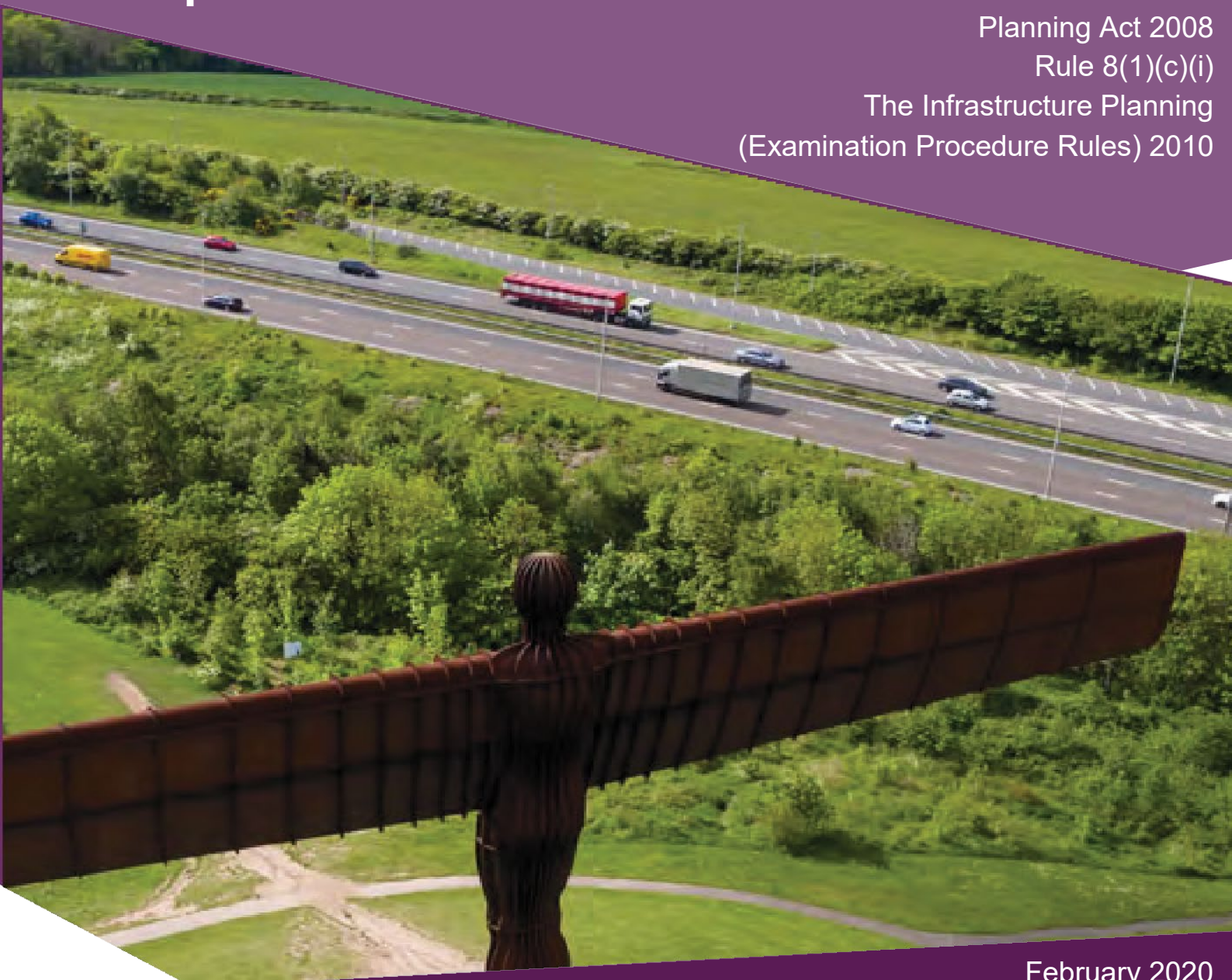


A1 Birtley to Coal House

Scheme Number: TR010031

Applicant's Responses to ExA's First Written Questions – Appendix 1.0.E – Potential Compounds Constraints

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

1.1.1 The following text is an overview of the environmental constraints for the compounds identified in the Technical Note – Compound Location Study on A1B2C, produced by Morgan Sindall, dated 31 October 2018. It should be noted that the information included in the Technical Note has not been repeated below although some aspects are relevant to the environment e.g. journey times to the works.

**1.2 Location 1
Compound 1-J67 – Coal House Roundabout**

1.2.1 This compound is within an area of agricultural land (grade 3b) located in the Green Belt. Wintering Bird surveys and Breeding Bird surveys were completed during 2018 and common and widespread species were recorded utilising the site. A number of individuals were cited to have been recorded within Lamesley Pastures Local Wildlife Site were also recorded in this compound area. The closest residential properties are along Lamesley Road approximately 200m at the closest distance. Horse World - a tack and saddlery shop is located across the road from the identified site compound and is accessed to the south of the proposed compound access. There is a veteran tree adjacent to the west of the construction compound boundary. Mitigation measures, for example fencing, may be required to protect the tree, depending on the activities that would take place close by. The River Team runs to the west of the site but is separated by Lamesley Road; Allerdene Burn is located north of the site. The far west of the compound is located in Flood zone 2; there are areas of Flood zone 3 further west outside of the compound boundary.

**1.3 Location 2
Compound 2 – Smithy Lane North**

1.3.1 This compound is within a wooded area located within the Greenbelt. It is located directly adjacent to the East Coast Main Line to the west with Longacre Wood Local Wildlife Site (LWS) on the opposite side of Smithy Lane. Past shallow mine workings run along the east part of the site.

**1.4 Location 3
Compound 3 – J66 – Eighton Lodge Roundabout East**

1.4.1 The compound is within an area of agricultural land (grade 3a) located within the Green Belt. A residential care home is located to the north east of the site on the opposite side of the B1296. The closest Noise Important Area (NIA) is located approximately 50m South East along the A1 (see Appendix A). "Street pit", also known as Ravensworth Ann Colliery (3874), an early coal mine possibly dating to the early 18th century, is located in the south corner of the field but has been excluded from its boundary and would therefore not be affected. The site of Lamesley Wagonway (412), which is also a public footpath, extends into the footprint of this compound. Any ground moving activities associated with the construction of this compound are likely to disturb any below or above ground remains associated with this asset, which could include remains of track, track bed material or ditches. Bowes Railway Schedule Monument is located 160m south of the compound, but it is not

anticipated that activities at the compound would affect the SM.

1.5 Location 4

Compound 4 – J66 – Eighton Lodge Roundabout East Satellite

- 1.5.1 The compound is within an area of agricultural land (grade 3a) located within the Green Belt. Bowes Railway SM is located on the south boundary of the compound (see Appendix A). The closest residential properties are on Long Bank on the opposite side of Longbank Bridleway underpass. The underpass is a public footpath and is well used by dog walkers and horse riders. The compound is adjacent to a noise important area to the south which runs along the A1. This compound is adjacent to Bowes Railway Local Wildlife Site.

1.6 Location 5

Compound 5 – J66 – Eighton Lodge Roundabout West

- 1.6.1 The compound is located within the Green Belt adjacent to residential properties on Newcastle Bank and Long Bank. It is bounded by public footpaths to the north and east. There are two NIAs located along the boundary of the compound - one is located to the south along Newcastle Bank and the second is located to the east which runs along the line of the A1 and encompasses residential properties to the south of the A1 (see Appendix A). This compound is adjacent to Bowes Railway LWS and Bowes Railway SM.

1.7 Location 6

Compound 6 – J65 – Birtley Junction – East

- 1.7.1 The compound is located within a Greenbelt area. Public footpaths run along the perimeter of the site to the north, south and west, and a public footpath runs directly through the centre of the site. There is a mine adit in the north east corner of the site. The Angel of the North fishing lakes are to the south of the site and Sheddon's Hill LWS is adjacent to the site on the other side of the road.

1.8 Location 7

Compound 7 – Armstrong Industrial Estate – Derelict Skate Park

- 1.8.1 This compound location is on the Armstrong Industrial Estate on the site of a derelict skate park. The site is bounded by the A182 to the east and the A194 to the west. There are various businesses on the industrial estate including B and Q, Aldi and other retail businesses. There are also some leisure businesses on site including a children's play centre and an air rifle range. All of these businesses share the same access as would be used by the compound. To the south of the site is the residential area of Blackfell. It is of some distance from the site with potential for traffic congestion at peak times.

1.9 Location 8

Compound 8 – J67 – Allerdene Bridge

- 1.9.1 This compound location is situated to the North East of the existing Allerdene bridge and is accessed off Chowdene Bank. The compound is bounded by the East Coast Main Line to the west and by the A1 to the south. Access to this site

is along a relatively narrow residential road - Woodford which is used for residential car parking. The area is heavily wooded and the trees would need to be cleared. There is a footpath within the site and a number of footpaths adjacent. The land adjacent to the site is public green space and is recreational and includes playing fields. There are a number of residential properties close by – the closest being Salcombe gardens, which have line of site to this compound area. There are a number of mine adits adjacent with one potentially within the Scheme Footprint to the north of the compound. There are past shallow mine workings within the eastern part of the compound and a historic landfill to the south east.

1.10 Summary

1.10.1 There are a number of environmental constraints associated with the site compounds. However, access to the road network, location in proximity to the work and access routes, which have impacts to air quality and noise, and the area of land available, to minimise disruption associated with having multiple construction compounds, are critical in determining which site should be used. A summary of the main issues is provided below:

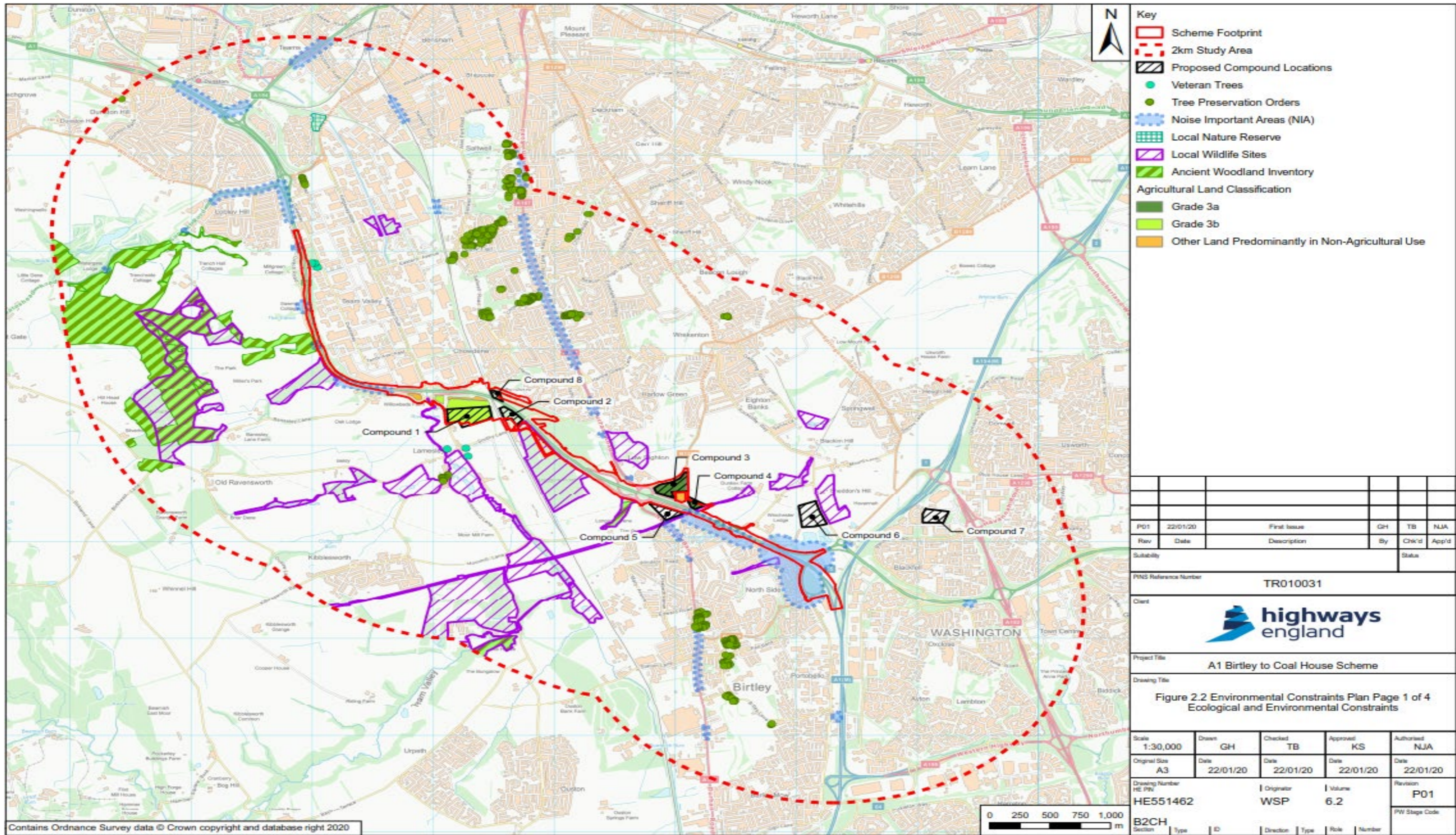
- **Compound 1** – this site is located within flood zone 2 and a veteran tree is adjacent – with a temporary surface water drainage strategy and mitigation measures to protect the veteran tree, environmental impacts are deemed to be minimal.
- **Compound 2** – there are past shallow coal mining workings within the site and its use would involve clear felling the trees within it, as such it is considered to be sub-optimal.
- **Compound 3** – this compound is located within agricultural – grade 3a land, there are past shallow coal mining workings and an early coal mine possibly dating to the early 18th century within the site. However, during the Geophysical survey undertaken, no features relating to early coal mining were recorded in accessible areas. The site of Lamesley Wagonway (4124), which is also a public footpath runs through the centre of the site - any ground moving activities associated with the construction of this compound are likely to disturb any below or above ground remains associated with this asset. As such this site compound location is deemed to be sub-optimal. The impacts to any remains of the trackway can be mitigated but this will be agreed in consultation with the Tyne and Wear Officer.
- **Compound 4** - this compound is within an area of agricultural land (grade 3a), the underpass is a public footpath and is well used by dog walkers and horse riders, this compound is adjacent to Bowes Railway Local Wildlife Site and Bowes Railway SM. Taking into account that locations are limited in this area to access the widening of Longbank Bridleway underpass the environmental limitations to this site are deemed to be acceptable.
- **Compound 5** – due to the proximity to residential properties and two noise important areas, this site compound location is deemed to be sub-optimal.

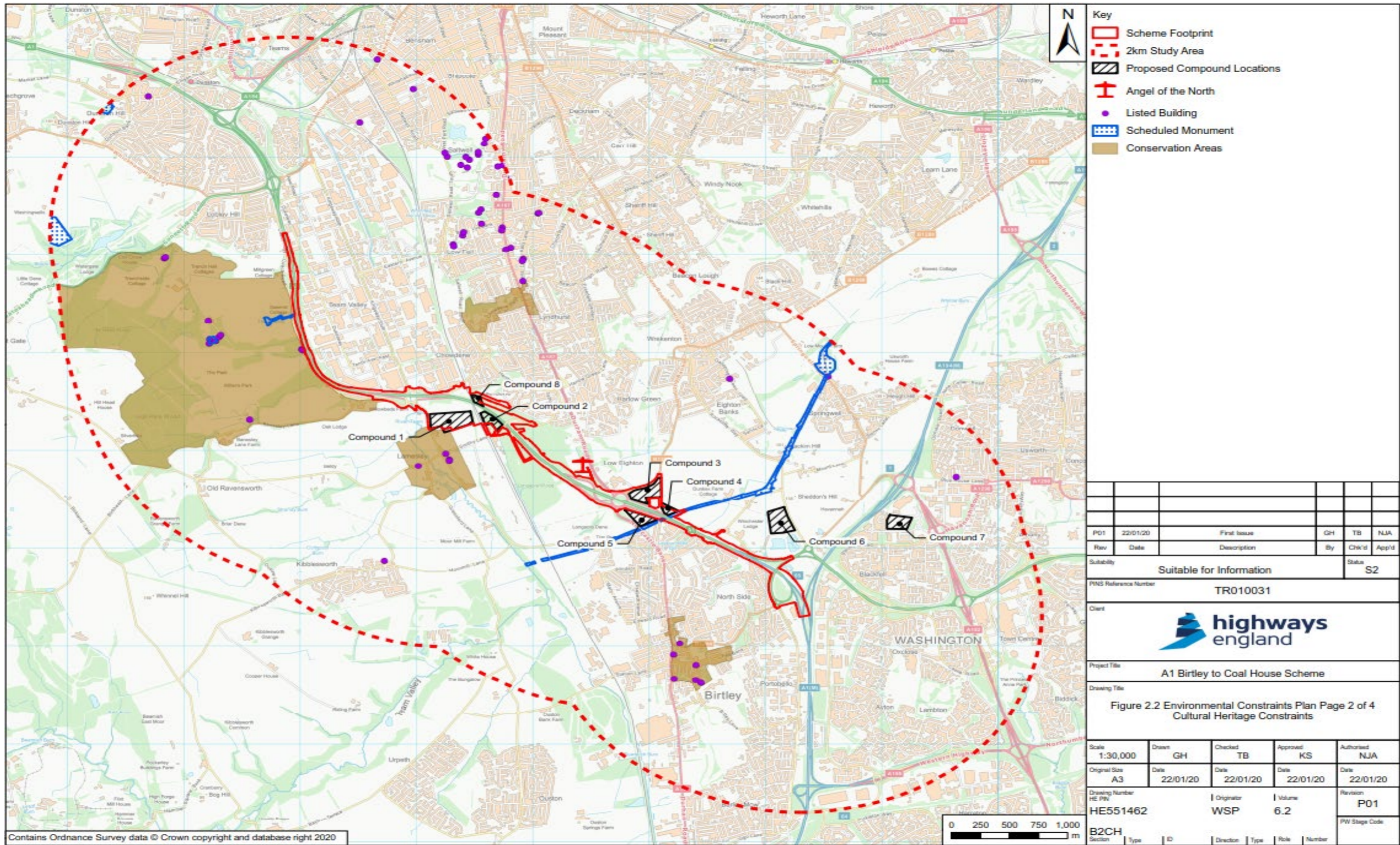
- **Compound 6** – public footpaths bound the site and run through its centre and the Angel of the North fishing lakes are to the south of the site. It is therefore considered that this site would have a detrimental to the local community and surrounding environment and it is therefore deemed to be sub-optimal.
- **Compound 7** – access to this site is shared with a number of businesses, however, with planning, it is considered that this compound would be suitable as a site compound and could serve as a materials delivery hub for the Scheme. As such this site location is deemed appropriate.
- **Compound 8** – this site location is in close proximity to residential properties, is accessed along a relatively narrow residential road and would impact on community green space. Whilst these environmental constraints are deemed to be important, there are limited opportunities to access Allerdene Bridge in order to demolish it. It is understood that once the site is set up, that access requirements through the residential area would be limited and that demolition material would be removed via the redundant A1. Any opportunities to minimise further impacts to the immediate area and to enhance the area on completion should continue to be investigated during detailed design and construction. The Applicant and the appointed contractor would carry out proactive communication with local residents in this area, including involving them in the reinstatement post-construction of the area.

Appendix A

Figure 1: Environmental Constraints Map

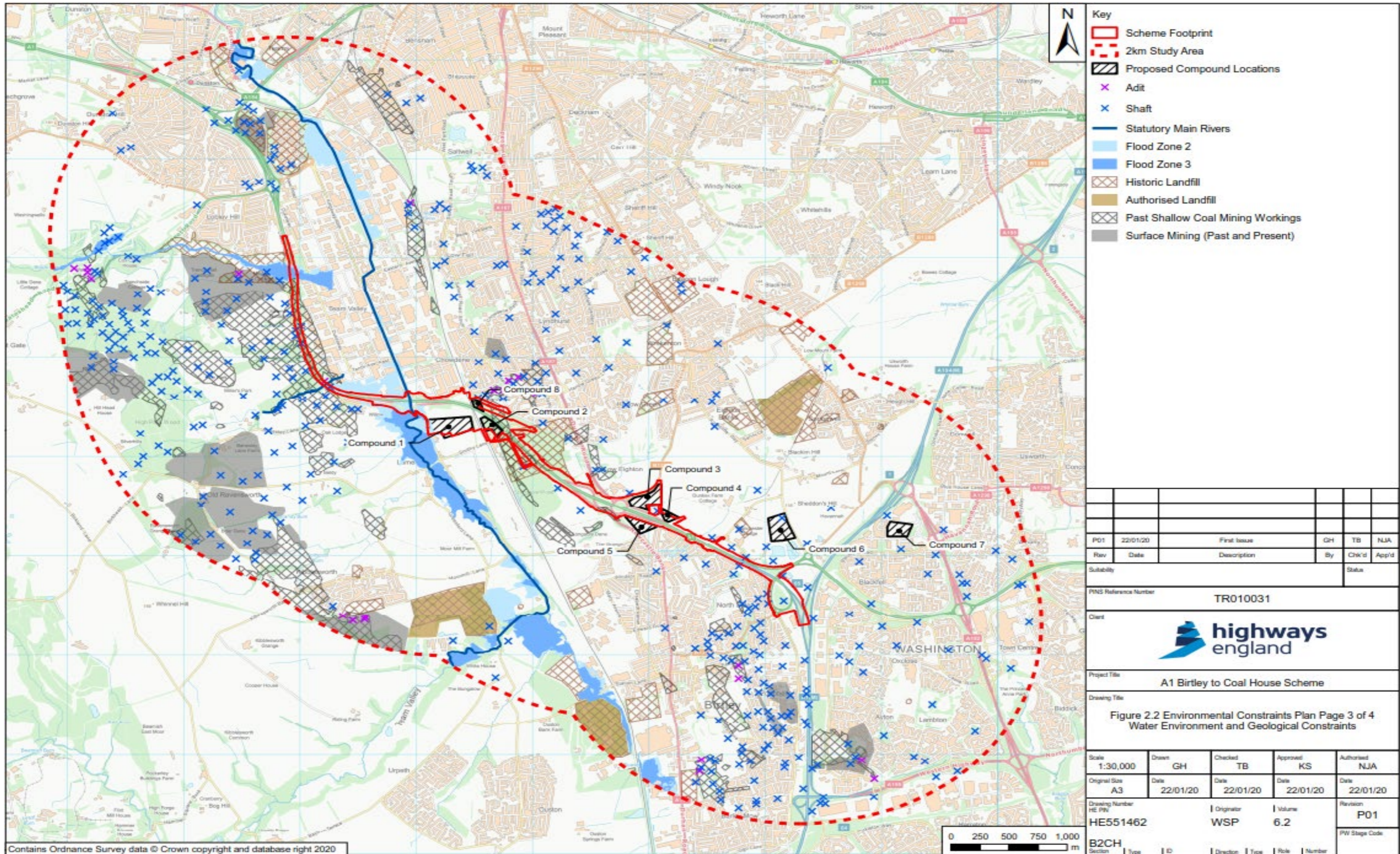
Figure 1 - Environmental Constraints Map

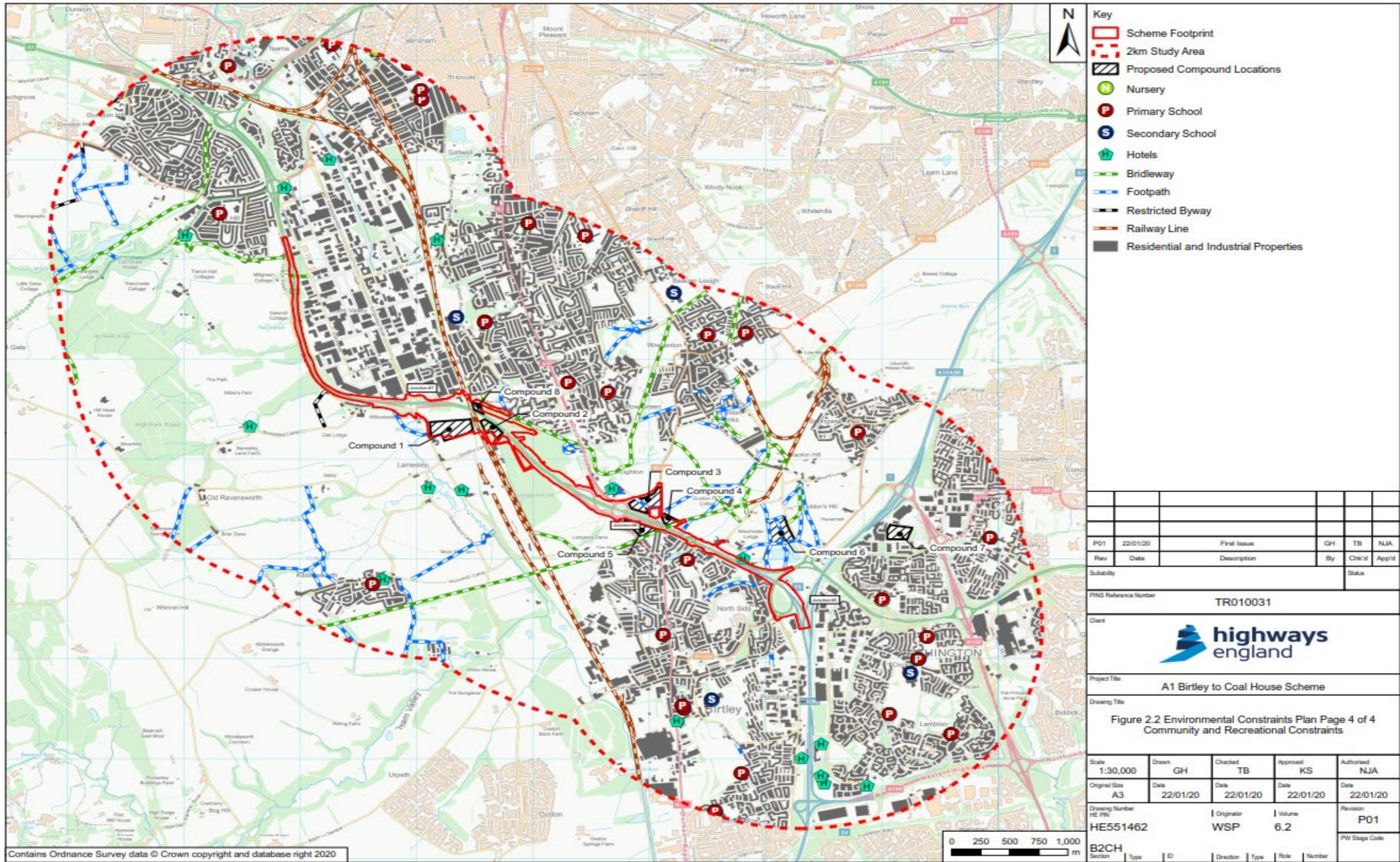




Key					
	2km Study Area				
	Scheme Footprint				
	Proposed Compound Locations				
	Angel of the North				
	Listed Building				
	Scheduled Monument				
	Conservation Areas				

PO1	22/01/20	First Issue	GH	TB	NJA
Rev	Date	Description	By	Chk'd	App'd
Suitability: Suitable for Information					Status: S2
PNS Reference Number: TR010031					
Client:					
Project Title: A1 Birtley to Coal House Scheme					
Drawing Title: Figure 2.2 Environmental Constraints Plan Page 2 of 4 Cultural Heritage Constraints					
Scale: 1:30,000	Drawn: GH	Checked: TB	Approved: KS	Authorised: NJA	
Original Size: A3	Date: 22/01/20	Date: 22/01/20	Date: 22/01/20	Date: 22/01/20	
Drawing Number: HE551462	Originator: WSP	Volume: 6.2	Revision: P01		
PW Stage Code:					
B2CH Section Type ID Direction Type Role Number					





PD1	Date	Description	By	Chk'd	App'd
	22/01/20	Final Issue	GH	TB	NJA
Subsidiary					
Status					

PINS Reference Number					
TR010031					
Client					
Project Title					
A1 Birtley to Coal House Scheme					
Drawing Title					
Figure 2.2 Environmental Constraints Plan Page 4 of 4 Community and Recreational Constraints					

Scale	1:30,000	Drawn	GH	Checked	TB	Approved	KS	Authorised	NJA
Original Size	A3	Date	22/01/20	Date	22/01/20	Date	22/01/20	Date	22/01/20
Drawing Number	HE551462	Originator	WSP	Volume	6.2	Revision	P01		
B2CH		Section	Type	ID	Direction	Type	Role	Number	