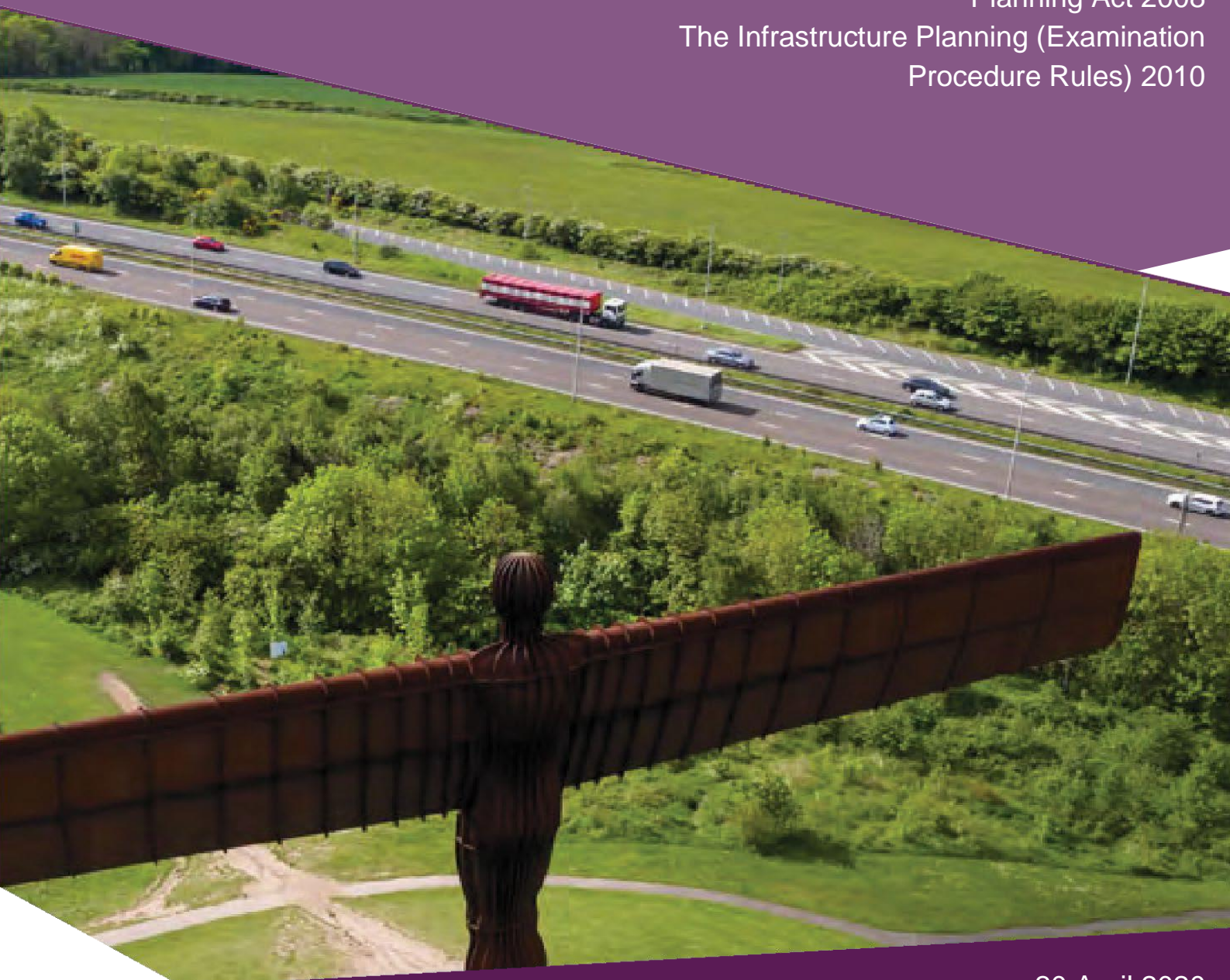


A1 Birtley to Coal House
Scheme Number: TR010031
Planning Statement Addendum

Planning Act 2008
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]**

Planning Statement Addendum

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1 INTRODUCTION

- 1.1.1 This document is a Planning Addendum (this “Planning Addendum”) to the Planning Statement submitted to the Examining Authority (ExA) at Deadline 2 on 25 February 2020 (Planning Statement Rev 1[REP2-049]), a revised version of which was submitted at Deadline 4. This Planning Addendum relates to an application made by Highways England (the “Applicant”) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”) under the Planning Act 2008 (the “2008 Act”) for a Development Consent Order (DCO). If made, the DCO would grant consent for A1 Birtley to Coal House (the “Scheme”). The Applicant submitted the application on 14 August 2019 (Reference: TR010031) (“Application”) and on 10 September 2019, the Inspectorate confirmed that the Application had been accepted for examination. Examination of the Application began on 21 January 2020.
- 1.1.2 The Applicant has continued to undertake further design development in relation to the Scheme to bring about design benefits and efficiencies. As a result, the Applicant wishes to amend the Application to comprise the following changes (“proposed amendments”):
1. The inclusion of further design flexibility in relation to the proposed replacement Allerdene Bridge over the East Coast Main Line (ECML). The draft DCO [REP2-044 and 045] currently allows for the replacement of Allerdene Bridge by a single span integral bridge (the embankment option) or a 6/7-span viaduct (the viaduct options). It is further proposed to enable the construction of a 3-span viaduct under the DCO.
 2. Providing flexibility as to the formation and the road layout of the Scheme to enable narrower lanes to be provided between the existing narrow lanes north of junction 67 (Coal House) and approximately chainage 11150 over Kingsway Viaduct at junction 67 (Coal House). The current Scheme proposes full width lanes. The proposal is to allow narrower lanes extending over approximately 750m of the length of the Scheme to be introduced.
 3. The inclusion of additional land within the application at junction 67 (Coal House) for an extension of the site compound as set out in the Application, which is to be used for material stockpiling. This land currently sits outside the proposed Order limits contained in the Application and it is proposed that powers of temporary occupation are extended to this land, for use during construction of the Scheme. This additional land plot is located entirely within the Green Belt.
- 1.1.3 The purpose of this Planning Addendum is to explain the extent to which the proposed amendments may have changed the findings of the Planning Statement [APP-171] originally submitted with the DCO application in August 2019 and updated and resubmitted at Deadline 2 on 25 February 2020 [REP2-049]. To ease understanding of the effect of the proposed amendments, this Planning Addendum is split into the chapters and sub-headings that reflect the structure of the Planning Statement [REP2-049] submitted on 25 February 2020.

with an explanation of any differences as a result of the proposed amendments. As the Planning Statement [REP2-049] superseded the previous Planning Statement [APP-171] this Planning Addendum should be read alongside the latest version [REP2-049] and all further references below relate to [REP2-049].

2 THE SCHEME

2.1 Purpose of this document

2.1.1 This Planning Addendum adds to the case as set out in the Planning Statement rev 1 submitted on 25 February 2020 [REP2-049], the purpose of which has not changed as a result of the proposed amendments.

2.1.2 The text within Section 1.1 of the Planning Statement remains largely unchanged. A more detailed description of the Scheme can be found in Chapter 2 of the Environmental Statement (ES) [APP-023].

2.1.3 The reference in this document should be read as including references to the Scheme as described so as to include the proposed amendments, which is contained in the Addendum to the Environmental Statement [EXA/D4/009].

2.2 The Applicant

2.2.1 There is no change to the Applicant as a result of the proposed changes to the application. The text within Section 1.2 of the Planning Statement [REP2-049] remains unchanged.

2.3 Requirement for a Development Consent Order (DCO)

2.3.1 The requirement for a DCO has not changed as a result of the updates to the Scheme design.

2.4 Planning Policy Context

2.4.1 The applicable policy context for the Scheme has not changed as a result of the proposed changes to the Application. The text within Section 1.4 of the Planning Statement [REP2-049], which was updated and submitted at Deadline 2 in the Examination of the Application, remains unchanged and valid.

3 THE NEED FOR THE SCHEME

3.1 Overview

3.1.1 The overview of the need for the Scheme has not changed as a result of the proposed changes to the Application. The text within Section 2.1 of the Planning Statement [REP2-049] remains unchanged.

3.2 Scheme Location

3.2.1 The location of the Scheme has not changed as a result of the proposed changes to the Application, although it is proposed that the Order limits should be extended. The text within Section 2.2 of the Planning Statement [REP2-049] remains unchanged.

3.3 Existing Land Uses and Character

3.3.1 The Order limits have been extended to include an additional construction compound, which previously fell outside the limits of the application boundary.

3.3.2 The additional area of land is currently agricultural land and is a mixture of 3a and 3b classifications. It is currently used for horse grazing.

3.3.3 This additional area of land will be required on a temporary basis and will be returned to its previous condition once construction works have been completed.

3.3.4 Other than this change, the existing land use and character of the location of the Scheme has not changed as a result of the proposed changes to the application. The text within Section 2.3 of the Planning Statement [REP2-049] remains unchanged and valid.

3.4 Description of the Scheme

3.4.1 To include the following additional text after paragraph 2.4.3 of the Planning Statement [REP2-049] as a result of the proposed changes to the application:

3.4.2 The design options are as follows:

Embankment Option

3.4.3 The existing Allerdene Bridge would be replaced with a single span steel bridge (approximately 62m in length) that is two additional lanes wider than the existing bridge in order to improve capacity. The height of the bridge and A1 at this section would also be raised to ensure the bridge meets Network Rail clearance requirements.

3.4.4 An embankment would be constructed either side of the bridge and extend between the eastern extent of Kingsway Viaduct and tie-in to the existing alignment to the north of Smithy Lane Overbridge. The proposed embankment would be located adjacent to the existing A1 embankment and extend up to 12m high, with side slopes at a gradient of 1:3. Ground improvement for the embankment in the form of rigid inclusions, would be constructed extending to a depth of 30m below existing ground level. A load transfer platform (likely to be

constructed from granular fill and basal geogrid) would span across the rigid inclusions, upon which the embankment would be constructed. The embankment would be constructed from standard earthwork materials.

- 3.4.5 Allerdene Culvert, located just east of junction 67 (Coal House), would be completely removed and replaced with a new culvert structure measuring 116.5m in length. The proposed culvert would comprise a steel multi-plate pipe arch with concrete headwalls, wingwalls and apron to both the upstream and downstream ends of the structure. The cross section of the new culvert would exceed that of the existing culvert to allow for future increases in hydraulic capacity.”

6/7 Span Viaduct Option

- 3.4.6 Allerdene Bridge would be replaced with a viaduct structure (with a maximum length of 290m) of six spans (the six span option) or seven spans (seven span option).

- 3.4.7 Both the 6 and 7 span proposed viaduct options would be supported on rigid piled foundations. The depths are expected to vary between 40m and 50m in length, all founded in competent rock. The structure would have three components as follows:

- i. Superstructure – The north and southbound A1 carriageway would be two structurally independent decks. The main girders are expected to comprise fabricated weathering steel plate sections acting compositely with a reinforced concrete deck.
- ii. Substructure – The intermediate piers would comprise reinforced concrete piers or alternatively a series of columns interconnected via a reinforced concrete cross head beam at the top and a pile cap at the base. The end supports (abutments) would comprise reinforced concrete cantilever construction.
- iii. Foundations – The foundation to the intermediate piers/abutments would comprise reinforced concrete bored pile foundations with a minimum diameter of 900mm and an embedment depth of 40m (with a maximum length of 310m). All of the proposed viaduct options would be supported on rigid piled foundations. The depths are expected to vary between 40m and 50m in length, all founded in competent rock.

3 Span Option

- 3.4.8 Allerdene Bridge would be replaced with a viaduct structure – comprising three spans (the 3 span option) (with a central span (of approx. 65m in length), which would pass over the railway, with back spans to the east and west of the railway (each approx. 45m in length). The proposed 3 span viaduct option would be supported on rigid piled foundations. The depths are expected to vary between 40m and 50m in length, all founded in competent rock. The structure would have three components as follows:

- i. Superstructure – The north and southbound A1 carriageway would be

two structurally independent decks. The main girders are expected to comprise fabricated weathering steel plate sections acting compositely with a reinforced concrete deck.

- ii. Substructure – The intermediate piers would comprise reinforced concrete piers or alternatively a series of columns interconnected via a reinforced concrete cross head beam at the top and a pile cap at the base. The end supports (abutments) would comprise reinforced concrete cantilever construction.
- iii. Foundations – The foundation to the intermediate piers/abutments would comprise reinforced concrete bored pile foundations with a minimum diameter of 900mm and an embedment depth of 40m.

3.4.9 Apart from the amendments noted in Section 3.4.1 of this Planning Addendum, the remainder of Section 2.4 of the Planning Statement [REP2-049] remains unchanged.

3.5 Key Objectives of the Scheme

3.5.1 The key objectives of the Scheme have not changed as a result of the proposed changes to the application. The text within Section 2.5 of the Planning Statement [REP2-049] remains unchanged and valid.

3.6 Supporting Economic Growth

3.6.1 The degree to which the Scheme supports economic growth has not changed as a result of the proposed changes to the Application. The text within Section 2.6 of the Planning Statement [REP2-049] remains unchanged and valid.

3.7 A safe and serviceable network

3.7.1 The degree to which the Scheme supports a safe and serviceable network has not changed as a result of the proposed changes to the Application. The text within Section 2.7 of the Planning Statement [REP2-049] remains unchanged and valid.

3.8 A more free-flowing network

3.8.1 The degree to which the Scheme supports a more free-flowing network has not changed as a result of the proposed changes to the Application. The text within Section 2.8 of the Planning Statement [REP2-049] remains unchanged and valid.

3.9 Improved environment

3.9.1 The Scheme objective to keep environmental impacts to a minimum and support improvements has not changed as a result of the proposed changes to the Application. The text within Section 2.9 of the Planning Statement [REP2-049] remains unchanged and valid.

3.10 An accessible and integrated network

3.10.1 The Scheme will continue to provide an accessible and integrated network as a result of the proposed changes to the Application. The text within Section 2.10 of

the Planning Statement [REP2-049] remains unchanged and valid.

4 SCHEME DEVELOPMENT AND OPTIONS CONSIDERED

- 4.1.1 The entirety of Section 3 of the Planning Statement [REP2-049] remains unchanged and valid in light of the proposed changes to the application.
- 4.1.2 For further details about the design changes the Planning Statement [REP2-049] should be read in conjunction with the Change request [EXA/D4/002] submitted at Deadline 4, this document explains the proposed changes to the Scheme and reasons that those changes are required.
- 4.1.3 The proposed changes were identified as a result of design development which has continued to be undertaken by the Applicant and its advisers since the Application for a DCO was made. The continued development of the design is being made in order to release efficiencies and design benefits. Some of the benefits and reasons on why the design changes have been made are referenced below.
- 4.1.4 The proposed amendments to the Application are detailed further in the Change request [EXA/D4/002] where in brief the Scheme design changes comprise the following:
- The inclusion of further design flexibility in relation to the proposed replacement Allerdene railway bridge. The draft DCO [REP2-044 and 045] currently allows for the replacement of Allerdene Railway bridge by a single span integral bridge or a 6/7-span viaduct. It is further proposed to enable the inclusion of a design for a 3-span viaduct under the DCO. The main benefits of this proposed change are that it would reduce the amount of material required to construct the approach embankments, reduce the construction programme by an estimated six-month period and reduce the duration of traffic delays to road users due to the shorter construction period.
 - Providing flexibility as to the formation and the road layout of the Scheme to enable narrower lanes to be provided between the existing narrow lanes north of junction 67 and approximately chainage 11150 over Kingsway Viaduct at junction 67. The current scheme proposes full width lanes. This proposal is to allow narrower lanes extending over approximately 750m of the length of the Scheme to be introduced. The main benefits of this change are that it significantly reduces the construction work and impacts on road users, reduces/removes the realignment works to junction 67 (Coal House) roundabout, provides potential for improved driver behavior and compliance with mandatory speed limits, and anticipated operational safety benefits; and
 - The inclusion of additional land within the application at junction 67 for an extension of the existing site compound, to be used for material stockpiling. This land currently sits outside the proposed Order limits and it is proposed that powers of temporary occupation are extended to the land during construction of the Scheme. The main benefits of this change are that it would reduce the overall construction duration by up to 6 months (in combination with Change 1) of the proposed earth embankment for the replacement Allerdene Railway Bridge. It would reduce the duration of

temporary traffic management and road works on the A1, reduce the length of disruption to residents, reduce the length of time that the Scheme requires possession of other temporary land and realise the economic benefits the Scheme will deliver to the local area up to six months earlier than originally planned.

5 ECONOMIC CASE OVERVIEW

5.1 Introduction

5.1.1 The text within Section 4.1 of the Planning Statement [REP2-049] remains unchanged and valid in light of the proposed changes to the Application.

5.2 Overview of Economic Assessment and Methodology Used

5.2.1 The economic assessment and methodology used has not changed as a result of the proposed changes to the Application. The text within Section 4.2 of the Planning Statement remains unchanged and valid.

5.3 Monetised Benefits

5.3.1 The monetised benefits of the Scheme have not changed as a result of the proposed changes to the Application. The text within Section 4.3 of the Planning Statement [REP2-049] remains unchanged and valid.

5.3.2 The Change request [EXA/D4/002], submitted at Deadline 4, sets out the proposed changes to the Scheme in order to release efficiencies and design benefits in Section 2 of that document. The 3-span option optimises the benefits of the Scheme to ensure that the scheme is brought forward for the public benefit. Therefore, the 3-span option is considered to bring greater monetised benefits compared to the 6/7 span, and single span viaduct options, due to a shorter construction programme and requirement for fewer materials for construction.

5.4 Non-Monetised Benefits

5.4.1 As a result of the proposed changes to the Application, paragraph 4.4.4 of the Planning Statement [REP2-049] is to be amended to:

5.4.2 In addition to the benefits already described in paragraph 4.4.4 of the Planning Statement [REP2-049], the following non-monetised benefits the design changes will bring are set out in Section 2 of Change request [EXA/D4/002]. These are referenced below:

- The 3-span arrangement with reinforced earth approach embankments, particularly when deployed in with temporary possession of the additional land identified for stockpiled material, provides a more efficient option than the 6/7 span and single span options in terms of construction activities and duration which, in turn, provides environmental benefits;
- The 3-span arrangement would reduce the amount of material required to construct the approach embankments by approximately 60,000m³ when compared to the single span arrangement. This would reduce the construction programme by an estimated 6 months period (from 36 months for the single span option within the Application to 30 months for the 3-span arrangement). This would result in fewer associated construction vehicle movements which equates to a reduction of an estimated 6,900 deliveries of fill material in 8-wheeled tipper wagons based on an approximate overall

import delivery rate of 500m³ per day;

- Reduced duration of traffic delays to road users due to the shorter construction period, with associated savings in carbon and other emissions. Similarly, the capacity and safety benefits associated with the scheme would be delivered sooner by an equivalent amount;
- The 3-span alternative would provide an efficient superstructure design, reducing the steelwork tonnage required to support the bridge deck. This also simplifies deliveries to site, and reduces the construction risk and complexity of lifting beams into place above the railway;
- As the footprint of the embankments would reduce due the steepened earth slopes, fewer rigid inclusions would be required to stabilise the ground. This would reduce construction noise pollution and the volume of concrete materials required;
- The use of a 3-span structure alternative would combine benefits associated with both the 6/7 span and single span options as included in the Application;
- Eliminating risk associated with potential settlement or heave on the railway caused by new loads from the approach embankments that would be in close proximity in the case of the single span option;
- Removal of complex temporary works to construct the western abutment in close proximity to the A1 that would be required for the 6/7 span option to keep the A1 operating during the works.

5.4.3 Visual effects on sensitive receptors including residential properties, hotels, recreational locations and the Angel of the North have been assessed in **Chapter 7** Landscape and Visual of the ES the Addendum to the Environmental Statement [AS-016] to be in the main no greater than slight adverse in the first winter (2023), following the opening of the Scheme although a small number would be moderate adverse. The conclusion of the assessment is the same for all options, including the three-span option.

5.4.4 As a result of the proposed changes to the application, paragraph 4.4.7 of the Planning Statement [REP2-049] should be amended to reflect a change in the extent of the impact. The replacement text should read:

“The assessment concluded that the impact on biodiversity including local wildlife sites, green corridors, and habitats would be moderate adverse, and that impacts would be neutral for protected species. There were no significant differences between the Embankment option, 6/7 span viaduct options and the three span option for Allerdene Bridge (see paragraph 8.1.4 of Chapter 8 Biodiversity of the ES [APP-029] and Addendum to the Environmental Statement Application [AS-016].”

5.4.5 Although there are no significant changes to the outcome of the assessment as a

result of the proposed changes to the application, the 3-span option has some benefits over the embankment option as it requires a shorter culvert. In the interests of clarity, paragraph 4.4.8 of the Planning Statement [REP2-049] should be amended to:

“There would be a slight beneficial impact on the water environment due to the introduction of treatment and attenuation of previously unmitigated highway runoff. Potential impacts on the Allerdene Burn and River Team could result from the removal of the existing Allerdene culvert under the A1, which may require over pumping or direct transfer of sediment into the watercourse as the culvert to be removed entirely and replaced by an open channel ditch for the Viaduct option (see **Section 13.8** of the ES [APP-034]. However, with the implementation of mitigation measures during construction, and potential for enhancement (such as daylighting the channel which could potentially provide ecological benefits as well for the 6/7 span viaduct option, and implementation of Sustainable Drainage Systems (SuDS) the net impacts would be not considered significant. For the Embankment Option and the 3-span option, the existing Allerdene culvert would be removed entirely and replaced by a new culvert structure with a hydraulic capacity and therefore no adverse impact to the existing watercourse is anticipated. There would also be a further benefit as the design life of the new structure (120 years) would supersede that of the existing structure (74 years). The 3-span option has the benefit of providing the same channel length as the single span option but with a shorter realigned section compared to the 6/7 span viaduct options.” Apart from the amendments noted in paragraph 5.4.1, 5.4.2, and 5.4.3 of this Planning Addendum, the remainder of Section 4.4 of the Planning Statement [REP2-049] remains unchanged and valid in light of the proposed changes to the application.

5.5 Value for Money

- 5.5.1 Section 5.3 Monetised Benefits and Section 5.4 Non-monetised Benefits have been updated to set out the benefits that can be achieved by the Scheme design changes including the 3-span option, narrower lanes and additional land in the construction compound. Whilst the 3-span option is expected to be better value for money than the 6/7 span viaduct options due to an anticipated shorter and less complicated construction programme. The changes are expected to bring non-monetised benefits as set out in Section 5.4 above. The Benefit Cost Ratio (BCR) is not expected to significantly change as a result of the proposed changes to the application. The text within Section 4.5 of the Planning Statement [REP2-049], therefore, remains unchanged and valid.

6 CONFORMITY WITH PLANNING POLICY AND TRANSPORT PLANS

6.1 Introduction

6.1.1 The text within Section 5.1 of the Planning Statement [REP2-049] remains unchanged and valid in light of the proposed changes to the application.

6.2 Policy Context

6.2.1 The applicable national planning policy context for the Scheme has not changed as a result of the proposed changes to the Application. The text within Section 5.2 of the Planning Statement [REP2-049] remains unchanged.

6.3 Conformity of the Scheme with Local Development Plans

6.3.1 The degree to which the Scheme conforms with Local Development Plans has not changed as a result of the proposed changes to the application. The text within in Section 5.3 of the Planning Statement [REP2-049] therefore remains unchanged.

6.4 Green Belt Policy

6.4.1 The conclusions to the original assessment of Green Belt Policy as a result of the proposed changes to the application are outlined within Section 5.4 of the Planning Statement [REP2-049]. Section 5.4 of the Planning Statement should be read in conjunction with Appendix 1.0B of the Applicant's response to ExA First Written Questions Note on Other Harm [REP2-003].

6.4.2 The additional land and use for the realignment of the A1 with narrower lanes and the construction of a three span option means the construction period can be shortened. Paragraph 5.4.14 of the Planning Statement [REP2-049] should be amended to read:

“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 up to three years, during which time new structures would be under construction whilst existing structures would remain in place.”

6.4.3 The Scheme is largely associated with the existing A1 corridor, and the local widening and online improvements would, with appropriate roadside mitigation, avoid impacts on the qualities of the open countryside, and particularly a change in the sense of openness experienced by local residents or visitors to the area. This is of particular relevance within the transitional landscape that forms the buffer between Gateshead and Birtley, and proposed modifications to the existing A1 corridor would not be perceptible within the majority of this landscape, avoiding the urbanising impact of the road and perceptible loss in the sense of openness.

- 6.4.4 The exception to this would be the new Allerdene Bridge, comprising the Allerdene embankment option, Allerdene viaduct option or the Allerdene three span option which are anticipated to have noticeably different associated impacts.
- 6.4.5 The Allerdene embankment option would place the re-aligned A1 corridor within the northern fringes of the Green Belt designation, extending southwards the urban influence of Gateshead to the north, and within the fields to the north of Lamesley. The associated embankment would initially appear as a new, engineered slope and associated traffic would be visible on an interim horizon, crossing the bridge. The associated embankment slopes would, by the Design Year 15, have associated woodland planting established, reducing the degree to which the realigned A1 would be perceived and the associated impact on the perception of openness.
- 6.4.6 The Allerdene three span option is anticipated to have impacts on the perception of openness comparable with the Allerdene embankment option. The physical loss of Green Belt would be lower for Allerdene three span option compared to Allerdene embankment option as the footprint would be smaller. However, the engineered soil slope would prevent the slopes from being planted, and in the absence of mitigation planting the impacts would be similar to the Allerdene embankment option and would remain by the Design Year 15.
- 6.4.7 The Allerdene viaduct option would place the re-aligned A1 on a similar horizontal alignment of comparable height with the Allerdene embankment option and would similarly extend the urban influence of Gateshead within the existing Green Belt designation. However, the Allerdene viaduct option would, in contrast to Allerdene embankment option, result in a stark structure, longer in length, impacting over a greater distance. Whilst this option would offer greater perception to the north of the viaduct, the supporting columns would disrupt these views and the capacity to mitigate through screen planting would be limited. The impacts associated with the realigned A1 and associated traffic would remain visible, the associated impacts on the perception of openness remaining to the Design Year 15 and beyond. The physical loss of Green Belt would be lower for Allerdene viaduct option compared to Allerdene embankment option as the footprint would be smaller. However woodland planting associated with Allerdene embankment option slopes would be more extensive and is anticipated in being more effective in softening the appearance of the embankment and screening associated traffic.
- 6.4.8 Both Allerdene embankment option and Allerdene viaduct option would result in the former A1 alignment being the subject of woodland planting to soften the appearance of the existing embankments which would remain after the existing Allerdene bridge is demolished. Whilst this would contribute to the wooded appearance of the restored landscape to the north of the A1 it would not substantially increase the sense of openness with the woodland creating a visual screen to views experienced from the southern fringes of Gateshead.
- 6.4.9 The impact of the Scheme on the Gateshead Green Belt would be a perceptible loss of designated open countryside, arising as a result of the realignment of the

A1. Allerdene viaduct option would, as a result of the longer structure and visual prominence of the structure itself, result in a perceptible impact on the Green Belt. Allerdene embankment option would result in a slightly larger area of 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.

6.5 Planning Balance

- 6.5.1 There are no changes to the 'Planning Balance' of the Scheme as a result of the proposed changes to the Application. The text within Section 5.5 of the Planning Statement [REP2-049] remains unchanged and valid.
- 6.5.2 The design changes including narrower lanes and 3 span replacement viaduct option, shorter culvert, smaller operational boundary and reduction in the construction period and extent of operational land required by the Scheme. In addition, the Addendum to the Environmental Statement [AS-016] is expected shows minor environmental improvements. The proposed design changes covered by this document are considered to enable the Scheme to perform better from a town planning perspective.

7 CONCLUSIONS

- 7.1.1 The entirety of Section 6 of the Planning Statement [REP2-049] remains unchanged and valid in light of the proposed changes to the application.
- 7.1.2 In addition to the benefits set out in the Planning Statement [REP2-049]. The changes to the design described in this Planning Addendum brings several additional benefits by the design changes that result in narrower lanes, the 3 span option and additional construction compound.
- 7.1.3 The additional benefits of the scheme are as follows:
- 7.1.4 The 3-span option would have more efficient construction activities and duration, minimising environmental impacts and potential harm to the Green Belt.
- 7.1.5 Less material is required to construct the 3 span option compared to the other options. This would reduce the construction programme by an estimated six months, along with the additional construction compound, and would require fewer associated construction vehicle movements;
- 7.1.6 The carbon footprint and emissions of constructing the 3 span option will also be lower due to reduced construction traffic and delays to road users due to the shorter construction period;
- 7.1.7 The 3-span alternative would provide an efficient superstructure design, resulting in smaller embankment footprints, reduced ground stabilisation requirements, reducing the steelwork supports for the bridge deck, simplifying and reducing deliveries to site;
- 7.1.8 The use of a 3-span structure alternative would combine benefits associated with both the 6/7 span and single span options as included in the Application such as:
- Reduced settlement risk;
 - Simplification of temporary construction works at the temporary abutment.
- 7.1.9 The main benefits of the design change resulting in narrower lanes are that it significantly reduces the construction work and impacts on road users and reduces the realignment works to junction 67 (Coal House) roundabout.
- 7.1.10 This in turn provides the potential for improved driver behavior, compliance with mandatory speed limits, and anticipated operational safety benefits in locating the transition between narrower and full width lanes.
- 7.1.11 This proposed change is also intended to link more effectively to the recently implemented A1 Coal House Metro Scheme which already provides narrower lanes.
- 7.1.12 The additional construction compound would reduce the overall construction duration by up to 6 months of the proposed earth embankment for the replacement Allerdene Railway Bridge (in combination with the 3-span option).

- 7.1.13 The additional compound would also reduce the duration of temporary traffic management and road works on the A1, reduce the length of disruption to residents, reduce the length of time that the Scheme requires possession of other temporary land and realise the economic benefits the Scheme will deliver to the local area up to six months earlier than originally planned.
- 7.1.14 As set out above the changes to the Scheme are considered by the Applicant to bring benefits from a town planning perspective. The Scheme continues to comply with planning policy objectives including: NNNPS, NIDP and RIS as set out in the Planning Statement [REP2-049].
- 7.1.15 The Scheme would provide benefits to long-distance through traffic and to local drivers and their passengers, resulting in economic benefits through reducing travel time and opening up nearby areas for new employment and residential development.
- 7.1.16 The Scheme would improve safety, providing benefits to both long-distance through traffic and local traffic. Overall it is anticipated that the Scheme would reduce accident rates along this stretch of the A1 NGWB.
- 7.1.17 The Scheme is supported by an EIA to establish the impacts and mitigation measures needed to meet the Scheme objective to keep environmental impacts to a minimum and this is reported in the ES [APP-021 to 037] and the Environmental Statement Addendum [EXA/D4/009]. The assessment has demonstrated the Scheme's overall compliance with relevant national and local policies, local transport plans and associated supplementary plans, and has shown that on balance any negative effects of the Scheme are outweighed by the predicted benefits.