

## A1 Birtley to Coal House

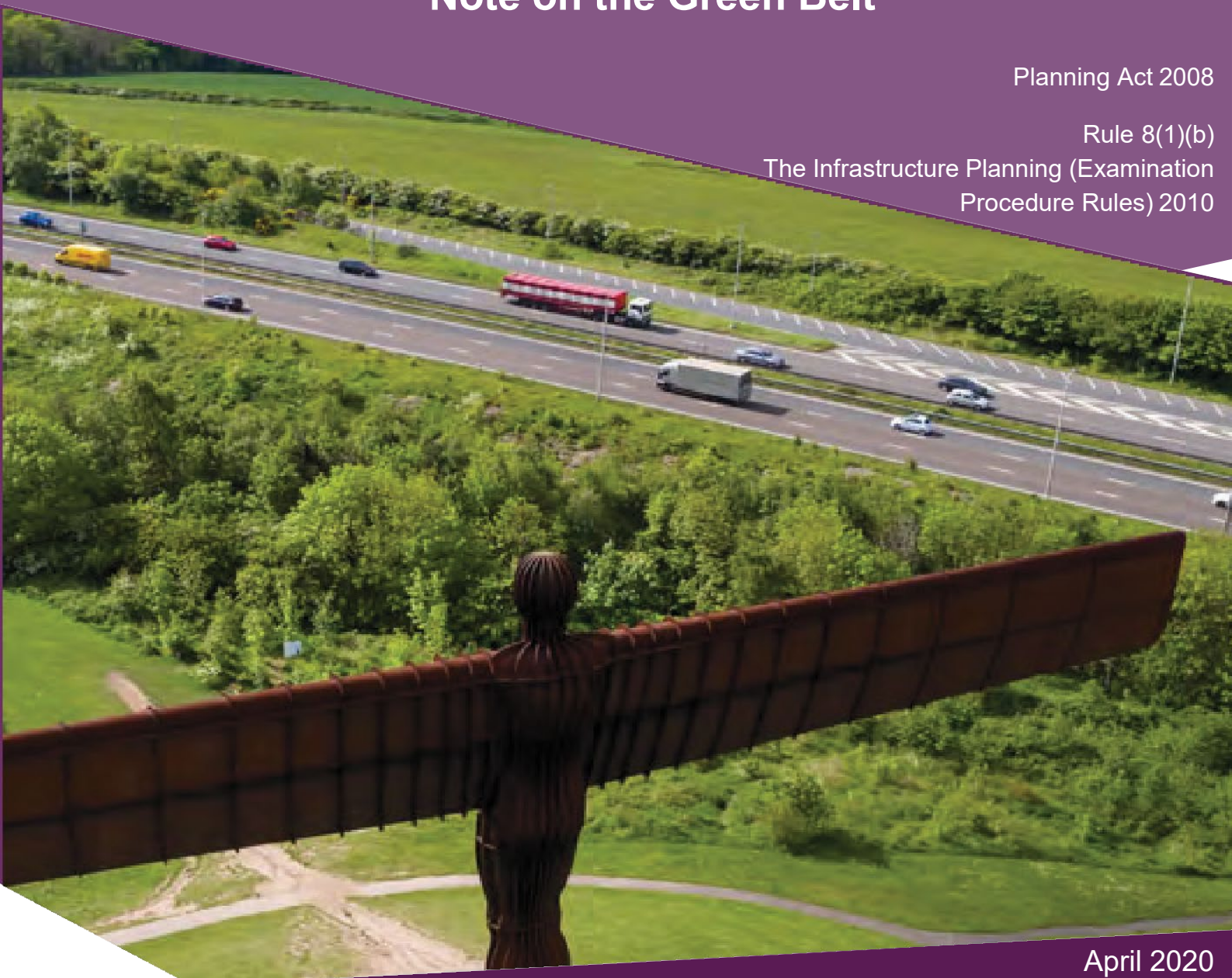
Scheme Number: TR010031

### EXA/D4/014 Applicants Response to ExA Second Written Questions – Appendix 2.0A – Technical Note on the Green Belt

Planning Act 2008

Rule 8(1)(b)

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]**

---

**Applicants Response to ExA Second Written  
Questions – Appendix 2.0A – Technical Note on  
the Green Belt**

---

<b>Rule Number:</b>	Rule 8(1)(b)
<b>Planning Inspectorate Scheme Reference</b>	TR010031
<b>Application Document Reference</b>	Applicants Response to ExA Second Written Questions – Appendix 2.0A – Technical Note on the Green Belt
<b>Author:</b>	A1 Birtley to Coal House Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	27 April 2020	Examination Deadline 4 (Late Submissions)

# CONTENTS

---

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>2</b>	<b>APPRAISAL</b>	<b>4</b>
<b>3</b>	<b>CONCLUSIONS</b>	<b>14</b>
<b>4</b>	<b>REFERENCES</b>	<b>15</b>

---

# 1 INTRODUCTION

---

- 1.1.1. The appraisal presented in this Technical Paper has been prepared by the Applicant for the purpose of addressing the Examining Authority's (ExA) second Written Questions issued on 6 April 2020, and specifically question 2.0.1 b) relating to the perceived harm of A1 Birtley to Coal House ("the Scheme") upon openness within the Tyne and Wear Green Belt, and 2.0.2 c) that relates to temporary buildings and structures identified during the construction period. The area of Green Belt referred to as the Tyne and Wear Green Belt is defined by Planning for the Future - Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030 adopted 26 March 2015 (Ref 1); specifically strategic policy CS19 Green Belt, as indicated on Figure 7.1: Landscape Character - Study Area and Landscape Character Areas [APP-054].
- 1.1.2. The appraisal has been undertaken by a chartered landscape architect and considers the following elements of the Scheme:
- a. The above ground facilities located at separate locations adjacent to Chowdene Bank and Lamesley Road (hereafter referred to as 'the Chowdene Bank facilities' and 'Lamesley Road facilities'). These comprise the replacement of an existing site at the Chowdene Bank facilities (Work No. 12) and the construction of a Compressed Natural Gas transfer station at the Lamesley Road facilities (Work No. 10), refer to Deadline 4 Submission - Applicant's Responses to ExA's Second Written Questions - Appendix 2.0N - NGN Above Ground Installation Drawings (Rev 0);
  - b. The above ground infrastructure facilities associated with the Scheme, limited to proposed gantries and the proposed structure to replace North Dene Footbridge (Work No. 18) (refer to General Arrangement Plans [APP-010]); and
  - c. Temporary construction compounds, refer to the Outline Construction Environmental Management Plan (CEMP) (TR010031/APP/7.4) (Revision 2) [REP2-050 and 051] a revised version of which was submitted at Deadline 4 Figure 1 Site Compound Plan. Compounds are as follows:
    - i. Junction 66 Eighton Lodge compound - to the north of the A1, north east of Eighton Lodge roundabout
    - ii. Junction 67 Coal House compound - to the south of the A1, east of Coal House roundabout
    - iii. Additional Land Compound – a potential site compound to the south of the Junction 67 Coal House compound, extending to the edge of Lamesley (which compound is currently the subject of a Change Request for consideration by the ExA);
    - iv. Working compounds:
      - o Longbank compound - to the north of the A1, west of Longbank Bridleway Underpass

- Allerdene compound - to the north east of the existing Allerdene Bridge including soil storage mounds.
- 1.1.3. At a national level, National Planning Policy Framework (NPPF) (2019) (Ref 2) Section 13 highlights the importance of Green Belt and the need to prevent urban sprawl through the preservation of openness. The essential characteristics of Green Belts are considered to their openness and their permanence.
- 1.1.4. NPPF states that Green Belts are designated for the following purposes:
  - a. To check the unrestricted sprawl of large built up areas;
  - b. To prevent neighbouring towns merging into one another;
  - c. To assist in safeguarding the countryside from encroachment;
  - d. To preserve the setting and special character of historic towns; and
- 1.1.5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 1.1.6. The Tyne and Wear Green Belt extends the entire length of the district boundary, between Northumberland to the west and Sunderland to the east. The Tyne and Wear Green Belt is predominately restricted to the south of the district, with localised pockets of undesignated development scattered throughout (Kibblesworth, Sunnyside, Victoria Garesfield, Chopwell, High Spen, Greenwell, Crawcrook and Ryton). To the north, the boundary is defined by the urban fringe of Gateshead, Whickham and Blaydon.
- 1.1.7. The existing A1 road corridor, including existing structures that include a gantry and footbridge at North Dene, traverses through the landscape at this location from south to north along the southern extent of Gateshead, sub-dividing the Tyne and Wear Green Belt into two discernible areas. To the north and east of the A1, the Tyne and Wear Green Belt incorporates the sloping landscape to the south-west of Eighton Banks and Springwell, creating an area of open landscape between Harlow Green and Blackfell. A number of Public Rights of Ways traverse the open landscape at this location. This open elevated countryside comprises mainly arable farmland, interspersed with paddocks, and has noticeably less extensive woodland than the landscape to the west. The Angel of the North is located to the north west of junction 66 towards the western extent of the Tyne and Wear Green Belt area.
- 1.1.8. To the south of the A1, and extending to the south and west, the Tyne and Wear Green Belt is predominantly a rural landscape of mixed pasture and arable fields with scattered sizable blocks of woodland. Of these, the most noticeable blocks of woodland are Longacre Wood, located directly on either side of the A1 road corridor and High Park Wood, along the localised ridgeline at Ravensworth, a section of which is designated Ancient Woodland. Located along the valley bottom and abutting the A1 corridor is the Tyne Marshalling Yard, an extensive area of railway sidings that, although partially screened by boundary vegetation, is visible from higher ground which combined with associated floodlighting and the water treatment works at Birtley, create a sustainable detracting feature within the Tyne

and Wear Green Belt. Also located within this section of the Tyne and Wear Green Belt is the East Coast Mainline railway that travels from north to south along the valley bottom.

## 2 APPRAISAL

---

### CHOWDENE BANK FACILITIES

#### Baseline

- 2.1.1. The existing above ground facilities at Chowdene Bank (referred to as the 'existing facilities') comprise a gas pumping station and electricity sub-station, both of which comprise single storey brick buildings and associated above ground pipework, surrounded by a steel palisade security fence. These are located along the northern edge of the designated Tyne and Wear Green Belt within a parcel of land directly to the north of the existing A1 road corridor between junction 66 Eighton Lodge and 67 Coal House Roundabout, within an area assessed as having little to no open characteristics and being typical of the urban fringe. The eastern boundary of the existing facilities is immediately adjacent to the East Coast Mainline railway. Further to the east, separated from the existing facilities by the railway line, is a slightly elevated and dense cluster of housing estates including Allerdene and Harlow Green. Immediately to the north, the boundary of the existing facilities is defined by Chowdene Bank (highway), and beyond that are several fenced plots of brownfield land and an existing Sainsburys supermarket which forms the southern edge of the Team Valley Trading Estate. This is an extensive and varied area of development, comprising numerous large sheds, warehouses and office development, occupying a substantial area immediately abutting the A1 and one that dominates the land directly to the north of the facilities. To the west and south of the existing facilities, the existing A1 road corridor forms a substantial physical boundary, separating the existing facilities from the more open pastoral landscape further to the south.
- 2.1.2.
- 2.1.3. Receptors whose perception of openness may be affected by the existing facilities include visual receptors directly adjacent, including residents of residential properties along the western edge of Allerdene whose first floor windows would directly overlook the existing facilities (Salcombe Gardens), road users along Chowdene Bank, and the A1 road corridor itself.

#### Potential Harm on the Sense of Openness of the Tyne and Wear Green Belt

- 2.1.4. The Chowdene Bank facilities (Work No. 12) comprise the replacement immediately adjacent and on a similar sized site, and to the west of the existing facilities. This will comprise above ground pipework, a single storey building, and parking, enclosed by a 2.4m steel palisade fence, refer to Deadline 4 Submission - Applicant's Responses to ExA's Second Written Questions - Appendix 2.0N - NGN Above Ground Installation Drawings (Rev 0).
- 2.1.5. During construction, the activity, compounds and temporary disruption would occur on a defined and limited area of the Tyne and Wear Green Belt, existing features outlined in the baseline description would limit broader awareness of the Chowdene Bank facilities and

construction activities and as such there would be little to no perceptible harm on the perception of openness in this part of the designation.

- 2.1.6. The Chowdene Bank facilities would be partially screened from view from those residential properties to the east due to the narrow belt of existing woodland to the east of the East Coast Mainline railway being unaffected. Partial views of the roof of the Chowdene Bank facilities buildings may be discernible during the winter months when the trees are not in leaf. To the south of the Chowdene Bank facilities, views from the A1 road corridor would be filtered by the retention of existing screen planting upon the roadside embankments. Partial views may be discernible during the winter months when the trees are not in leaf; however, such effects are not considered to be significant due to the speed at which the receptors are likely to be travelling and the transient nature of the view. During the construction of the Scheme, the planting along the southern boundary of the existing facilities would be partially removed and as a result, views of the Chowdene Bank facilities from the A1 road corridor would become more discernible, in the short term prior to mitigation plant establishment. The realignment of the road corridor at this location would increase the distance of separation between the receptors and the Chowdene Bank facilities. The perception of openness would not be affected as a result of the realignment due to the intervening space being infilled with additional woodland planting, reinforcing the narrow belt of retained screen planting to the west. To the north, views experienced by users of Chowdene Bank would be similar to those currently experienced, with a negligible change to the nature of the view.
- 2.1.7. Occupying a distinctive plot of land between the A1 to the south of the existing facility and the southern limit of Gateshead and the Team Valley Trading Estate to the north, the existing facility limits any existing sense of openness adjacent to Chowdene Bank, which is heavily developed to the north. Whilst the overall footprint of the existing and proposed Chowdene Bank facilities will be greater than the existing compound, due to the confined nature of the Chowdene Bank facilities there will be little to no perceptible land use change in this instance and the perception of openness would be unchanged. Due to the existing built-up nature of the surrounding area, the Chowdene Bank facilities are not considered to harm the perception of openness associated with Tyne and Wear Green Belt.

## **LAMESLEY ROAD FACILITIES**

### **Baseline**

- 2.1.8. The Lamesley Road facilities (Work No. 10) would be located within an area of open pastural landscape directly to the south of the existing A1 road corridor between junction 66 Eighton Lodge Roundabout and 67 Coal House Roundabout, refer to Deadline 4 Submission - Applicant's Responses to ExA's Second Written Questions - Appendix 2.0N - NGN Above Ground Installation Drawings (Rev 0).
- 2.1.9. While the nature of the existing landscape can be described as open and reflect the defining characteristic of Tyne and Wear Green Belt, a number of existing detracting features are



present within the immediately adjacent landscape, reducing the sensitivity of the landscape to development of the type being proposed and within the context of the designation.

- 2.1.10. To the east of the Lamesley Road facilities is the East Coast Mainline railway, which passes through the landscape from north to south. Along this section of railway line, to the south east of the Lamesley Road facilities is the Tyne Marshalling Yard, an extensive area of railway sidings that, although partially screened by boundary vegetation, is visible from higher ground, and which combined with associated floodlighting results in a substantial visual detractor within the Tyne and Wear Green Belt. To the north, the A1 road corridor, separates the facilities from the Team Valley Trading Estate. While the alignment of the A1 would change slightly within the affected area as a result of the Scheme, the road corridor will remain a definitive boundary within the landscape separating the developed landscape of the Team Valley Trading Estate and southern suburbs of Gateshead to the north from that of the open countryside to the south. To the west, Lamesley Road passes through the landscape from north to south. Hamlets and isolated farmsteads are located on either side of the road, including Horse World (Willowbeds Farm), which is located close to the Lamesley Road facilities (the boundaries of which are approximately 80m from one another) on the opposing side of Lamesley Road. A footpath runs parallel to the eastern edge of Lamesley Road at this location, with a bus stop located at its northern end, adjacent to the Lamesley Road facilities. A singular Public Right of Way is present to the west of Lamesley Road, just north of North Farm. Furthermore, pylons and overhead powerlines cross the landscape from east to west, directly south of the Lamesley Road facilities.
- 2.1.11. Those visual receptors whose perception of openness may be modified by the Lamesley Road facilities include; visual receptors located upon areas of higher ground to the west, east and north, users of the existing A1 road corridor where raised on embankments, users of Lamesley Road, including the adjoining pavement and those residential properties directly adjacent at Horse World and North Farm.

### **Potential Harm on the Sense of Openness of the Tyne and Wear Green Belt**

- 2.1.12. During construction, the activity, compounds and temporary disruption would occur in a defined and limited area of the Tyne and Wear Green Belt and would be perceived more widely within the context of the existing A1 to the north. Existing features, including the A1, and the trees and hedgerows to the west would limit broader awareness of the Lamesley Road facilities and construction activities from the adjacent Lamesley Road, and as such the perceptible harm to the openness of the Tyne and Wear Green Belt in this location would be constrained to much more distant views from the surrounding landscape – within which the Lamesley Road facilities and temporary activity would be associated with the developed areas to the north.
- 2.1.13. While the Lamesley Road facilities would result in a permanent change of use, due to the proximity to the urban fringe of Gateshead, they would be perceived as an extension to the urban fringe and A1 corridor, as opposed to fragmentation of an area of perceptible openness. The Lamesley Road facilities' buildings would be screened from public view

beyond existing hedgerows and mature trees to the west and south west, set behind the 2.4m high perimeter fencing, with some awareness beyond of the site, including the buildings and views of the roofline discernible, as illustrated upon elevations drawing ref 952-06-DG-0053 (Rev1) and 952-06-DG-0057 (Rev 0) Deadline 4 Submission - Applicant's Responses to ExA's Second Written Questions - Appendix 2.0N - NGN Above Ground Installation Drawings (Rev 0) .

- 2.1.14. The Lamesley Road facilities will be discernible from areas of higher ground to the east and north, including users of the existing A1 road corridor, where the A1 is located upon embankments. Long distance views, from residential properties at Chowdene and Harlow Green, including those high-rise flats at Waverley Road and Trafford may also be discernible, but given the distance in separation between the visual receptor and the Lamesley Road facilities, the degree to which views would be modified will be negligible and thus a change in the perception of openness would not occur. Similarly, long distance views of the Lamesley Road facilities are likely from areas of higher ground to the west, including the ridgeline at Ravensworth, with those more noticeable short distance views restricted to users of Lamesley Road itself, including pedestrian usage of the footpath (pavement) located within the grass verge. While the nature of the view is likely to change, the perception of openness is not anticipated to substantially change due to the scale of the Lamesley Road facilities and their proximity to the urban fringe of Gateshead.
- 2.1.15. The adjacent existing embankments of the A1 road corridor are greater in height than that of the Lamesley Road facilities and therefore are considered to be more visually intrusive upon the perceived openness of the Tyne and Wear Green Belt.
- 2.1.16. The distance in separation between the Lamesley Road facilities and existing A1 road corridor will decrease as a result of the realignment of the A1. At which point, the Lamesley Road facilities would become more visually apparent within the landscape when viewed by visual receptors along the road corridor itself but reduce over time following the establishment of roadside mitigation screen planting.
- 2.1.17. Due to the scale of the Lamesley Road facilities, the surrounding area's topography and adjacent existing mature vegetation, the degree to which the Lamesley Road facilities would cause harm upon the perceived openness of the Green Belt would be isolated to a highly localised area and would not materially change the perception of openness of the wider Tyne and Wear Green Belt designation.
- 2.1.18. Due to the local topography of the area, and of existing landscape features, the Lamesley Road facilities are not anticipated to give rise to significant harm on the perceived openness of the wider Tyne and Wear Green Belt, with any changes to the perceived openness being confined to the immediate vicinity.

## A1 GANTRIES

2.1.19. The location of the proposed gantries is shown upon the General Arrangement Plans [APP-010]. There are two designs of gantries proposed and considered within this Technical Paper, identified as:

- a. Type 1 – Truss Cantilever Gantry, total height above carriageway 10,702mm, Application Reference Document TR010031/APP/2.7 (M); and
- b. Type 2 – Super Span Gantry, total height above carriageway 8,693mm, Application Reference Document TR010031/APP/2.7 (N).

### Baseline

2.1.20. For a description of the baseline refer to Chapter 7: Landscape and visual [APP-028] and specifically Section 7.7, paragraphs 7.7.12 – 7.7.16 – Landscape Context.

### Potential Harm on the Sense of Openness of the Tyne and Wear Green Belt

- 2.1.21. In general, it is not anticipated that the gantries in isolation would harm the perceived openness of the Tyne and Wear Green Belt, due to being proposed within the context of changes to the existing A1 road corridor itself and associated with the urban fringe of Gateshead. The gantries are less frequent and lower in height than the existing and proposed lighting columns along the road corridor, which in turn are considered to currently detract from the nature of the existing view, including perceived openness.
- 2.1.22. In most instances existing or proposed roadside screen planting would screen the gantries from view or reduce their intrusiveness. Where vegetation removal is required in order to facilitate the construction of the Scheme, the visual prominence of the gantries may be more discernible in the short term. However, this is likely to decrease over subsequent years following the establishment of proposed replacement roadside screen planting, as set out in **Figure 7.6: Landscape Mitigation Design [APP-061]**.
- 2.1.23. Those gantries located at Chainages 11680, 12185, 12270 and 12250 are not considered to harm the perceived openness of the Tyne and Wear Green Belt, due to being screened from view during all stages of the works by large sections of retained established woodland.
- 2.1.24. Those gantries considered to give rise to harm upon the perceived openness of the Tyne and Wear Green Belt are a Type 1 gantry at Chainage 11090 and Type 2 gantry at Chainage 11150 associated with the offline widening of the road corridor at the Allerdene crossing. In isolation, the gantries by themselves would not cause unacceptable harm upon the perceived openness of the Tyne and Wear Green Belt. However, when combined with the realignment of the road corridor itself, as indicated upon the options currently under consideration (Allerdene embankment option, Allerdene viaduct option and Allerdene three span viaduct option), the localised perception of openness of the Green Belt would be altered. The perceived harm upon the Green Belt would not be materially different for each of the options.

- 2.1.25. At the southern end of the Scheme, those gantries located at Chainages 13510, 13625, 14050, 14215 and 14325 would not give rise to harm upon the perceived openness of the Tyne and Wear Green Belt. While visually prominent within views from nearby residential properties which directly overlook the A1 corridor, the perception of openness would not be changed as a consequence of the provision of gantries.
- 2.1.26. Potential harm relating to the perceived openness of the Tyne and Wear Green Belt along this section of the road corridor would occur as a result of the loss of existing roadside vegetation, exposing potential change, including the provision of gantries, within a broader appreciation of the open characteristics to the north and east. The depth of replacement mitigation planting, as indicated on **Figure 7.6: Landscape Mitigation Design [APP-061]**, is equivalent, in part, to that removed and thus long term filtered views of the Tyne and Wear Green Belt to the north would be marginally more prominent within view from those visual receptors to the south, prior to the establishment of the replacement planting. From the area of Tyne and Wear Green Belt to the north east of the carriageway, the visual prominence of the road corridor along the south western edge of the Tyne and Wear Green Belt boundary would become more apparent, following vegetation clearance, but would reduce over time following the establishment of replacement roadside screen planting. As above, filtered views are likely to remain long term due to the width of replacement screen planting, with an awareness of the road corridor most discernible during the winter months, when the trees are not in leaf.
- 2.1.27. Due to the scale and nature of the works, the surrounding area's topography and existing mature woodland adjacent to the existing and proposed corridor, the degree to which the Scheme, including the presence of the gantries, would harm the perceived openness of the Tyne and Wear Green Belt would be constrained to the areas of the Tyne and Wear Green Belt already affected by the existing A1, existing signs and moving traffic, and would not materially change the perception of openness of the Tyne and Wear Green Belt.

## **NORTH DENE FOOTBRIDGE**

### **Baseline**

- 2.1.28. For a description of the baseline refer to Chapter 7: Landscape and visual [APP-028] and specifically Section 7.7, paragraphs 7.7.12 – 7.7.16 – Landscape Context.

### **Potential Harm on the Sense of Openness of the Tyne and Wear Green Belt**

- 2.1.29. The replacement footbridge proposed along the original alignment of the existing North Dene Footbridge is on the same alignment of the existing footbridge, however, the design of the proposed North Dene footbridge would increase in height at its highest point by approximately 3100mm in comparison to that of the original, potentially increasing the likelihood of the feature giving rise a marginal harm upon the perceived openness of the Tyne and Wear Green Belt.
- 2.1.30. While the height of the arched span is likely to be greater than that of the height of the screen planting on either side of the carriageway, the visual prominence of the structure

within views is considered not to be significant, due primarily to being a replacement feature and thus is not considered to have a negative effect upon the perceived openness within the Tyne and Wear Green Belt. In the short term, the visual prominence of the footbridge would increase from within the area of Tyne and Wear Green Belt to the north east of the A1 road corridor, due to the loss of existing screen planting along the eastern edge of the carriageway. Replacement roadside screen planting along this section of the carriageway is proposed as part of the Scheme, and thus it is considered that the visual prominence of the footbridge would lessen over time.

## TEMPORARY CONSTRUCTION COMPOUNDS

### Introduction

- 2.1.31. Potential harm relating to the temporary construction compounds that could have a bearing on the perceived openness of the Green Belt include: -
- a. Duration of the works;
  - b. Presence of temporary buildings (site cabins) and boundary fencing;
  - c. Associated lighting;
  - d. Vegetation clearance;
  - e. Extent of land take; and
  - f. Height of temporary soil heaps. For the purpose of this appraisal, it is assumed that soil heaps and material mounds will not exceed a height of 4m.
- 2.1.32. Of the four construction compounds and working compounds, there are two temporary construction compounds proposed, as indicated upon Works Plans [APP-007], Construction Compound – Junction 67 Coal House and Construction Compound Junction 66 Eighton Lodge. The two remaining working compounds Longbank compound and Allerdene compound are small in comparison and located immediately adjacent to the A1 and construction activity there in and have been considered within the context of the assessment contained in **Chapter 7: Landscape and Visual [APP-028]**.

## JUNCTION 66 EIGHTON LODGE COMPOUND

### Baseline

- 2.1.33. The Junction 66 Eighton Lodge Compound is located to the north of the existing road corridor at junction 66 (Eighton) and to the east of the B1296, along the northern fringes of the Tyne and Wear Green Belt.
- 2.1.34. The Junction 66 Eighton Lodge Compound is located within fields currently used for arable land uses. A hedge is located along the perimeter of the field, screening views of the existing A1 road corridor to its south. Directly opposite the compound on the opposing side of the B1296, is the Eighton Lodge Residential Care Home and The Angel View Inn. Just north of Eighton Lodge on either side of the B1296 are two bus stops. A footpath is located within the grass verge along the western edge of the B1296, providing pedestrian access to the bus stops themselves. Existing lighting columns are located within the grass verge to the east of the B1296, and junction 66 (Eighton) itself. Pylons and overhead power lines

cross the landscape from east to west at this location directly above the footprint of the compound.

- 2.1.35. The landscape to the west and south of the existing A1 road corridor, at this location (junction 66), is considered to be open, in keeping with the open characteristics that contribute to defining the characteristics of Tyne and Wear Green Belt. The visual presence of built form within views from those locations to the north of the compound are restricted to those high-rise flats at Waverley Road, to the north, due to the local topography with the exception of Eighton Lodge itself. From the footpath and bus stops to the north of the compound, filtered views of the Angel of the North are discernible.

### **Potential Harm on the Sense of Openness of the Tyne and Wear Green Belt**

- 2.1.36. While the Junction 66 Eighton Lodge Compound is located within an area of designated Green Belt, existing detracting features such as the existing A1 corridor, lighting columns and pylons and overhead power lines reduce the perception of the Tyne and Wear Green Belt being entirely undeveloped.
- 2.1.37. Some, if not all, of the existing boundary planting along the southern edge of the Junction 66 Eighton Lodge Compound would be lost as a result of the construction of the Scheme, opening up views of the existing road corridor to the south. Over time and by the Design Year (2038) this would be replaced with a hedge, reforming the boundary between the former compound and the A1.
- 2.1.38. Due to the temporary nature of the compound and its proximity to the existing road corridor, the temporary loss of perceived openness would be restricted to a local area, along the northern edge of the Tyne and Wear Green Belt designation. Those visual receptors affected by Junction 66 Eighton Lodge Compound would be restricted to the residents of the Eighton Lodge Care Home and users of the footpath to the west of the B1296, including the bus stops. While views of the existing road corridor would become more prominent, the road corridor is an existing well-established feature within the landscape and as such would not give rise to further harm upon the neighbouring Tyne and Wear Green Belt.
- 2.1.39. Following the completion of the construction phase of the works, the land would be returned to its current agricultural land use, avoiding any permanent harm on the perception of the openness of the Tyne and Wear Green Belt.

## **JUNCTION 67 COAL HOUSE COMPOUND**

### **Baseline**

- 2.1.40. The Junction 67 Coal House Compound is located within an area of current open pasture, to the east of Lamesley Road, along the northern edge of the Tyne and Wear Green Belt.
- 2.1.41. To the east of the boundary of the Junction 67 Coal House Compound is the Tyne Marshalling Yard, an extensive area of railway sidings. To the north, the A1 road corridor separates the compound from the Team Valley Trading Estate. To the west, views of the wider Tyne and Wear Green Belt are more open, with long distance views to the tree lined

ridgeline at Ravensworth discernible. Directly to the south of the compound is North Farm. Pylons and overhead power lines cross the landscape from east to west within the area identified for the construction compound.

- 2.1.42. While the nature of the existing landscape can be described as open, in keeping with that of the defining characteristic of Tyne and Wear Green Belt, a number of detracting features are present within the immediately adjacent landscape, eroding the perception of openness. These include the Tyne Marshalling Yard and pylons noted above.

### **Potential Harm on the Sense of Openness of the Tyne and Wear Green Belt**

- 2.1.43. The Junction 67 Coal House Compound would result in a temporary reduction in the perception of openness within the local area, for a period of three years.
- 2.1.44. Visually, the Junction 67 Coal House Compound would be discernible from areas of higher ground to the west, south and east and to a lesser degree to the north, including long distance views from high-rise flats at Waverley Road and Trafford. However, given the distance in separation between the visual receptor and the compound, the change would be negligible in this instance and thus is not considered to substantially erode the sense of openness. Similarly, long distance views of the compound are likely from areas of higher ground to the west, including the ridgeline at Ravensworth, with those more noticeable short distance views restricted to users of Lamesley Road itself, including pedestrian usage of the footpath (pavement) located adjacent to the road and North Farm.
- 2.1.45. The result would be frequent changes to the perception of the A1 corridor and the landscape to the south, associated with the corridor. Due to the proximity of the compound to the urban fringe of Gateshead, when viewed from those affected visual receptors within the local area the compound would be perceived as an extension to the urban fringe, as opposed to the fragmentation of an area of perceived openness. Potential harm would be discernible during the day and night, due to the inclusion of floodlighting associated with the compound, extending the area of light pollution beyond that at present. Following the completion of the construction phase of the works, the temporary construction compound would be returned to its former agricultural land use.
- 2.1.46. Due to the nature of the works, potential harm relating to a change in the perceived openness of the Tyne and Wear Green Belt will be temporary and affect only a localised area of Tyne and Wear Green Belt along the northern edge and within the context of the construction works. Due to the topography of the local area, the majority of the wider Tyne and Wear Green Belt to the south and west of the district will be unaffected, largely due to being screened from view or increased intervening distance.

## **ADDITIONAL LAND COMPOUND**

### **Baseline**

- 2.1.47. The Additional Land Compound which is currently subject of a Change Request before the ExA would form an additional tract of land to the south of Junction 67 Coal House Compound, extending to the edge of Lamesley. The baseline description is therefore similar

to that described for the Junction 67 Coal House Compound above, but includes two additional fields extending towards Smithy Lane.

### **Potential Harm on the Sense of Openness of the Tyne and Wear Green Belt**

- 2.1.48. The Additional Land Compound has been identified as being required to ensure sufficient land is available to stockpile materials for the construction of the Allerdene crossing, and would comprise a series of stockpiled materials (stone, structural fill). The compound would be bounded to the west and south by a stripped topsoil bund that would be seeded, to provide a screen to nearby property. The Additional Land Compound would not include buildings or temporary structures additional to the proposed mounding which would vary in height as materials are deposited and subsequently used for construction, with a maximum height of 4m. The Additional Land Compound would not require any night-time lighting. For an indicative layout of the site, refer to Figure 2 in the Environmental Statement Addendum - Additional Land (Rev 0) [REP4-058].
- 2.1.49. As a result of the additional stockpiled material, the Additional Land Compound would result in a further temporary reduction in the perception of openness within the local area, for a period of three years, over and above that described above for the Junction 67 Coal House Compound. The perceived reduction in openness would occur to the south, and be perceived remotely from the A1 corridor, and associated construction activity. As a result, the grassed soil bunds to the west and southern boundaries, along with the temporary stockpiled material would substantially reduce the sense of openness, albeit for a temporary period. Due to the temporary nature of the proposals and the variable nature of the relative height of the bunds, no additional mitigation, over and above the bund to the west and southern boundaries (that would be seeded with a grass seed mix) is proposed.



### 3 CONCLUSIONS

---

- 3.1.1. No permanent harm is predicted to arise as a result of the Chowdene Bank Facilities (Work No. 12) due to the presence of the existing facilities, and extent to which the proposed additional fencing and buildings would appear at odds with the existing urban fringe landscape.
- 3.1.2. Permanent harm on the sense of openness within the Tyne and Wear Green Belt would occur as a result of the presence of the Lamesley Road Facilities (Work No. 10). However, due to the presence of the existing and proposed features within the landscape, including a mature belt of planting to the west and the re-aligned A1 to the north, the perception of harm would not be significant, and be confined to a highly localised area.
- 3.1.3. Harm arising as a result of the presence of gantries and the replacement of the North Dene Footbridge would be highly localised and considered within the context of the existing A1 and be largely confined by existing and proposed roadside planting, or in the case of the North Dene Footbridge, replacing an existing structure with a similar one on the same alignment.
- 3.1.4. Temporary harm would arise on the perception of openness as a result of the construction compounds at Junction 66 Eighton Lodge Compound and Junction 67 Coal House Compound, due to a perceptible reduction in agricultural land that forms tracts of open countryside on the fringes of Gateshead. Should the Additional Land Compound be included within the Order Limits, the degree to which there would be perceptible and substantial harm as a result of the combined effect with the Junction 67 Coal House Compound would be more distinctive as it would comprise a substantially larger area and extend southwards towards Lamesley, potentially being perceived as being physically distinct to the construction activity associated with the Scheme and the A1 itself.

## 4 REFERENCES

---

Ref 1 - <https://gis.gateshead.gov.uk/gatesheadmaps/LDP/app.html> (Sourced 09.04.2020).

Ref 2 -

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810507/NPPF\\_Feb\\_2019\\_print\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810507/NPPF_Feb_2019_print_revised.pdf) (Sourced 09.04.2020)

If you need help accessing this or any other Highways England information, please call **0300 470 4580** and we will help you.

---

© Crown copyright 2019.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/)

write to the **Information Policy Team, The National Archives,**

**Kew, London TW9 4DU**, or email

[psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this document [A1BirtleytoCoalhouse@highwaysengland.co.uk](mailto:A1BirtleytoCoalhouse@highwaysengland.co.uk) or call **0300 470 4580\***.

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363