

# A1 in Northumberland: Morpeth to Ellingham

**Scheme Number: TR010059**

## **ES Addendum: Stabilisation Works**

Rule 8(1)(c)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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]

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**ES Addendum: Stabilisation Works**

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## INTRODUCTION

An application for a Development Consent Order (DCO) was submitted by Highways England (the Applicant) to the Secretary of State for Transport via the Planning Inspectorate on 7 July 2020. The DCO would, if made, grant consent for the A1 in Northumberland: Morpeth to Ellingham, Part A (between Morpeth and Felton) and Part B (between Alnwick and Ellingham). The application was accompanied by an Environmental Statement (ES) which considered if there would be significant effects on the environment as a result of the Scheme.

As is normal with an infrastructure project of this nature, further detailed ground investigation and design has been undertaken in line with the DCO application process. It was identified in December 2019 that supplementary ground investigation would be required to inform the detailed design work for the Scheme. This ground investigation was undertaken between January and May 2020 with the first draft report being issued on 17 July 2020 (i.e. after the application had been submitted). The results were reviewed over the summer, with the latest report being issued on 2 December 2020.

The review of the available geological and geotechnical information, including the reporting of the ground investigation works undertaken earlier in 2020, has identified that the north slope of the River Coquet Valley is suffering from instability which, without treatment, could cause a failure in the slope during the construction and operation of the new bridge and could also have a detrimental impact on the existing bridge structure.

In order to assess any environmental effects of the land stabilisation works to the north of the River Coquet (the Stabilisation Works), an environmental impact assessment has been carried out. This Non-Technical Summary (NTS) presents a summary of the outcome of the assessment in non-technical language. It is not a duplication of the NTS of the ES [APP-337] submitted with the application and so should therefore be read in conjunction with it; a copy of the NTS submitted with the application can be found at:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010059/TR010059-000737-Environmental%20Statement%20Non-Technical%20Summary.pdf> .

## SCOPE

An environmental impact assessment (EIA) scoping exercise was carried out to identify those environmental topics that might be different for the Stabilisation Works compared to those assessed previously. This exercise identified that only the following topics required a full environmental assessment:

- Air Quality
- Noise and Vibration
- Landscape and Visual
- Cultural Heritage
- Biodiversity

- Road Drainage and the Water Environment
- Geology and Soils
- Population and Health
- Material Resources
- Climate

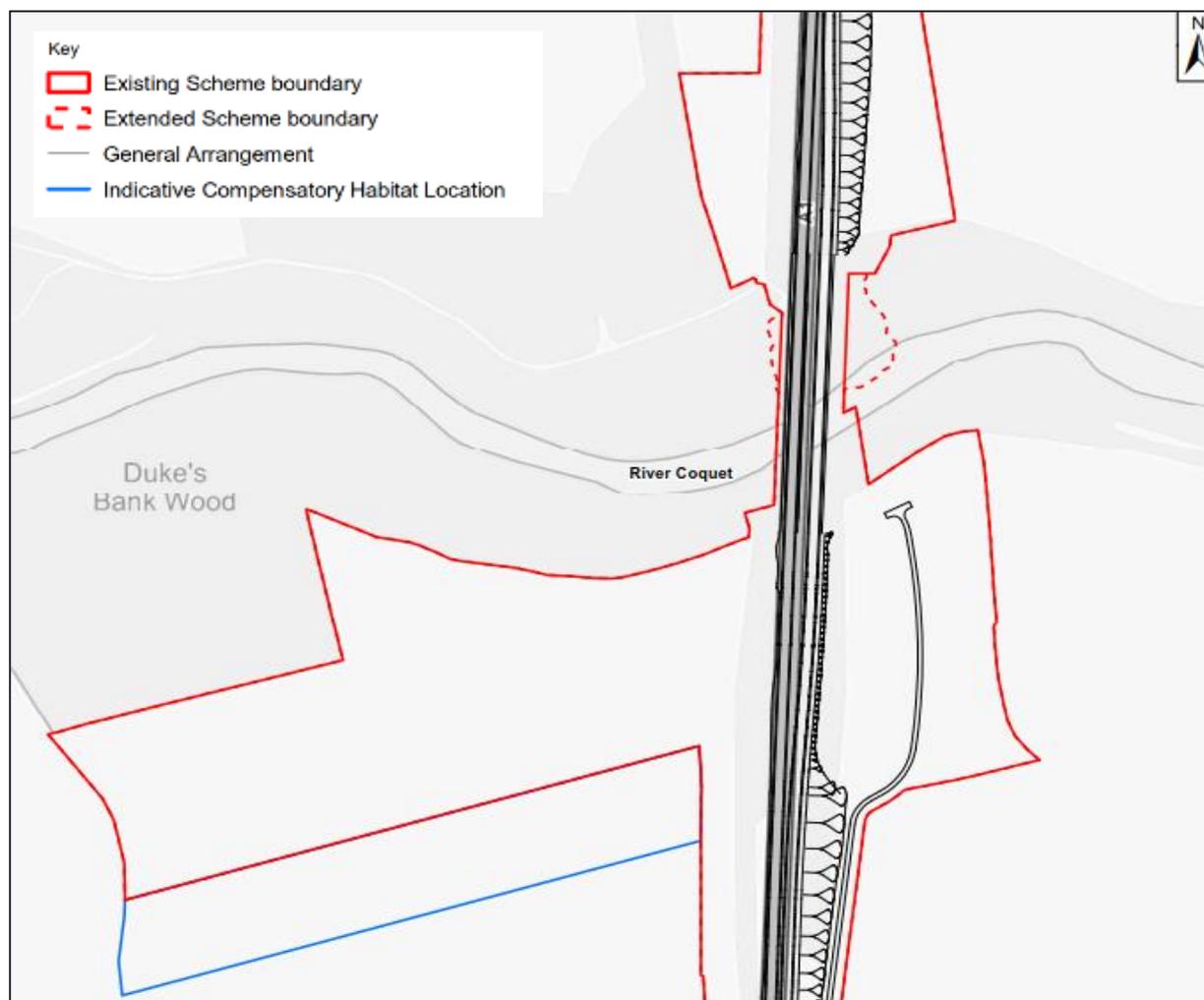
The potential for cumulative and combined effects has also been considered for the Stabilisation Works.

An ES Addendum has been produced which presents the outcome of the assessment of the likely significant effects for these topics as a result of the Stabilisation Works.

## STABILISATION WORKS

The location of the Stabilisation Works is shown on **Figure 1 – Stabilisation Works Location Plan** below.

**Figure 1 - Stabilisation Works Location Plan**



Whilst detailed design has not yet taken place, a number of options have been considered to address the instability and a number of piling<sup>1</sup> configurations have been considered. The proposed solution is three rows of piles on the north bank of the River Coquet. Two rows of piles would be to the north side of the proposed pier location for the River Coquet bridge and a third row to the south side near the toe of the slope (see **Figure 2 – Stabilisation Works**). The activities associated with the Stabilisation Works are located at the northern end of Part A.

In order to install the piles, woodland within the Coquet River Felton Park Local Wildlife Site (LWS), to the north of the River Coquet, would need to be cleared. In total, approximately 0.28 ha extra land (outside the existing Scheme boundary) would be required. This area of land would be planted after the construction works had finished and therefore, as a worst-case, would be required permanently to enable appropriate management and maintenance of the planted woodland. These areas are shown in **Figure 2 – Stabilisation Works** below:

**Figure 2 - Stabilisation Works**



As woodland with ancient woodland properties would be lost, additional habitat outside of the existing Scheme boundary would be created to compensate for this. It is anticipated that

<sup>1</sup> Piling is the process of installing deep foundations into the ground. Piles help to support large structures.

this additional compensatory habitat would be located to south-west of the River Coquet and would be approximately 3.1 ha in size. This area is shown in **Figure 1 - Stabilisation Works Location Plan** below.

The Stabilisation Works would also include scour protection<sup>2</sup> along the river's edge on the north bank of the River Coquet to protect the lower stabilisation piles from eroding (see **Figure 2 – Stabilisation Works**).

## **SURROUNDING AREA**

Part of the Stabilisation Works would be undertaken within the River Coquet and Coquet Valley Woodlands Site of Special Scientific Interest (SSSI) and the Coquet River – Felton Park Local Wildlife Site (LWS). The closest houses to works would be approximately 350 m to the north-east of the Scheme boundary at Felton Park. The closest Listed Building is the Grade II Listed 'Boundary Stones to the South and South West of Longfield Cottage', located approximately 350 m north of the Scheme boundary.

The land required for the compensatory habitat is entirely within West Moor Farm, in an area of land classified by the Agricultural Land Classification as Grade 3b (not considered to be high quality land, or 'best and most versatile'). The closest house to the compensatory habitat is approximately 700 m south in the hamlet of West Moor. The closest Listed Building is the Grade II Listed 'Milepost Approximately 55 m South West of Thurston New Houses Farmhouse', is located approximately 600 m south-east of the compensatory habitat.

## **STUDY AREA**

As described above, the Scheme boundary has changed since the original ES assessments were undertaken, and therefore, the Study Area has also been amended accordingly for some of the assessments. More detail is provided in the following topic sections.

## **BENEFITS**

The benefits of the Stabilisation Works would be to:

- Protect the River Coquet SSSI from damage in the future resulting from slope movements and deposition of large quantities of material into the watercourse.
- Stabilise the northern slope so that the new bridge foundations are not adversely impacted by slope instability movement.
- Stabilise the northern slope such that the existing bridge is not impacted by slope movement in the future.

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<sup>2</sup> Scour protection is a method of preventing the erosion of banks and is usually implemented below a structure such as a bridge.

- Provide a position from which foundations can be constructed for the northern pier of the River Coquet and abutment.
- Provide stabilisation of the slope such that the new bridge would not be destabilised.

## CONSTRUCTION

The construction works associated with the Stabilisation Works would last approximately six months. During this time, the construction would include: creating the access to the work area (including site clearance); the preparation of piling platforms and access routes to these; and installing the piles. The land stabilisation process will involve the creation of a dry area to allow reparation of the riverbed to accept temporary river training works<sup>3</sup>. The installation of temporary river training works is expected to take approximately four weeks and are likely to be in place for approximately 16 months (July 2022 until November 2023).

The plant which will be used during construction include:

- Excavators
- Dump trucks
- Dumpers
- Delivery wagons (stone / concrete etc)
- Piling rigs
- Cranes
- Compaction equipment

Access to the construction site would be provided from the widening works / temporary land to the north of the new bridge. This would require approximately one week of overnight road closures to safely construct the run in and install the temporary barrier. There may be approximately one additional hour of overnight road closures whilst the temporary bridge is brought into the works area.

## AIR QUALITY

### OVERVIEW

The air quality assessment considered the impacts and effects of the Stabilisation Works on local air quality during construction. The additional works are located in a predominantly rural location, with few nearby sources of air pollution. The additional works are not located within an Air Quality Management Area (areas that do not meet a national air quality objective indicating that air quality in these areas requires improvement).

The Study Area consists of a 200 m corridor about the Scheme boundary, which has been extended slightly as a result of the new areas included within the Scheme boundary. However, there are no additional receptors within the extended Study Area.

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<sup>3</sup> River training works are man-made measures to control the river bank or flow.

## **CONSTRUCTION**

No additional impacts on air quality were identified as a result of the works. Best practice measures would be incorporated into the Construction Environmental Management Plan (which the main contractor would be required to follow), and therefore there would be no significant air quality effects. This means there would be no change in the assessment reported in the original ES.

## **NOISE AND VIBRATION**

### **OVERVIEW**

The noise and vibration assessment considered the impacts and effects of the construction of the Stabilisation Works on noise and vibration levels at nearby sensitive receptors. Sensitive receptors can include residential properties and health and education facilities. There are no Noise Important Areas (defined as areas along roads which have been identified through high-level noise mapping as having high noise levels) within the vicinity of the additional works. The additional works are located in a predominantly rural location, with few nearby sources of noise and vibration.

The Study Area is 300 m from the boundary of any construction activity associated with the Scheme. Given the Stabilisation Works require an extension to the Scheme boundary, the Study Area has been extended to incorporate these additional areas. However, there are no additional receptors within the extended Study Area.

### **CONSTRUCTION**

The main Stabilisation Works would require an additional crane, compaction equipment, dump trucks and dumpers in addition to the plant assumed for River Coquet bridge construction (detailed within the ES [APP-209]). This may increase the overall noise level associated with the construction of the additional works. These works would be undertaken during daylight hours.

There are some night-time activities required as part of the additional works, which includes forming the access for the main Stabilisation Works. These are expected to be less noisy than the main Stabilisation Works, and the construction plant used is likely to be similar to those assessed as part of the main ES.

Additionally, there would be some noise-generating activities within the proposed habitat compensation area. However, it is expected these would be short in duration and require limited mechanical plant. Given there are no sensitive receptors within the 300 m Study Area, it is not expected that any significant effects would occur.

Best practice measures would be incorporated into the Construction Environmental Management Plan (which the main contractor would be required to follow), and therefore there would be no significant noise and vibration effects as a result of the additional works. This means there would be no change in the assessment reported in the original ES.

## LANDSCAPE AND VISUAL

### OVERVIEW

The landscape and visual assessment considered the impacts and effects of the Stabilisation Works on visual amenity areas, such as footpaths, during construction and operation. The area surrounding the Scheme is predominantly rural with some nearby residential, commercial and recreational users.

The Study Area is the same as that used in the original ES assessment, which means no additional receptors would be affected.

### CONSTRUCTION

There might be some minor changes to the impacts felt to visual receptors during the construction of the Stabilisation Works. For instance, the residents of Hemelspeth to the south-west of Felton would be affected by the woodland clearance, however the distance to the works means the significance of the effect remains the same as previously assessed (not significant). Users of some footpaths (422/020 and 422/002) would be affected by the removal of the additional area of woodland, the presence of Stabilisation Works activities, and the additional compensatory habitat, however the significance of the effect would remain the same as previously assessed. Users of the St Oswald's Way might also be affected by the removal of the additional area of woodland and the presence of Stabilisation Works activities, but again the significance of the effect would remain the same as previously assessed.

Overall, it is considered that there would not be any change in the significance of the effects felt during construction as a result of the Stabilisation Works when compared to the assessment of construction effects reported in the ES.

### OPERATION

It is anticipated that there would be a change in the significance of some operational visual impacts as a result of the Stabilisation Works, when compared to the original ES assessment.

For the residents of Hemelspeth, the Stabilisation Works would result in no change to the significance of the operational effects previously reported (not significant). However, the users of footpaths 422/020 and 422/002 would be subject to a slight increase in the visual impacts of the works, with the impacts increasing slightly compared to those reported in the original ES as a result of the greater awareness of the cleared woodland, however the cleared area would be replanted. The effects would remain as not significant.

The users of St Oswald's Way would also experience a change in the significance of the visual effects as a result of the Stabilisation Works. In the first year of operation, the proximity of the users to the cleared areas of woodland would result in a larger adverse visual effect than that reported in the ES, which would continue to be significant. However, this would be reduced over time as the mitigation planting establishes, so the effect after 15 years would be not significant.

## **CULTURAL HERITAGE**

### **OVERVIEW**

The assessment considers the potential impacts and effects of the Stabilisation Works upon cultural heritage assets, such as archaeological remains, historic buildings or structures, conservation areas and historic landscapes. The closest Listed Building to the northernmost extensions to the Scheme boundary is Grade II Listed 'Boundary Stones to the South and South West of Longfield Cottage', located approximately 350 m north of the Scheme boundary and the closest Listed Building to the compensatory habitat area is Grade II Listed 'Milepost Approximately 55 Metres South West of Thurston New Houses Farmhouse', located approximately 600 m south-east of the extended Scheme boundary.

The Study Area is 500 m or 1 km from the boundary of the Scheme depending on the relative importance of the cultural heritage asset. Given the Stabilisation Works require an extension to the Scheme boundary, the Study Area has been extended to include these additional areas. This means that there is one more non-designated heritage asset within the Study Area which needed to be considered.

### **CONSTRUCTION**

The Stabilisation Works (including the additional compensatory habitat) could potentially disturb or damage currently unknown below ground heritage assets located within the Scheme boundary. Depending on the importance of the heritage assets, the effects would vary from significant to non-significant. This would result in no change to the significance of the construction impacts previously reported in the original ES.

### **OPERATION**

No additional risks to cultural heritage were identified for the operational phase of the Stabilisation Works, therefore there would be no change in the assessment reported in the original ES.

## **BIODIVERSITY**

### **OVERVIEW**

The biodiversity assessment considers the impacts and effects of the Stabilisation Works on the natural environment. Additional land is required for construction, including a loss of woodland from the Coquet River Felton Park LWS which has ancient woodland properties, which means additional compensatory habitat is required.

The Study Area is the same as that used in the original ES assessment, including the additional areas within the extended Scheme boundary.

### **CONSTRUCTION**

The proposed amendments to the Scheme would result in the permanent loss of natural habitat along the northern bank of the River Coquet (part of the River Coquet and Coquet Valley Woodlands SSSI) as a result of the construction of the permanent scour protection, which would result in a new significant adverse effect. However, the Scheme is already

anticipated to give rise to significant effects on the River Coquet and Coquet Valley Woodlands SSSI, and the Stabilisation Works would not change this. There is an additional risk of harm from other impacts such as changes to water chemistry, or pollution runoff, however with the successful implementation of mitigation, these effects would not be significant.

The Stabilisation Works would also lead to the loss of 0.28 ha of broadleaved woodland within the Coquet River Felton Park LWS, which is in addition to 0.41 ha of woodland lost within the LWS as part of the original Scheme. Following the successful implementation of the habitat compensation and other best practice measures, it is considered that the Stabilisation Works would not change the significant adverse effect on the LWS reported in the original ES.

The Stabilisation Works would additionally affect great crested newts, breeding birds and otter, for instance by causing a temporary loss of suitable habitats or causing temporary disturbance as a result of noise, light and vibration effects. Best practice measures would be incorporated into the Construction Environmental Management Plan (which the main contractor would be required to follow), and therefore there would be a neutral effect (not significant) on these ecological receptors. This means there would be no change in the assessment reported in the original ES.

The Stabilisation Works would additionally affect fish and aquatic invertebrates, for instance by causing a temporary obstruction to areas used by fish and aquatic invertebrates, temporary loss in suitable habitats or causing temporary disturbance as a result of noise, light and vibration effects. However, the works would not be a barrier to fish migration because the river training measures would be located close to the northern riverbank. Best practice measures would be incorporated into the Construction Environmental Management Plan (which the main contractor would be required to follow), and therefore there would be a slight adverse (not significant) effect on these ecological receptors. This means there would be no change in the assessment reported in the original ES.

## **OPERATION**

The Stabilisation Works could cause material from the scour protection to enter the River Coquet watercourse, which would impact the SSSI and other habitats and animals which depend on it during operation. However, with the proposed management and monitoring strategy, there would be no significant effects on these ecological receptors. This means there would be no change in the assessment reported in the original ES.

## **ROAD DRAINAGE AND THE WATER ENVIRONMENT**

### **OVERVIEW**

This assessment considers the impacts and effects of the Stabilisation Works on road drainage and the water environment, including surface and groundwater and geomorphology.

Environment Agency (EA) records show that the River Coquet has a 'Moderate' quality overall, with the ecological quality assessed as 'Good' and the chemical quality assessed as

'Fail'. The EA hydromorphological status (i.e. physical character and water content of water bodies) of the River Coquet is 'Supports Good'. The River Coquet is designated as part of the River Coquet and Coquet Valley Woodlands SSSI. The SSSI is designated for aquatic plants and animals, which have the potential to be affected by geomorphological (i.e. form or features of the watercourse) change.

The Study Area is the same as that used in the original ES assessment.

## **CONSTRUCTION**

The potential impacts during the construction phase would be short-term, limited to the duration of the works, which is anticipated to be 16 months for near and in-channel works. During construction, the anticipated impacts of the Stabilisation Works could include release of fine sediment into the watercourse, reduced groundwater flows, subsidence, and impact to riverbed, bank features and natural river processes. However, following the successful implementation of mitigation, the Stabilisation Works is not expected to have any effect on sedimentation, pollution risk, water quality, groundwater and geomorphology during construction.

Specifically relating to the lower north bank piling platform and associated works, the Stabilisation Works would impact on channel morphology (changes to the natural bank and bed features). Despite the implementation of mitigation, effects on channel morphology as a result of these works are predicted to cause a significant adverse effect.

## **OPERATION**

Following the successful implementation of mitigation, the Stabilisation Works are expected to have a negligible effect on sedimentation, groundwater flows and natural river processes during operation, and there would therefore not be any significant adverse effects.

However, the scour protection would permanently affect the channel morphology of the River Coquet. Despite the successful implementation of mitigation, the Stabilisation Works would still likely cause a significant adverse effect on channel morphology.

## **GEOLOGY AND SOILS**

### **OVERVIEW**

The geology and soils assessment considers the impacts and effects of the Stabilisation Works on land instability and changes to land take. As mentioned previously, the areas added to the Scheme boundary are land classified by the Agricultural Land Classification as Grade 3b (not considered to be 'best and most versatile').

The Study Area for the assessment of geology and soils covers the areas within the Scheme boundary, which includes both the existing and additional areas.

### **CONSTRUCTION**

During construction, the activities anticipated for the Stabilisation Works are:

- Creation of access to the slope north of the River Coquet and working platforms for plant required to install slope stabilisation and foundations for the new bridge which would require an additional 0.28 ha of land take of woodland (non-agricultural). This land take would be permanent because the area would be planted with trees at the end of the construction period.
- Additional compensatory habitat which would require an additional 3.1 ha of permanent land take of Subgrade 3b agricultural land.

These activities would not cause a significant risk to ground stability, so there would be no change in the assessment of ground stability reported in the original ES. The permanent land take of 3.1 ha of Grade 3b agricultural land would not lead to a significant adverse effect. The Scheme as a whole is already anticipated to give rise to significant effects on agricultural land, and this would not change as a result of the Stabilisation Works.

## **OPERATION**

No additional impacts to geology and soils for the operational phase of the Stabilisation Works, therefore there would be no change in the assessment reported in the original ES.

## **POPULATION AND HUMAN HEALTH**

### **OVERVIEW**

The population and human health assessment considers the impacts and effects of the Stabilisation Works on changes to land take from farming businesses. The Scheme is set within a rural landscape and is sparsely populated. There are several communities, recreational facilities and community facilities within the vicinity of the additional works. There are also a number of PRoW which are used for walking, cycling and horse-riding. This includes St Oswald's Way (a long-distance footpath, north of the River Coquet).

The additional, permanent land take associated with the additional compensatory habitat would be from West Moor Farm. West Moor Farm is an agricultural land holding of approximately 211.53 ha, with a rotation of wheat, barley, rape and oats and identified as a holding of low sensitivity due to its size.

The Study Area for the assessment of population and human health covers the areas within the Scheme boundary, which includes both the existing and additional areas.

### **CONSTRUCTION AND OPERATION**

The construction and operation of the Stabilisation Works would affect West Moor Farm, as a result of the additional permanent loss of (approximately 3.1 ha) of agricultural land. This would result in a further reduction in profitability and viability of the agricultural land holding (additional to those assessed in the original ES). However, due to the fact that the permanent land take required would equate to less than 10% of the total farm land area, the overall effect is considered to be not significant, therefore there would be no change in the assessment reported in the original ES.

## MATERIAL RESOURCES

### OVERVIEW

The materials and waste assessment considers the impacts and effects of the Stabilisation Works on the consumption of material resources (including products offering sustainability benefits, recycled or renewable sources) and the generation and use of material recovered from the construction works. It also considers the production and disposal of waste to landfill.

The Study Area is the same as that used in the original ES assessment.

### CONSTRUCTION

During construction, the anticipated impacts of the Stabilisation Works are:

- Consumption of natural and non-renewable resources; and
- Reduction in landfill capacity.

The following materials identified by the main contractor would be required during construction for the Stabilisation Works:

- Approximately 500 m<sup>3</sup> concrete for piling;
- Approximately 1,500 m<sup>3</sup> scour protection for stone gabion wall;
- Approximately 3,500 m<sup>3</sup> temporary stone for piling platforms (aggregate); and
- Approximately 2,100 m<sup>3</sup> imported earthworks, based on the cut and fill deficit.

Based on the scale and nature of the additional works it is considered that the additional material resources required during the construction phase are not expected to be significant, and therefore there would be no change in the assessment reported in the original ES.

The following arisings are expected to be generated during construction for the Stabilisation Works:

- Approximately 1,000 tonnes pile arisings; and
- Approximately 3,500 m<sup>3</sup> temporary stone for piling platforms (aggregate).

Subject to detailed design, all pile arisings that are chemically and geotechnically suitable would be recovered and reused within the Scheme, as would the stone used for the temporary piling platforms. Based on the scale and nature of the additional works it is considered that the quantity of arisings generated during the construction phase are not expected to be significant, and therefore there would be no change in the assessment reported in the original ES.

## CLIMATE

### OVERVIEW

The climate assessment considers how the Stabilisation Works could affect climate, for example by releasing more greenhouse gases (GHG) during construction and their contribution to global warming and climate change. GHG are natural and man-made gases

occurring in the atmosphere, which retain the sun's energy within the earth's atmosphere leading to changes in climate. The assessment considers that GHG emissions occur constantly and widely due to human and natural activity, therefore the assessment only considers where the additional works would result in additional or avoidable emissions compared to the existing scenario and its assumed evolution.

The Study Area is the same as that used in the original ES assessment.

## **CONSTRUCTION**

The main source of GHG emissions during construction for the Stabilisation Works would be from embedded carbon in the construction materials and their associated transportation.

The materials identified by the main contractor comprise:

- Approximately 500 m<sup>3</sup> concrete for the piles;
- Approximately 1,875 tonnes scour protection;
- Approximately 4,375 tonnes aggregate; and
- Approximately 2,625 tonnes imported earthworks, based on the cut and fill deficit.

It was calculated that the Stabilisation Works would increase the construction phase GHG emissions by 0.5 thousand tonnes of carbon dioxide equivalent (ktCO<sub>2</sub>e), however with mitigation, this is considered to be a non-significant adverse effect. Therefore, there would be no change in the assessment reported in the original ES.

## **ASSESSMENT OF CUMULATIVE EFFECTS**

### **COMBINED EFFECTS**

An assessment has been undertaken to consider how multiple effects at the same time may affect a receptor. This could occur due to multiple effects of the Stabilisation Works from different environmental topics combining to cause an effect on the same receptor which is different than the effect of an effect from one topic alone. This is known as combined effects, and could occur if, for example, a residential receptor is affected by noise, air quality and visual effects from a scheme.

As detailed above, the permanent loss of natural habitat along the northern bank of the River Coquet (part of the River Coquet and Coquet Valley Woodlands SSSI) would result in a new significant effect (Moderate Adverse).

As detailed above, changes in channel morphology (changes to the natural bank and bed features) of the River Coquet as a result of the presence of the piling platform and associated works would result in a new significant effect (Moderate Adverse).

When considering both the Biodiversity and Road Drainage and the Water Environment effects on the River Coquet, the works would have a combined new significant effect (Moderate Adverse).

### **CUMULATIVE EFFECTS**

The assessment of cumulative effects considers the effects of the Stabilisation Works interacting with effects from other proposed developments that are near the relevant

receptor. For example, a residential receptor may be affected by noise from the works as well as noise from another proposed development.

Although the Stabilisation Works would lead to new significant effects, it is anticipated that due to the distance between the Stabilisation Works and other developments, together with the lack of developments that have the potential to effect on the River Coquet, there would be no cumulative effects above that reported in the ES.

## **CONCLUSION**

This NTS presents a summary in non-technical language of the environmental assessment that has been undertaken for the Stabilisation Works. A scoping exercise identified that 10 environmental topics required further assessment. This is because for other topics the outcomes of the assessment were unlikely to be different for the Stabilisation Works when compared to the Scheme overall as assessed previously.

The assessments undertaken for the 10 topics have concluded that although the effects vary with the Stabilisation Works, overall these works would not alter the findings of the ES with effects anticipated to be comparable to those assessed previously, with the exception of Biodiversity and Road Drainage and the Water Environment. For Biodiversity and Road Drainage and the Water Environment, would result in new Moderate Adverse significant effects. These effects would specifically be felt on the River Coquet SSSI for Biodiversity, and on channel morphology for Road Drainage and the Water Environment. There would also be a Moderate Adverse combined effect on the River Coquet when considering the permanent loss of natural habitat along the northern bank of the River Coquet and change in channel morphology.

## **WHAT HAPPENS NEXT?**

At the time of publication of this Non-Technical Summary, which should be read in conjunction with the previously published Non-Technical Summary, published in June 2020, the DCO examination has entered Deadline 2. The Examining Authority has a duty to complete the examination of the application by the end of a period of six months, beginning with the day after the close of the Preliminary Meeting. The Preliminary Meeting part 1 was held on 15 December 2020 and part 2 on 5 January 2021. The examination of the application primarily takes the form of consideration of written submissions. Registered interested parties can send written comments to the Planning Inspectorate.

On completion of the examination after six months, the Examining Authority will then have three months to consider its recommendation. This recommendation and a supporting report will then be passed to the Secretary of State for Transport, who will have three months to decide whether to grant a Development Consent Order.

Finally, when the Secretary of State's decision is published, there will be a six-week High Court challenge period. If there are no High Court challenges, the decision will be final.

The Environmental Statement Addendum and supporting documents can be viewed online at: <https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-morpeth-to-ellingham/?ipcsection=docs>

Further information about the Planning Act 2008 process and DCO can be found on the Planning Inspectorate National Infrastructure Planning website: <http://infrastructure.planninginspectorate.gov.uk/>

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