

# A1 in Northumberland: Morpeth to Ellingham

**Scheme Number: TR010059**

## **BIO.1 North Northumberland Dunes SAC Habitats Regulations Assessment Addendum Report WQ BIO.1.49**

AFPP Regulation Rule 8(1)(b)

Planning Act 2008

Infrastructure Planning (Prescribed Forms and Procedure)  
Regulations 2009

January 2021

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]

---

**North Northumberland Dunes SAC Habitats Regulations  
Assessment Addendum Report WQ BIO.1.49**

---

<b>Regulation Reference:</b>	APFP Regulation Rule 8(1)(b)
<b>Planning Inspectorate Scheme Reference</b>	TR010059
<b>Application Document Reference</b>	TR010059/7.8.12
<b>Author:</b>	A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	January 2021	Deadline 1

# CONTENTS

---

<b>1.</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1.	OVERVIEW	1
1.2.	LIMITATIONS	1
<b>2.</b>	<b>THE SCHEME – PLANNING INSPECTORATE SCREENING MATRICES</b>	<b>3</b>
2.1.	POTENTIAL EFFECTS	3
2.2.	SCREENING MATRICES	3
	<b>REFERENCES</b>	<b>7</b>

---

## ***TABLES***

Table 2-1 - Effects considered within the screening matrix for the North Northumberland Dunes SAC	3
Table 2-2 - Matrix 1: North Northumberland Dunes SAC	4

---

# 1. INTRODUCTION

---

## 1.1. OVERVIEW

1.1.1. This Habitats Regulations Assessment (HRA) Addendum Report (this Addendum Report) relates to an application for a Development Consent Order (DCO) made by Highways England (Applicant) on 7 July 2020 to the Secretary of State for Transport via the Planning Inspectorate (Inspectorate) under the Planning Act 2008 (2008 Act). If made, the DCO would grant consent for the A1 in Northumberland: Morpeth to Ellingham (Scheme). The Scheme comprises:

- a. Part A: Morpeth to Felton (Part A) is located on the A1 between Warrener's House Interchange at Morpeth and the existing dual carriageway at Felton. It is approximately 12.6 km in length.
- b. Part B: Alnwick to Ellingham (Part B) starts approximately 15 km north of the northern extent of Part A, is located along the A1 between Alnwick and Ellingham and is approximately 8 km in length.

1.1.2. A detailed description of the Scheme can be found in **Chapter 2: The Scheme** of the Environmental Statement (ES) [APP-037].

1.1.3. The DCO application was accepted for examination by the Inspectorate on 4 August 2020. This Addendum Report has been prepared in response to a request from the Examining Authority within their written questions and requests for information (ExQ1), reference BIO.1.49. The written question requested that a single revised Planning Inspectorate screening matrix be produced for the North Northumberland Dunes Special Area of Conservation (SAC), to reflect the effects on the European Site from the Scheme in its entirety.

1.1.4. This Addendum Report should be read alongside the HRA Report [AS-005]. The HRA Report presents screening matrices for Part A and Part B separately and details further context of the purpose of the HRA and its approach.

1.1.5. The assessments for both Part A and Part B (presented in the HRA Report) acknowledge the in-combination effects of Part A and Part B (i.e. the Scheme) and therefore a 'cumulative' assessment has already been undertaken. Neither individual assessment identifies any likely significant effects alone, in combination with each other or in-combination with any other scheme. Natural England confirmed, within an email received on 11 January 2021, agreement with the conclusions drawn for the assessment for the Scheme in its entirety. This engagement shall be documented within the Natural England Statement of Common Ground.

## 1.2. LIMITATIONS

1.2.1. The limitations below are the same as those detailed within the HRA Report [AS-005]. There are no additional limitations specific to this Addendum Report.

- 1.2.2. To enable the environmental impact assessment (EIA) and HRA to be undertaken, future traffic levels are predicted. This is usually undertaken for the opening year and the design year, which is conventionally taken as the fifteenth year after opening. For the Scheme, this was undertaken using economic projections and known developments based upon an opening year predicted to be in 2023 and a consequent design year of 2038. Since that time, the opening year has been put back to 2024. Updated Goods Vehicle Growth from DfT Road Traffic Forecasts (2018) have also become available. Therefore, the Applicant has considered whether the predictions made using an opening year of 2023 are materially affected by this change.
- 1.2.3. A sensitivity analysis was carried out, in order to test whether these predicted traffic levels would materially affect assessments for the revised opening year and design year. The result of this sensitivity analysis was that there would be increases in vehicle movements (up to 4%) in the opening year (2024), and an increase in predicted vehicle movements (up to 6%) in the design year (2039). Based on this level of change, the traffic data used to support the ES can be considered to be a reasonable representation of traffic in the new opening year of 2024. Therefore, there is not anticipated to be a material change in outcomes of those assessments that use traffic data, and the results and conclusions to date are considered to reasonably represent the impacts in 2024.

## 2. THE SCHEME – PLANNING INSPECTORATE SCREENING MATRICES

---

### 2.1. POTENTIAL EFFECTS

- 2.1.1. The assessment of potential effects is presented in the form of an assessment matrix in accordance with the Planning Inspectorate’s Advice Note 10 – ‘Habitat Regulations Assessment relevant to NSIP’s (Ref. 1).
- 2.1.2. Potential impacts upon the North Northumberland Dunes SAC that are considered as part of this HRA Stage 1 Screening assessment are provided in the table below.

**Table 2-1 - Effects considered within the screening matrix for the North Northumberland Dunes SAC**

Designation	Effects Described in Submission Information	Presented in Screening Matrices As
North Northumberland Dunes SAC UK0017097	Habitat loss Spread of invasive plant species	Habitat loss
	Displacement from noise, lighting or odour Displacement from visual disturbance (human presence)	Displacement
	Vehicle emissions Waterborne pollution	Emissions

### 2.2. SCREENING MATRICES

#### 2.2.1. Matrix key:

- ✓ = Likely significant effect cannot be excluded; and
- ✗ = Likely significant effect can be excluded.

#### 2.2.2. Stages:

- C = Construction;
- O = Operation; and
- D = Decommissioning.

**Table 2-2 - Matrix 1: North Northumberland Dunes SAC**

<b>Name of European site and designation:</b>		<b>North Northumberland Dunes SAC</b>											
<b>EU Code:</b>		<b>UK0017097</b>											
<b>Distance to NSIP:</b>		<b>3.8 km from the Scheme in a straight line (at its closest point) and 8.4 km downstream (closest hydrological connection) via Shipperton Burn, which flows into Mill Burn and Brunton Burn (before discharging at the European Site).</b>											
<b>LIKELY EFFECTS OF THE SCHEME</b>													
<b>European Site feature</b>	<b>Effect</b>	<b>Habitat Loss</b>			<b>Displacement</b>			<b>Emissions</b>			<b>In combination effects</b>		
	<b>Stage of Development</b>	<b>C</b>	<b>O</b>	<b>D</b>	<b>C</b>	<b>O</b>	<b>D</b>	<b>C</b>	<b>O</b>	<b>D</b>	<b>C</b>	<b>O</b>	<b>D</b>
Embryonic shifting dunes		x(a)	x(b)	x(c)	x(d)	x(e)	x(f)	x(g)	x(h)	x(i)	x(j)	x(k)	x(l)
Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ("white dunes")		x(a)	x(b)	x(c)	x(d)	x(e)	x(f)	x(g)	x(h)	x(i)	x(j)	x(k)	x(l)
Fixed dunes with herbaceous vegetation ("grey dunes")		x(a)	x(b)	x(c)	x(d)	x(e)	x(f)	x(g)	x(h)	x(i)	x(j)	x(k)	x(l)
Dunes with <i>Salix repens</i> ssp. <i>argentea</i> ( <i>Salicion arenariae</i> )		x(a)	x(b)	x(c)	x(d)	x(e)	x(f)	x(g)	x(h)	x(i)	x(j)	x(k)	x(l)
Humid dune slacks		x(a)	x(b)	x(c)	x(d)	x(e)	x(f)	x(g)	x(h)	x(i)	x(j)	x(k)	x(l)
Petalwort		x(a)	x(b)	x(c)	x(d)	x(e)	x(f)	x(g)	x(h)	x(i)	x(j)	x(k)	x(l)

- a) The Scheme is located 3.8 km from the European Site at its closest point in a straight line. Construction activities, including routes for movement of construction vehicles, would not occur within the European Site. No habitats within the European Site would be lost as a result of construction activities associated with the Scheme. Due to distance, the only pathway for invasive species between the Scheme and the European Site is via watercourses. There were no invasive plant species recorded within the Order Limits of Part A (invasive species recorded were outside the Order Limits but within the wider ecological study areas; refer to **paragraphs 9.7.111 to 9.7.115 of Chapter: 9: Biodiversity Part A** of the ES [APP-048]), although Himalayan balsam *Impatiens glandulifera* is known to occur along the River Coquet downstream of the Scheme in Felton (informed during consultation with Natural England). The only invasive plant species recorded in the Phase 1 habitat survey area of Part B was Himalayan balsam (refer to **paragraph 9.7.17 of Chapter 9: Biodiversity Part B** of the ES [APP-049]). The Scheme is upstream of the European Site and therefore the potential for construction works to spread invasive plant species to the European Site was assessed. The European Site is approximately 22.5 km downstream of Part A via the River Coquet and 8.4 km downstream of Part B via the Shipperton Burn, which flows into Mill Burn and Brunton Burn before discharging into the European Site. There are three waterbodies along the length of Shipperton Burn before it reaches Mill Burn, the largest of which is Doxford Lake, where Shipperton Burn enters to the south of the lake. Mill Burn flows from the north of the lake and continues eastwards towards the European Site, via Brunton Burn. These waterbodies will allow any seeds carried from Shipperton Burn to sink or settle out around the shoreline of the ponds/lake. This will greatly reduce the chances of seeds from Shipperton Burn being carried all the way to the coast. Due to distance, it is also likely that seeds carried by the River Coquet would settle before reaching the European Site. In addition, Himalayan balsam is intolerant of saline substrates or saline spray, with an Ellenberg value for salt tolerance of 0 (refer to "*Impatiens glandulifera*", page 23 of **Ref. 2**). This equates to a species which is generally absent from saline sites and if present in coastal situations, only accidental and non-persistent (refer to Table 13 of **Ref. 2**). Overall, the risk of the spread of invasive plant species to the European Site is considered negligible.
- b) Operation of the Scheme does not require land take from the European Site. No habitat loss from within the European Site would occur as a result of operational activities of the Scheme.
- c) Decommissioning would be restricted within the Order Limits of the Scheme, located 3.8 km from the European Site at the closest point) and would not require land from the European Site. Decommissioning of the Scheme would therefore not give rise to any loss of habitats from the European Site.

- d) The European Site is situated approximately 3.8 km from the Scheme at its closest point. The Order Limits of the Scheme do not support any of the habitats or floral species for which the European Site is designated. Therefore, there would be no disturbance to qualifying habitats or species arising from human disturbance, noise, lighting or odour during the construction of the Scheme.
- e) The European Site is situated approximately 3.8 km from the Scheme at its closest point. The Order Limits of the Scheme do not support any of the habitats or floral species for which the European Site is designated. Therefore, there would be no disturbance to qualifying habitats or species arising from human disturbance, noise, lighting or odour during the operation of the Scheme.
- f) The European Site is situated approximately 3.8 km from the Scheme at its closest point. The Order Limits of the Scheme do not support any of the habitats or floral species for which the European Site is designated. Therefore, there would be no disturbance to qualifying habitats or species arising from human disturbance, noise, lighting or odour during decommissioning of the Scheme.
- g) Construction traffic would be confined within the Order Limits, between the Part B Main Scheme Area and Lionheart Enterprise Park Compound (as defined in **paragraph 2.3.22 of Chapter 2: The Scheme** of the ES [APP-037]) and between the Order Limits of Part B and the Main Compound, located within the Order Limits of Part A. As detailed in the Construction Traffic Assessments (Part A, **paragraph 5.1.3 [APP-199]** and Part B, **paragraph 5.1.5 [APP-270]**), “*the exact source of materials would be determined by the main contractor, however it is likely that aggregates would be delivered from the north and concrete from the south, both along the A1.*” The **Construction Traffic Management Plan** updated at Deadline 1 (**Document Reference 7.4**) confirms that delivery of materials would avoid the use of roads located within 200m of the European Sites. Construction traffic between Part A and Part B has been included within the **Construction Traffic Assessment Part A** (Table 5-1 [APP-199]) and delivery routes via the A1 are of a sufficient distance from the European Site to avoid likely significant effects arising from emissions. Diversion of A1 traffic would not affect roads or transport links in close proximity to the European Site (within 200 m) (as detailed on the diversion route plans within the **Construction Traffic Management Plan [APP-347]**). The hydrological assessment screens out surface water and groundwater impacts over 1 km from the Scheme (for Part A, see **paragraphs 10.4.3, 10.6.1 and 10.6.3 of Chapter 10: Road Drainage and The Water Environment Part A** of the ES [APP-050]; for Part B, see **paragraphs 10.6.1 and 10.6.3 of Chapter 10: Road Drainage and The Water Environment Part B** of the ES [APP-051]). The European Site is approximately 8.4 km downstream of the Scheme (closest hydrological connection) via Shipperton Burn, which flows into Mill Burn and Brunton Burn (Part B) before discharging into the European Site. Even in the unlikely scenario that a pollution event or contamination incident should occur, it is considered highly unlikely that the Scheme would result in changes in water quality or quantity that would have any effect on the European Site or its qualifying features. In addition, best practice measures would be implemented within a Construction Environmental Management Plan (CEMP) (including adherence to CIRIA’s control of water pollution from construction sites and the Pollution Prevention Guidelines (PPG) published by the Environment Agency, as detailed in measure S-W8 in the **Outline CEMP [APP-346]**) to reduce any risk of pollution incidents, contamination of watercourses or increase in suspended sediment occurring during construction of the Scheme. There is therefore no functional pollution pathway from the Scheme to the European Site. As such, there would be no impacts from emissions during the construction of the Scheme.
- h) The European Site is not located within 200 m of the Affected Road Network (ARN) (see **Figure 16.2: Scheme Air Quality Affected Road Network** of the ES [APP-185]) and therefore effects due to changes in air quality are not anticipated. The hydrological assessment screens out surface water and groundwater impacts over 1 km from the Scheme, due to the relatively flat and vegetated topography of the surrounding area and diffusion rates (surface water) and due to the underlying geology and the majority of the underlying soils being slowly permeable, loamy and clayey soils (ground water) (for Part A, see **paragraphs 10.4.3, 10.6.1 and 10.6.3 of Chapter 10: Road Drainage and The Water Environment Part A** of the ES [APP-050]; for Part B, see **paragraphs 10.6.1 and 10.6.3 of Chapter 10: Road Drainage and The Water Environment Part B** of the ES [APP-051]). The European Site is approximately 8.4 km downstream of the Scheme (closest hydrological connection) via Shipperton Burn, which flows into Mill Burn and Brunton Burn (Part B) before discharging into the European Site. Even in the unlikely scenario that a pollution event or contamination incident should occur, it is considered highly unlikely that the Scheme would result in changes in water quality or quantity that would have any effect on the European Site or its qualifying features. In addition, the design of the Scheme incorporates a network of detention basins (as shown on the **Appendix B – Drainage Strategy Layout Drawings of Appendix 10.5: Drainage Strategy Report Part A [APP-258]** and **Appendix 10.5: Drainage Strategy Report Part B [APP-314]** of the ES) that shall further reduce the likelihood of polluted surface water runoff during the operation of the Scheme. As such, there would be no impacts from emissions during the operation of the Scheme.
- i) As detailed in **paragraph 2.10.2 of Chapter 2: The Scheme** of the ES [APP-037], demolition (decommissioning) would be neither feasible or desirable and was therefore not considered further within the ES. For the purposes of this HRA screening assessment, it is reasonable to assume that activities associated with any decommissioning that did occur would be conducted in a comparable manner to the construction of the Scheme. Decommissioning has been included within this Planning Inspectorate screening matrix as per the template of Appendix 1 of Advice



Note 10<sup>1</sup>. Decommissioning traffic would be confined within the Order Limits, between the Part B Main Scheme Area and Lionheart Enterprise Park Compound (as defined in **paragraph 2.3.22 of Chapter 2: The Scheme** of the ES [APP-037]) and between the Order Limits of Part B and the Main Compound located within the Order Limits of Part A. Diversion of A1 traffic would be designed to avoid roads or transport links in close proximity to the European Site (within 200 m). The hydrological assessment screens out surface water and groundwater impacts over 1 km from the Scheme due to the underlying geology and the majority of the underlying soils being slowly permeable, loamy and clayey soils (for Part A, see **paragraphs 10.4.3, 10.6.1 and 10.6.3 of Chapter 10: Road Drainage and The Water Environment Part A** of the ES [APP-050]; for Part B, see **paragraphs 10.6.1 and 10.6.3 of Chapter 10: Road Drainage and The Water Environment Part B** of the ES [APP-051]). Whilst this assessment is associated with the construction of the Scheme, the same principles apply to decommissioning activities. The European Site is approximately 3.8 km from the Scheme at its closest point, in a straight line, and approximately 8.4 km downstream of the Scheme (closest hydrological connection) via Shipperton Burn, which flows into Mill Burn and Brunton Burn (Part B) before discharging into the European Site. Even in the unlikely scenario that a pollution event or contamination incident should occur, it is considered highly unlikely that the Scheme would result in changes in water quality or quantity that would have any effect on the European Site or its qualifying features. In addition, best practice measures would be implemented within a separate CEMP designed for the decommissioning works, to reduce any risk of pollution incidents, contamination of watercourses or increase in suspended sediment occurring during decommissioning of the Scheme. Measures would include adherence to CIRIA's control of water pollution from construction sites and the Pollution Prevention Guidelines (PPG) published by the Environment Agency, and/or best practice measures in accordance with current guidance at the time of decommissioning. Decommissioning would likely be as a result of another highways project to replace the Scheme (in a similar manner as Part A replacing the de-trunked section of the A1). As such, another highways project and the associated decommissioning of the Scheme would be subject to a separate planning application, within which an associated CEMP for decommissioning would be secured.

- j) As the Scheme would have no risk of adverse effects on the European Site or its qualifying features alone, there would be no contribution to in-combination effects that may result in Likely Significant Effects to the European Site. No in-combination effects would occur during construction of the Scheme.
- k) As the Scheme would have no risk of adverse effects on the European Site or its qualifying features alone, there would be no contribution to in-combination effects that may result in Likely Significant Effects to the European Site. No in-combination effects would occur during operation of the Scheme.
- l) As the Scheme would have no risk of adverse effects on the European Site or its qualifying features alone, there would be no contribution to in-combination effects that may result in Likely Significant Effects to the European Site. No in-combination effects would occur during decommissioning of the Scheme.

---

<sup>1</sup> <http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/08/AN10Appendix1v4.doc>

## REFERENCES

---

**Ref. 1** The Planning Inspectorate (2016). Advice Note 10: Habitats Regulations Assessment relevant to nationally significant infrastructure projects, Version 7

**Ref. 2** Hill, M.O., Preston, C.D. & Roy, D.B. (2004) Plantatt: Attributes of British and Irish Plants: Status, Size, Life History, Geography and Habitats. Centre for Ecology and Hydrology, Huntingdon

© Crown copyright 2021.

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  
[A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)  
or call **0300 470 4580\***.