

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010059

6.46 Environmental Statement Addendum: East and West Linkhall Roads

Rule 8(1)(c)

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Infrastructure Planning (Examination Procedure) Rules 2010

Infrastructure Planning

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(Examination Procedure) Rules
2010**

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

Environmental Statement Addendum: East and West Linkhall Access Roads

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1 INTRODUCTION

1.1 PURPOSE OF ES ADDENDUM

- 1.1.1. This Environmental Statement Addendum (this “ES Addendum”) to the Environmental Statement (ES) [APP-035 to APP-336] supports a request to amend an application for development consent [REP5-005 and 006].
- 1.1.2. An application for development consent [REP5-005 and 006], which included the ES [APP-035 to APP-336], was submitted by Highways England (the “Applicant”) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”) on 7 July 2020 for the A1 in Northumberland: Morpeth to Ellingham (“the Scheme”).
- 1.1.3. The Scheme is formed of two parts known as Part A (Morpeth to Felton) and Part B (Alnwick to Ellingham). A full description of the Scheme can be found at **Chapter 2: The Scheme** of the ES [APP-037]. The ES sets out the findings of the Environmental Impact Assessment (EIA) that was carried out for the Scheme.
- 1.1.4. The application was accepted for Examination on 4 August 2020.
- 1.1.5. As is normal in relation to any engineering project, further design development of the Scheme has continued to be undertaken by the Applicant since the application for the Development Consent Order (DCO) was made in order to release efficiencies and design benefits. This is particularly important in optimising a scheme being delivered by the public sector in the public interest. At the Hearing held during the week 22 February 2021 (please see on **Applicant’s Written Summaries of Oral Submissions to Hearings [REP4-025]**) the Examining Authority (ExA) is recorded under item number 2.22 that the general arrangement be updated to show that East Linkhall Access Road and West Linkhall Access Road would be sufficient for two-way traffic. At the same hearing Northumberland County Council (NCC) confirmed that they wish for the new road for their adoption to have a positive drainage system.
- 1.1.6. This ES Addendum relates to the proposed amendments to the design of East Linkhall Access Road and West Linkhall Access Road as shown on the **General Arrangement Plans [REP5-033]** and proposed amendments to the associated drainage as requested by NCC. The proposed amendments to East Linkhall Access Road comprise carriageway widening from a single lane with passing bays as described in **Section 2.5, Chapter 2: The Scheme** of the ES [APP-037], to a two lane carriageway with all passing bays removed. To accommodate the widened road, Linkhall Culvert would be extended by 1.8 m east and a new detention basin would be provided east of the road which would outfall north via carrier pipe to a tributary of Kitty Carter Burn. The amendments to the design of West Linkhall Access Road comprise of localised widening to extend the section of two lane carriageway and the provision of a turning point within the northern extent of the access road to accommodate turning vehicles. The design of these roads remains within the Order limits of Part B as described within **Chapter 2: The Scheme [APP-037]**.

- 1.1.7. The details of the amendments to East Linkhall Access Road, West Linkhall Access Road and associated drainage as proposed in this ES Addendum to the application are described in **Chapter 2: East and West Linkhall Access Roads** of this ES Addendum. This ES addendum should be read in conjunction with the **General Arrangement Plans [REP5-033]** and **Drainage Strategy Report Part B [APP-314]** which have been updated and provided at Deadline 6.
- 1.1.8. The purpose of this ES Addendum is to ensure that the environmental impacts of the access roads and associated drainage have been appropriately considered with any likely significant environmental effects identified, and to satisfy the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations).
- 1.1.9. This ES Addendum therefore provides a sensitivity assessment of the likely significant effects reported within the ES [APP-035 to APP-336] and whether the conclusions reached within the ES would remain unaltered as a result of the changes to the access roads and associated drainage as described in **Chapter 2: East and West Linkhall Access Roads** of this ES Addendum. This ES Addendum is not a duplication of the ES submitted with the application for development consent and should be read in conjunction with the ES.

1.2 SCOPE OF THE ES ADDENDUM

- 1.2.1. In order to understand if there would be significant environmental effects as a result of the changes to East Linkhall Access Road, West Linkhall Access Road and associated drainage, a desktop assessment has been carried out. The purpose of the desktop assessment was to consider whether the changes to the access roads and drainage would alter the conclusion of the EIA already undertaken and reported in the ES. The desktop study informed the sensitivity assessment for each environmental topic of the ES which is presented within **Chapter 3: Sensitivity Assessment** of this ES Addendum.

1.3 STRUCTURE OF THE ES ADDENDUM

- 1.3.1. This ES Addendum follows the content structure set out below:
- a. **Chapter 1: Introduction** to this ES Addendum including the purpose of the document, a brief overview of the Scheme and the scope of the assessment.
 - b. **Chapter 2: East and West Linkhall Access Roads** provides a description of the proposed changes to the access roads and associated drainage.
 - c. **Chapter 3: Sensitivity Assessment** provides the sensitivity assessment for each environmental topic assessed within the ES and this ES Addendum, including:
 - i. Air Quality
 - ii. Noise and Vibration
 - iii. Landscape and Visual
 - iv. Cultural Heritage
 - v. Biodiversity
 - vi. Road Drainage and the Water Environment
 - vii. Geology and Soils
 - viii. Population and Human Health

- ix. Material Resources
 - x. Climate
 - xi. Assessment of Cumulative Effects
- d. **Chapter 4: Summary** provides a summary of the sensitivity test reported in this ES Addendum.

2 EAST AND WEST LINKHALL ACCESS ROAD

2.1 INTRODUCTION

- 2.1.1. The content of **Chapter 2: The Scheme** of the ES [APP-037] remains unchanged and valid, with the exceptions of the additions and changes to the sections of that chapter outlined below.

2.2 NEED FOR THE AMENDMENT TO THE APPLICATION

JUSTIFICATION FOR AMENDMENTS TO ACCESS ROADS

East Linkhall Access Road

- 2.2.1. **Chapter 2: The Scheme** of the ES, Paragraph 2.5.266 of **Section 2.5** states that widening of East Linkhall Access Road to provide a two lane carriageway without passing bays would be explored at detailed design. This was as a result of ongoing consultation with Northumberland County Council (NCC) on their requirements for adoption of the access road in relation to carriageway widths and drainage. The widening of East Linkhall Access Road and associated changes to drainage are being considered prior to the detailed design stage due to the responses raised during examination as outlined below.
- 2.2.2. Response to RR-022 Brockthorpe on behalf of Thorpe [REP1-064] confirmed to the landowner that East Linkhall Access Road would be a two lane carriageway in response to the required carriageway width suitable for adoption by NCC. At the **Hearing on Applicant's Written Summaries of Oral Submissions to Hearings held during the week 22 February 2021 [REP4-025]** item number 2.22 response states that the **General Arrangement Plans** be updated to show the amendments to East Linkhall Access Road carriageway widths which were submitted at Deadline 5 [REP5-033]. At the request of NCC, and noted in item reference 6.13 of the **Hearing on Applicant's Written Summaries of Oral Submissions to Hearings held during the week 22 February 2021 [REP4-025]**, it was also confirmed that the Applicant would investigate options for a positive drainage system on East Linkhall Access Road as opposed to the over-the-edge drainage system proposed within **Section 4.3** of the **Drainage Strategy Report Part B [APP-314]**.

West Linkhall Access Road

- 2.2.3. During a consultation meeting with NCC on 02 March 2021, NCC requested that the Scheme consider reducing the length of the single lane section of road at Patterson Cottage to an absolute minimum, whilst maximising use of the existing carriageway. The remaining length of single lane should be narrowed to deter vehicle passing on this section. NCC also requested that a turning head be provided within the northern extent of the access road to accommodate turning vehicles. These points are presented in the **7.6A Statement of Common Ground with Northumberland County Council [REP5-015]** to be updated at Deadline 6.

2.3 EAST AND WEST LINKHALL ACCESS ROADS LOCATION

- 2.3.1. East and West Linkhall Access Roads are located at the northern end of Part B, as shown on Sheet 15 and Sheet 16 of the **General Arrangement Plans [REP5-033]** to be updated at Deadline 6.
- 2.3.2. The amendments to East Linkhall Access Road, West Linkhall Access Road and associated drainage would be undertaken within the Order limits shown in **Figure 1.2: Location Plan Part B** of the ES [**APP-065**] and within the permanent and temporary land take requirements for the Scheme as shown on the **Land Plans [REP4-035]**.
- 2.3.3. Given the amendments are all located within the Order limits, the environmental constraints and area surrounding the access roads is the same as that described in **Chapter 2: The Scheme, Section 2.3** of the ES [**APP-037**].
- 2.3.4. As such, the content of **Section 2.3, Chapter 2: The Scheme** of the ES [**APP-037**] remains unchanged and valid.

2.4 DESCRIPTION OF AMENDMENTS

- 2.4.1. The content of **Section 2.5, Chapter 2: The Scheme** of the ES [**APP-037**] remains unchanged and valid, with the exception of the additions and changes outlined below.
- 2.4.2. The revised **General Arrangement Plans [REP5-033]** for the proposed changes to the Scheme submitted at Deadline 5 and as updated at Deadline 6 illustrate the main components of the revised Scheme including these design changes.

EAST LINKHALL ACCESS ROAD

- 2.4.3. The amendments to East Linkhall Access Road comprise widening of the single carriageway at East Linkhall Access Road by 1.5 m east to provide a 6 m wide two-lane carriageway along the full length of the access road with all passing bays removed.
- 2.4.4. To accommodate the widened access road, Detention Basin 27 (DB27) has been remodelled and slightly moved to the east. To accommodate the installation of a positive drainage system for the access road, the highway drainage from the widened access road is to connect to a new detention basin, referred to as DB27a, to be constructed north of DB27. The highway run-off would be discharged north via carrier pipe and new outfall to a tributary of the Kittycarter Burn.
- 2.4.5. The existing Linkhall Culvert which spans underneath the A1 would be widened by approximately 1.8 m to accommodate the widened carriageway as shown on the **Structures Engineering Drawings and Sections [REP5-004]** submitted at Deadline 5 of the Examination.

WEST LINKHALL ACCESS ROAD

- 2.4.6. West Linkhall Access Road would be amended to widen an 85m length of single lane carriageway between chainage 59360 and 59445 by 1.5m to increase the provision of two lane carriageway at Patterson Cottage. The remaining 125m section of single lane

carriageway has been narrowed by 0.6m to make a 3.9m wide single carriageway between chainages 59235 and 59360.

- 2.4.7. A turning head has also been provided, by re-using part of the existing lay-by at the northern extent of the access road on sheet 16 of the **General Arrangement Plans [REP5-033]**, at chainage 59620, to accommodate turning vehicles.

3 SENSITIVITY ASSESSMENT

3.1 INTRODUCTION

- 3.1.1. This chapter provides a sensitivity assessment for each environmental topic to identify whether the conclusions reached within the ES [APP-035 to APP-336] would remain unaltered as a result of the changes to the East Linkhall Access Road, West Linkhall Access Road and associated drainage as described in **Chapter 2: East and West Linkhall Access Road** of this ES Addendum.
- 3.1.2. Where there are no changes to the environmental impacts identified within the ES [APP-035 to APP-336] and conclusions reported within the ES, this is clearly outlined within Sections 3.2 to 3.12 below.

3.2 AIR QUALITY

CONSTRUCTION

- 3.2.1. The assessment of impacts arising from construction dust detailed within **Section 5.8, Chapter 5: Air Quality Part B** of the ES [APP-041] considers the potential impacts of all dust generating activities arising from construction of the Scheme. Inherent within the assessment methodology is the assumption that dust generating activities may occur at any location within the Order limits. As there are no changes to the Orders limits presented in the ES, with the East Linkhall Access Road, West Linkhall Access Road and the associated drainage, all impacts during construction remain unchanged. As such, the conclusions reported within **Chapter 5: Air Quality Part B** of the ES [APP-041] and the **Air Quality Assessment (Scheme Opening Year 2024)** [REP3-012] would remain unchanged and valid.

OPERATION

- 3.2.2. There would be no change to the conclusions of the air quality assessment as a result of the proposed changes to East Linkhall Access Road, West Linkhall Access Road and the associated drainage. There would be no significant air quality effects on human receptors resulting from the operation of the Scheme. As such, the conclusions reported within **Chapter 5: Air Quality Part B** of the ES [APP-041] and the **Air Quality Assessment (Scheme Opening Year 2024)** [REP3-012] would remain unchanged and valid.

3.3 NOISE AND VIBRATION

CONSTRUCTION

- 3.3.1. The construction noise and vibration assessments detailed within **Section 6.8, Chapter 6: Noise and Vibration Part B** of the ES [APP-043], assume that anticipated worst case activities including earthwork and site clearance activities would be undertaken within the Order limits, including at the closest points to noise sensitive receptors. The amendments to the access roads and the associated drainage are located within the Order limits presented

within the ES and so these activities would be no closer to existing receptors than has already been assumed and assessed. The conclusions presented within **Section 6.8, Chapter 6: Noise and Vibration Part B** of the ES [APP-043], would therefore remain unchanged and valid.

OPERATION

- 3.3.2. The changes to East Linkhall Access Road, West Linkhall Access Road and the associated changes to detention basins to the east of East Linkhall Access Road have the potential to change the associated earthworks in their proximity. There is therefore potential for the change in earthworks to influence screening and associated noise levels elsewhere.
- 3.3.3. The localised width changes to both East Linkhall and West Linkhall Access Roads would however be such that there is minimal influence on the operational stage study area. As the access roads are private accesses, there would be no influence on the Scheme operational stage road traffic noise assessment from the access roads themselves. As such, the conclusions reported within **Chapter 6: Noise and Vibration Part B** of the ES [APP-043] and the **Noise Addendum [Rep1-019]**, are expected to remain unchanged and valid.

3.4 LANDSCAPE AND VISUAL

CONSTRUCTION

- 3.4.1. The proposed changes to East Linkhall Access Road, West Linkhall Access Road and associated drainage would have no additional impacts on landscape or visual receptors during construction. The proposed changes are all within the existing Order limits and therefore would not result in additional impacts on features that contribute to landscape character or which form features of existing views in addition to those previously identified. As such, the conclusions reported in **Chapter 7: Landscape and Visual Part B [APP-045]** would remain unchanged and valid.

OPERATION

Landscape Character

- 3.4.2. The provision of an additional detention basin (DB27a) would prevent the planting of a small block of woodland to the north of the DB27 as shown on the **Landscape Mitigation Plan – Part B [REP4-053]** (as updated at Deadline 6), which would marginally reduce replacement woodland cover in the area. Combined with the localised widening of the East Linkhall Access Road, these changes would represent a negligible change to the previously proposed elements to the Scheme however there would be no change to the conclusions of the assessment of effects on landscape character as a result of the proposed changes to East Linkhall Access Road.
- 3.4.3. The localised widening of the West Linkhall Access Road would represent a negligible change to the previously proposed elements to the Scheme, as a result there would be no change to the conclusions of the assessment of effects on landscape character.

Visual

- 3.4.4. With the exception of Patterson Cottage on the west side of the existing A1, there is an absence of sensitive visual receptors. The provision of the additional detention basin (DB27a) that would prevent the planting of a small block of woodland to the north of the DB27 would not represent a noticeable change to previously assessed views. Combined with the localised widening of the East Linkhall Access Road these changes would represent a negligible change to the previously proposed elements to the Scheme therefore there would be no change to the conclusions of the assessment of visual effects as a result of the proposed changes to East Linkhall Access Road.
- 3.4.5. The localised widening of the West Linkhall Access Road would represent a negligible change to the previously proposed elements to the Scheme, as a result there would be no change to the conclusions of the assessment of visual effects.
- 3.4.6. As such, the conclusions reported within **Chapter 7: Landscape and Visual Part B** of the ES [APP-045] would remain unchanged and valid.

3.5 CULTURAL HERITAGE

CONSTRUCTION

- 3.5.1. The proposed changes to East Linkhall Access Road, West Linkhall Access Road and associated drainage would have no additional impacts on heritage assets during construction. The proposed changes are all within the existing Order limits and therefore would not result in additional impacts on buried archaeological remains or historic landscape character areas. No increase in the magnitude of temporary impacts and effects on the setting of heritage assets is anticipated associated with construction phase activity for the proposed changes. As such, the conclusions reported in **Chapter 8: Cultural Heritage Part B** of the ES [APP-047] would remain unchanged and valid.

OPERATION

- 3.5.2. The proposed changes to East Linkhall Access Road, West Linkhall Access Road and associated drainage would have no additional impacts on heritage assets during operation. The proposed changes would not alter the magnitude of impacts and effects on the setting of nearby designated heritage assets Scheduled Monument Camp at West Linkhall (NHL 1006500), Grade II Listed Building Patterson Cottage (NHL 1371080) and Grade II Listed Building West Linkhall Farmhouse (NHL 1298856) reported in the ES. As such, the conclusions reported in **Chapter 8: Cultural Heritage Part B** of the ES [APP-047] would remain unchanged and valid.

3.6 BIODIVERSITY

CONSTRUCTION

- 3.6.1. The proposed changes to the access roads and associated drainage would increase the permanent loss of improved grassland and arable habitat (non-Habitats of Principal

Importance). However, the proposed amendments are not predicted to change the significance of effects detailed within **Chapter 9: Biodiversity Part B** of the ES [APP-049] and so the conclusions reported within the ES would remain unchanged and valid.

- 3.6.2. The proposed amendment would result in a minor change to the calculation presented within the **Biodiversity No Net Loss Assessment for the Scheme for Change Request [REP5-038 & 039]**. However, this is not anticipated to change the overall conclusions of the assessment. A Biodiversity No Net Loss assessment recalculation will be required at the detailed design stage which would capture the changes associated with the proposed amendment.

OPERATION

- 3.6.3. The proposed changes to the access roads and associated drainage are not predicted to change the significance of effects detailed within **Chapter 9: Biodiversity Part B** of the ES [APP-049] during operation of the Scheme as the impacts associated with the changes would occur at the construction phase. Therefore the conclusions reported within the ES would remain unchanged and valid.

3.7 ROAD DRAINAGE AND THE WATER ENVIRONMENT

CONSTRUCTION

- 3.7.1. The proposed amendments would result in a slight increase in the length of works required within the western tributary of Kittycarter Burn. However, with the implementation of the mitigation measures regarding works within watercourses detailed in the **Outline CEMP [REP5-012 and 013]** (and as updated at Deadline 6), the proposed changes would not alter the conclusions of the assessment of construction effects as reported in **Chapter 10: Road Drainage and the Water Environment Part B** of the ES [APP-050].

OPERATION

Water Quality

- 3.7.2. DB27 was included as part of the original Highways Agency [now Highways England] Water Risk Assessment Tool (HAWRAT) assessment in **Appendix 10.3: Drainage Network Water Quality Assessment Part B** of the ES [APP-313] and therefore the impacts to water quality have already been considered. The detention basin has moved east however all other design parameters remain the same so the original assessment remains valid and no further work is required.
- 3.7.3. DB 27a is a new feature and was not included in the original assessment. However, the detention basin is serving an access road to three properties, which is not expected to have a significant volume of traffic, as demonstrated by the **Drainage Network Water Quality Assessment Part B** of the ES [APP-313] undertaken for other (non trunk) roads which would be adopted by NCC, which assumes the A1 AADT and, despite this conservative assumption, demonstrates no impact. It is therefore demonstrated that this change would

not have any significant effects on the tributary of the Kittycarter Burn (the receiving watercourse) and as a result the assessment does not require updating.

Flood Risk

- 3.7.4. The existing hydraulic model that was built for the tributaries of the Kittycarter Burn as part of the **Flood Risk Assessment Part B [APP-311]** was re-run to include this additional length of culvert. The results demonstrates that the minor increase in culvert length (1.8 m) has a negligible change in water levels upstream or downstream of the culvert and thus there is no change in flood risk, which remains the same as assessed within the **Flood Risk Assessment Part B [APP-311]**.
- 3.7.5. As such, the conclusions reported within **Chapter 10: Road Drainage and the Water Environment Part B** of the ES [APP-051] would remain unchanged and valid.

3.8 GEOLOGY AND SOILS

CONSTRUCTION

- 3.8.1. The proposed amendments would result in a slight increase in the loss of agricultural land however would be located within the Order limits presented within the ES. As the proposed amendment would not increase the permanent land take, the overall assessment of effects for agricultural land would not change. As such, the conclusions reported within **Chapter 11: Geology and Soils Part B** of the ES [APP-053] would remain unchanged and valid.

OPERATION

- 3.8.2. The proposed amendments would have no operational impacts and effects on geology and soils. As such, the conclusions reported within **Chapter 11: Geology and Soils Part B** of the ES [APP-053] would remain unchanged and valid.

3.9 POPULATION AND HUMAN HEALTH

CONSTRUCTION

- 3.9.1. It is not anticipated that there would be any change in the construction impacts and effects described in the population and human health assessment of the ES, as the amendments would be within the Order limits presented within the ES, and the works would remain within land already identified as to be permanently acquired by the Applicant. Therefore, the conclusions of the assessment reported in **Chapter 12: Population and Human Health Part B** of the ES [APP-055] would remain unchanged and valid.

OPERATION

- 3.9.2. It is not anticipated that there would be any change in the operational impacts and effects described in the population and human health assessment, as the amendments would be within the Order limits presented within the ES, and the works would remain within land already identified as to be permanently acquired by the Applicant. Therefore, the conclusions of the assessment reported in **Chapter 12: Population and Human Health Part B** of the ES [APP-055] would remain unchanged and valid.

3.10 MATERIAL RESOURCES

CONSTRUCTION

- 3.10.1. The proposed changes to the East and West Linkhall Access Roads and associated drainage would be within the Order limits presented in the ES. There is a likely increase in materials consumption and waste generation due to the road widening works, however this would not alter the findings of the assessment reported in the ES. As such, the conclusions reported within **Chapter 13: Material Resources Part B** of the ES [APP-057] would remain unchanged and valid.

OPERATION

- 3.10.2. It is not anticipated that the proposed amendments would change the operational impacts and effects described in the materials and waste assessment, as the amendments would be within the Order limits presented in the ES and would involve only minor repairs and maintenance requiring minimal material consumption and waste generation and disposal . As such, the conclusions reported within **Chapter 13: Material Resources Part B** of the ES [APP-057] would remain unchanged and valid.

3.11 CLIMATE

CONSTRUCTION

- 3.11.1. The amendments to the access roads and associated drainage may lead to a slight difference in the construction phase greenhouse gas emissions generated by the Scheme but this would not be enough to alter the findings of the existing assessment. As such, the conclusions reported in **Chapter 14: Climate Part B** of the ES [APP-059] would remain unchanged and valid.

OPERATION

- 3.11.2. The proposed amendments would not alter the operational (end-user traffic) greenhouse gas emissions. As such, the conclusions reported in **Chapter 14: Climate Part B** of the ES [APP-059] would remain unchanged and valid.

3.12 ASSESSMENT OF CUMULATIVE EFFECTS

- 3.12.1. As there would be no change to the assessment of significance for all environmental topics during construction and operation due to the proposed changes to West Linkhall Access Road, East Linkhall Access Road and associated drainage, there would not be a change to the combined effects assessment presented in **Chapter 15: Assessment of Combined Effects Part B [App-061]**, and the combined effects and cumulative effects assessments presented in **Chapter 16: Assessment of Cumulative Effects [APP-062]**.

4 SUMMARY

4.1 SUMMARY OF THE SENSITIVITY ASSESSMENT

- 4.1.1. **Chapter 17: Summary** of the ES [APP-063] describes the likely significant effects of the Scheme. As there is expected to be no change to the assessment of significance for all environmental topics due to the proposed changes to East Linkhall Access Road, West Linkhall Access Road and associated drainage, the conclusions reported within **Chapter 17: Summary** of the ES [APP-063] remain unchanged and valid.

4.2 CONCLUSION

- 4.2.1. The sensitivity assessment presented in this ES Addendum has concluded that overall this change to the Scheme would not alter the findings of the ES [APP-035 to APP-336].

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