

A1 Birtley to Coal House

Scheme Number: TR010031

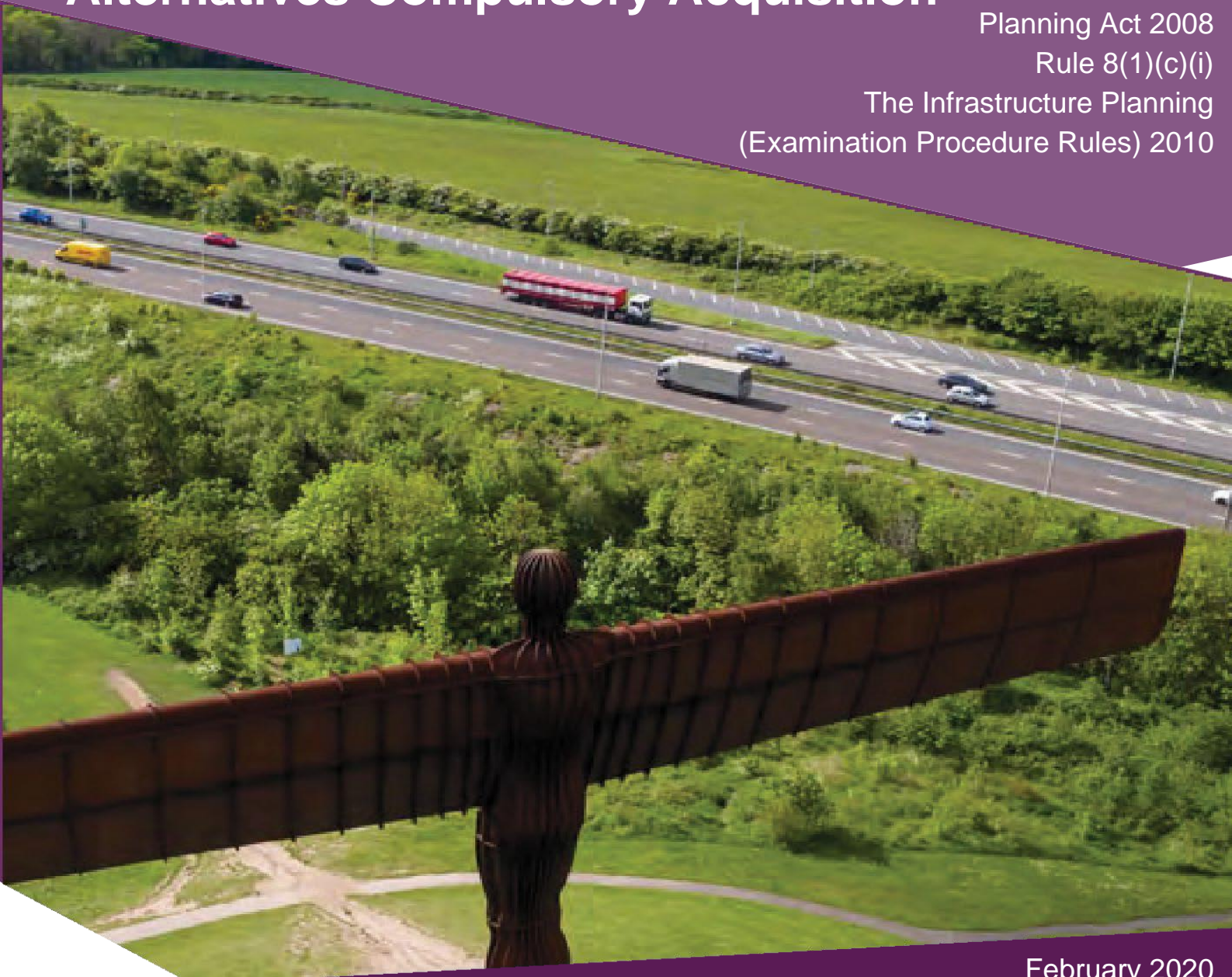
Applicant's Responses to ExA's First Written Questions – Appendix 1.3.H - Reasonable Alternatives Compulsory Acquisition

Planning Act 2008

Rule 8(1)(c)(i)

The Infrastructure Planning

(Examination Procedure Rules) 2010



Infrastructure Planning

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**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
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Rev 0	25 February 2020	For Issue

Table 1.3.H - Reasonable Alternatives Compulsory Acquisition

Alternatives to Compulsory Acquisition	Plots Subject to Compulsory Acquisition	Details of Alternatives Considered
Junction 67 (Coal House) northbound on slip road	3/3a	A retaining wall has been proposed between the A1 mainline carriageway and the northbound on slip road which has significantly reduced land take. Furthermore, the A1 mainline centerline has been pushed to the north to minimise land and to reduce impact on the area adjacent to Lady Park.
Option 3: Offline Allerdene Bridge	3/3ii, 3/3uu, 3/3vv, 3/3zz, 3/6e, 3/6j, 3/10b, 3/10c, 3/10g, 3/10j, 3/10k, 3/12a, 3/12d, 3/12f, 3/11	Option 3: Offline Allerdene Bridge option was to replace the existing Allerdene Bridge further south of the existing structure. This option was rejected due to significant Compulsory Acquisition between Smithy Lane and Junction 67 (Coal House) and included the demolition and replacement of Kingsway Viaduct. Refer to Document Application Reference: TR010031/APP/6.1 Section 3.3.4 (c). The preferred option (Option 2) minimised Compulsory Acquisition by constructing Allerdene Bridge immediately to the south of the existing bridge.
New Allerdene Bridge span	3/10g, 3/10j, 3/10k, 3/12a, 3/12d, 3/12f,	The new Allerdene Bridge design has been undertaken in liaison with Network Rail to ensure that sufficient clearance to the East Coast Main Line has been provided and to minimise land take the length of the structure has been maximised so that land take is limited to only part locate the bridge abutments on Network Rail land.
Widening to the north of A1 carriageway between Junction 66 (Eighton Lodge) and Junction 65 (Birtley)	4/2c, 4/3r, 4/3s, 4/3t, 4/6c, 4/7a, 4/7d, 4/13a, 4/13c, 4/14a, 5/3a,5/4a, 5/4c, 5/5b	The initial proposal for the widening of the A1 between Junction 66 (Eighton Lodge) and Junction 65 (Birtley) was to widen the A1 carriageway on both sides of the road symmetrical and maintain the existing A1 carriageway centreline. The scheme design was amended following the consultation undertaken is Q2/Q3 2016 to include asymmetrical widening so that the widening of the A1 was moved further away from residential properties at Crathie and North Dene to reduce the permanent land take required in this area and to reduce disruption impacts to local resident. Consideration was also given to properties on the north side of the A1 as a result of this design change; but engineering and environmental assessments concluded that they would not be significantly impacted by the change. Refer to Application Document Reference: TR010031/APP/5.1 Table 20 (item No. 1) Changes to the Scheme as a Result of Consultation.
North Dene Footbridge ramp gradient	4/12c	The existing North Dene Footbridge including ramps would be replaced in its entirety in approximately the same location. The new ramp gradient was reduced from 1 in 20 to 1 in 12 to minimise land take at Crathie adjacent to the residential properties.
Retaining wall - Mr. Wilson land plot	4/13a, 4/13c	The Applicant has carefully considered the request made by Mr Wilson and discussions have been held with the landowner and his land agent. A meeting was held in June 2019 with them to discuss the request for a retaining wall and fencing. Mr Wilson was advised by the Applicant that a retaining wall at the property had been considered but it was not possible to provide as it would have significant cost and affordability implications for the Scheme, compared to provision of an embankment. Refer Application Document Reference: TR010031/APP/5.1 Table 21 (10).
Junction 65 (Birtley) southbound off slip road	5/6, 5/7, 5/8, 5/9, 5/11 land plots have all been mitigated through design	A retaining wall is proposed to be constructed adjacent to the southbound exit slip road at junction 65 (Birtley) of the A1. This is to reduce the amount of permanent land take and ensure that properties will not be directly affected by the Scheme.
Underground attenuation facility – Junction 65 (Birtley)	5/5f, 5/10e	An underground attenuation facility is proposed rather than an open feature which would require reduced land take.