

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010041

6.7 Environmental Statement – Appendix 7.1 Landscape Effects Schedule

Part A

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

June 2020

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**The A1 in Northumberland: Morpeth to Ellingham
Development Consent Order 20[xx]**

Environmental Statement - Appendix

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LANDSCAPE EFFECTS SCHEDULE

Table 7-1 – Landscape Effects Schedule

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
2b Farmed Coastal Plain - Lower Coquet	High	<p>There would be no direct or indirect impacts associated with this character area imposed by Part A: Morpeth to Felton (Part A).</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Intervening features, combined with the distance of separation screen potential impacts from character area. <p>Operational Phase</p> <ul style="list-style-type: none"> Intervening features screen impacts from character area. <p>No specific mitigation identified.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
35a Broad Lowland Valley - Coquet Valley	High	<p>Part A would directly impact this character area.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Loss of ancient semi-natural woodland at the River Coquet. Loss of existing roadside screening and woodland. Construction activities, including the construction of the new Rover Coquet Bridge, would be limited to the existing A1 corridor. Works would be locally intrusive but in the context of the existing highway for a short section. Extent of works is small in comparison to extent of LCA. Localised area effected, only reducing overall significance of effect. Along the southern edge, temporary light pollution would be discernible within a localised area, in association with the site compound. <p>Operational Phase</p> <ul style="list-style-type: none"> Ancient woodland establishment extends beyond that of the 15yrs establishment phase, resulting in impacts 	Moderate High (localised around the new bridge construction)	Moderate Adverse (localised Large Adverse around the bridge construction)	Minor	Slight Adverse	Negligible	Slight Adverse

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		<p>associated with ancient woodland loss persisting beyond design year.</p> <ul style="list-style-type: none"> Minor modifications to landform along the existing A1, that passes through the character area. <p>Mitigation</p> <ul style="list-style-type: none"> Loss of ancient woodland to be kept to a minimum. Ancient Woodland Strategy – Woodland Creation Area to be adjacent to area of retained / undisturbed ancient woodland to provide connectivity. Localised impacts could be mitigated through replacement planting to reinstate visual screening of the A1 and help restore the existing levels of awareness of the road corridor in the medium to long term. Re-instatement of the roadside vegetation would mitigate the temporary change in the nature of the road corridor as it passes through the character area, providing long term landscape integration. However, there would remain the permanent loss of ancient woodland. 						
35b Broad Lowland Valley - Font and Wansbeck Valleys	Moderate	<p>There would be no direct or indirect impacts associated with this character area imposed by Part A.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Intervening features screen impacts from character area. <p>Operational Phase</p> <ul style="list-style-type: none"> Intervening features screen impacts from character area. <p>No specific mitigation identified.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
35b (1) Broad Lowland Valley - Morpeth	Moderate	<p>There would be no direct or indirect impacts associated with this character area imposed by Part A. Part A is screened from view from within the character area by the extensive areas of intervening woodland at Scotch Gill and Davie's Wood.</p> <p>Construction Phase</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		<ul style="list-style-type: none"> Intervening features, combined with the distance of separation screen potential impacts from character area. <p>Operational Phase</p> <ul style="list-style-type: none"> Intervening features screen impacts from character area. <p>No specific mitigation identified.</p>						
35b (2) Broad Lowland Valley - Northgate	Low	<p>Part A would directly impact the northern extent of this character area.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Construction activities along the existing A1 at the boundary of the character area would be locally intrusive but in the context of the existing highway for a short section. No perceptible change to the sense of openness associated with the area's designation as Green Belt. Localised loss of existing vegetation located to the north of West View, in order to facilitate the construction of the proposed new access road. Relocation of lighting columns within the vicinity of West View. Number of lighting columns would not increase the number of columns currently found to be located within the affected area. <p>Operational Phase</p> <ul style="list-style-type: none"> Negligible change to the character of the area. Improved access for Northgate Farm, to those properties at West View. Alteration to an existing element found to be present within the character area. Localised decrease of the soft estate, directly in front of the properties at West View, in order to accommodate, a linear line of parking bays, along the western edge of the access road. No perceptible change to the sense of openness associated with the area's designation as Green Belt. <p>Mitigation</p> <ul style="list-style-type: none"> Minimise loss of existing vegetation. 	Minor	Slight Adverse	Negligible	Slight Adverse	Negligible	Neutral

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		<ul style="list-style-type: none"> Replace existing woodland blocks, hedgerows and individual trees lost during the construction phase. 						
37a Lowland Farm Ridges - Wingates Ridge	Moderate	<p>There would be no direct impacts associated with this character area imposed by Part A. Indirectly Part A may impact on the character area in the following ways.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Temporary increase in the awareness of a detracting feature within the adjoining landscape, reducing sense of tranquillity, given increased awareness of development / built, principally in association with the construction of the offline section of Part A. <p>Operational Phase</p> <ul style="list-style-type: none"> Filtered views of vehicles traveling along Part A from within the character area. <p>Mitigation</p> <ul style="list-style-type: none"> Minimise loss of existing vegetation. Replace existing woodland blocks, hedgerows and individual trees lost during the construction phase. Screen planting around significant road embankments and around junctions to break up the scale of the road and screen structure. 	Negligible	Slight Adverse	Negligible	Neutral	No Change	Neutral
38a Lowland Rolling Farmland - Longframlington	Moderate	<p>There would be no direct impacts associated with this character area imposed by Part A. Impacts off set due to the presence of the existing A1. From here Part A would be viewed as an alteration to an existing feature within the adjoining character area. Indirectly Part A may impact on the character area in the following ways.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Views of construction activities, along northern extent of Part A experienced from areas of higher ground. Loss of established vegetation to the east of the existing A1, increasing visual awareness of vehicle movement and construction activities at the northern end of Part A 	Negligible	Slight Adverse	Negligible	Neutral	No Change	Neutral

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		<ul style="list-style-type: none"> Temporary increase in the awareness of a detracting feature within the adjoining landscape, reducing sense of tranquillity, given increased awareness of development / built form, within the adjacent landscape. Temporary light pollution, from site compound, however given its proximity to the settlement of Felton, impacts would be minimal, due to being seen as an extension to an existing feature. <p>Operational Phase</p> <ul style="list-style-type: none"> Filtered views of vehicles traveling along Part A from within the character area, from areas of higher ground. Following plant establishment, impacts would be reduced over time. <p>Mitigation</p> <ul style="list-style-type: none"> Minimise loss of existing vegetation. Online widening. Replacement screen planting along either side of Part A, providing landscape integration. 						
38b Lowland Rolling Farmland - Longhorsley	Moderate	<p>Part A would directly impact this character area as a result of construction of the offline highway construction.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> The introduction of a large linear feature within a rural setting (offline section of Part A). Introduction of elements not formally associated with the character area, in the form of site compounds. The increase in scale of the existing A1 carriageway, increasing its prominence within the landscape. Alteration to existing landform, (cuttings and embankments). Alteration to field boundaries. Alteration to natural or cultural heritage features of interest. Reduction of tranquillity, due to construction processes. Perceptible loss in the sense of openness, particularly in relation to the offline section and raised junction 	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		<p>overbridges and temporary spoil storage during construction.</p> <ul style="list-style-type: none"> ▪ Loss of established vegetation. ▪ Loss of trees along Coronation Avenue. <p>Operational Phase</p> <ul style="list-style-type: none"> ▪ Permanent modifications to existing landform (cuttings and embankments). ▪ The introduction of a large linear feature within a rural setting (offline section of Part A) and new junctions associated with Part A. ▪ The increase in scale of the online section of the existing A1 carriageway, increasing its prominence within the landscape. ▪ Alteration to existing landscape pattern through the addition of a strong linear feature that cuts across the 'grain' of the landscape. ▪ Permanent alteration to field boundaries. ▪ Alteration to natural or cultural heritage features of interest. ▪ Permanent reduction of tranquillity within those areas associated with the offline section of Part A through the introduction of movement and noise. ▪ The offline section and raised junction overbridges would result in a perceptible impact on the perceived openness associated with the character area and Green Belt designation. ▪ Increase in tranquillity along section of existing A1 to be de-trunked through the reduction of vehicle usage along effected section of Part A. ▪ Introduction of light pollution from vehicles at night into previously dark areas. <p>Mitigation</p> <ul style="list-style-type: none"> ▪ Replacement planting of avenue trees along Coronation Avenue. ▪ Retention of existing established vegetation where possible. ▪ Reinstatement of hedgerows around the perimeter of fragmented field parcels. ▪ Proposed planting mixes, in keeping with species found within the adjoining area. 						

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		<ul style="list-style-type: none"> Careful placement/ sitting of woodland blocks, in order to retain open character of character areas. 						
38b (1) Lowland Rolling Farmland - Hub of Recreational Activity	Low	<p>Part A would directly impact this character area. Construction activities limited to existing A1 corridor, which dissect the character area.</p> <p>Works would be locally intrusive but in the context of the existing highway for a short section.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Temporary increase in the proximity of the existing A1 road corridor in relation to the character area. Temporary loss of vegetation along short sections of the existing A1 road corridor. Light pollution, within the northern section of the character area, where it is adjacent to the northern site compound. Construction activity occurring on the margins of the Green Belt designation would give rise to a highly localised reduction in the perceived openness. Construction activities associated with Burgham Park Underbridge and West Moor Junction, immediately adjacent to character area, extents. <p>Operational Phase</p> <ul style="list-style-type: none"> Introduction of elements not formally associated with the character area, including detention basins. Increase in width of the existing A1 carriageway as it passes through the character area, allowing for online widening and the inclusion of a cycle lane to the east. On the margins of the Green Belt designation, the modifications to the A1 corridor would not give rise to a perceptible change to the perception of openness. <p>Mitigation</p> <ul style="list-style-type: none"> Restricted use of woody material, along the road corridor as it passes by the airfield in order to reduce the risk of bird strike, on passing aircraft. Replacement, of hedgerows lost to Part A. Infill woodland planting, at the southern end of the character area, to the west of Felmoor park, providing 	Minor	Slight Adverse	Negligible	Neutral	Negligible	Neutral

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		landscape integration and reducing visual prominence of A1 road corridor within the character area.						
38c Lowland Rolling Farmland - Whalton and Belsay	Moderate	<p>There would be no direct or indirect impacts associated with this character area imposed by Part A.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Intervening features, combined with the distance of separation screen potential impacts from character area. <p>Operational Phase</p> <ul style="list-style-type: none"> Intervening features screen impacts from character area. <p>Mitigation</p> <ul style="list-style-type: none"> No specific mitigation identified. 	No Change	Neutral	No Change	Neutral	No Change	Neutral
39a Coalfield Farmland - Coastal Coalfields	High	<p>There would be no direct impacts associated with this character area imposed by Part A. Indirectly Part A may impact on the character area in the following ways.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Reduced sense of tranquillity within the adjoining character area. Localised views of construction activities from adjoining areas of higher ground. <p>Operational Phase</p> <ul style="list-style-type: none"> Glimpsed views of permanent topographic change and features within adjoining character area, within the area of the three proposed junctions. Increased awareness of A1 road corridor / built linear feature within the neighbouring character area, following online widening. <p>Mitigation</p> <ul style="list-style-type: none"> Minimise loss of existing vegetation. Replace existing woodland blocks, hedgerows and individual trees lost during the construction phase. 	Negligible	Slight Adverse	Negligible	Slight Adverse	Negligible	Neutral

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
		<ul style="list-style-type: none"> Proposed screen planting along junction embankments, resulting in landscape integration when viewed from this distance. 						
39c Coalfield Farmland - Stannington	Moderate	<p>There would be no direct or indirect impacts associated with this character area imposed by Part A.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Intervening features, combined with the distance of separation screen potential impacts from character area. <p>Operational Phase</p> <ul style="list-style-type: none"> Intervening features screen impacts from character area. <p>Mitigation</p> <p>No specific mitigation identified.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
17 Coquet Valley (Alnwick Landscape Character SPD Adopted May 2010 ¹) Area not shown separately on Figure 7.2: Landscape Character Area, Volume 5 of this ES (Application Document)	High	<p>Impacts within the character area, would be the same as those associated with character area 35a, Broad Lowland Valley – Coquet Valley, above. Part A would directly impact this character area.</p> <p>Construction Phase</p> <ul style="list-style-type: none"> Loss of ancient semi-natural woodland at the River Coquet. Loss of existing roadside screening and woodland. Construction activities limited to existing A1 corridor. Works would be locally intrusive but in the context of the existing highway for a short section. 	Moderate High (localised around the new bridge construction)	Moderate Adverse (localised Large Adverse around the bridge construction)	Minor	Slight Adverse	Negligible	Slight Adverse

¹ People and Planning Alnwick Local Development Framework, Alnwick Landscape Character Assessment Supplementary Planning Document (adopted May 2010). Available at: [https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Consolidated%20Planning%20Policy%20Framework/Section%20B/Part%201%20-%20Adopted%20LDDs%20\(Not%20Statutory\)/Alnwick%20Landscape%20SPD/Alnwick-Landscape-Character-SPD.pdf](https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Consolidated%20Planning%20Policy%20Framework/Section%20B/Part%201%20-%20Adopted%20LDDs%20(Not%20Statutory)/Alnwick%20Landscape%20SPD/Alnwick-Landscape-Character-SPD.pdf)

LCA Ref	Sensitivity	Description of impacts	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
<p>Reference: TR010041/APP/6.7) but the LCA boundary follows that of 35a Broad Lowland Valley – Coquet Valley and 2b Farmed Coastal Plain - Lower Coquet.</p>		<ul style="list-style-type: none"> ▪ Extent of works is small in comparison to extent of LCA. Localised area effected, only reducing overall significance of effect. ▪ Along the southern edge, temporary light pollution would be discernible within a localised area, in association with the site compound. <p>Operational Phase</p> <ul style="list-style-type: none"> ▪ Ancient woodland establishment extends beyond that of the 15yrs establishment phase, resulting in impacts associated with ancient woodland loss persisting beyond design year. ▪ Minor modifications to landform along the existing A1, that passes through the character area <p>Mitigation</p> <ul style="list-style-type: none"> • Loss of ancient woodland to be kept to a minimum – <ul style="list-style-type: none"> ▪ Ancient Woodland Strategy – Woodland Creation Area to be adjacent to area of retained / undisturbed ancient woodland to provide connectivity. ▪ Localised impacts could be mitigated through replacement planting to reinstate visual screening of the A1 and help restore the existing levels of awareness of the road corridor in the medium to long term. ▪ Re-instatement of the roadside vegetation would mitigate the temporary change in the nature if the road corridor as it passes through the character area, providing long term landscape integration. However, there would remain the permanent loss of ancient woodland <p>LCA 2b Farmed Coastal Plain - Lower Coquet - There would be no direct or indirect impacts associated with this character area imposed by Part A.</p>						

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