

# **A1 in Northumberland: Morpeth to Ellingham**

**Scheme Number: TR010041**

## **5.2 Consultation Appendices 13 of 13**

Planning Act 2008

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

Regulations PA 2008 s37

Volume 5

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]**

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**CONSULTATION REPORT APPENDICES**

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<b>Regulation Reference:</b>	Regulations PA 2008 s37
<b>Planning Inspectorate Scheme Reference</b>	TR010041
<b>Application Document Reference</b>	TR010041/APP/5.2
<b>Author:</b>	A1 in Northumberland Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	June 2020	Application Issue

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**A2E – LIQ Cover Letter Category 3 22<sup>nd</sup> November 2019**

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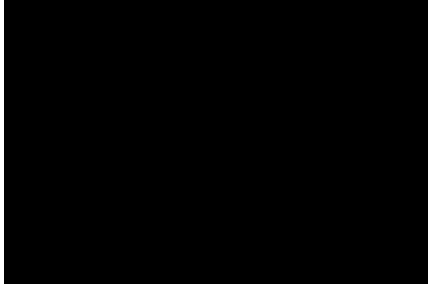
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**M2F** – Targeted statutory consultation (07 January 2019 to 04 February 2019) cover  
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Our ref: TR010041/ S42(1)(a) S42(1)(b) /Jan19



Mark Stoneman  
A1 in Northumberland Project Team  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

04 January 2019

Dear 

**A1 in Northumberland: Morpeth to Felton Scheme**  
**Statutory Targeted Consultation: 07 January 2019 – 04 February 2019**  
**Planning Act 2008 Sections 42(1)(a) and 42(1)(b): Duty to consult on a proposed application**

I am writing to you regarding our proposals for the A1 in Northumberland: Morpeth to Felton scheme, which will upgrade the existing single carriageway to dual carriageway.

Between 18 June and 29 July 2018, we held a statutory consultation on our plans to upgrade the A1 between Morpeth and Felton. Since then, we have analysed the consultation feedback received, refined our design and completed the environmental assessments. The results of the environmental assessments have been used to establish what environmental mitigation measures are required to help offset the impact of the scheme.

We have now identified two additional areas required for the essential environmental mitigation which are outside the boundary of the scheme consulted on last summer. The enclosed targeted consultation brochure describes these two additional areas which are located to the west of the A1 carriageway and near to the River Coquet. This additional consultation will supplement the previous consultation completed last summer.

We are writing to you because you are a:

- S42(1)(a) prescribed consultee, as set out in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (APFP Regs).
- S42(1)(b) local authority, as set out in s43 of the Planning Act 2008.

The targeted consultation period will **start on Monday 07 January 2019 and end on Monday 04 February 2019.**

To gain planning consent and obtain the powers of compulsory acquisition, we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make a recommendation to the

Secretary of State for Transport, who will ultimately decide whether the scheme will go ahead. We intend to make our application in summer 2019.

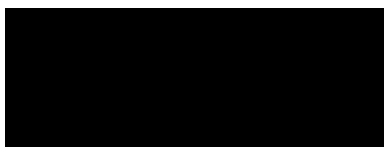
Further information about the 2008 Act process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

This targeted consultation is an opportunity for you to share your views on our proposals for the additional areas identified, before we submit our application. This will enable us to take your views into account in developing and refining our proposals in advance of submitting our application. If you have any questions regarding this consultation, the proposed environmental mitigation measures or would like to arrange a meeting, please contact our scheme **Stakeholder Manager: Stuart Culley on 07969 856 162 or email [Stuart.Culley@morgansindall.com](mailto:Stuart.Culley@morgansindall.com)**.

Should you have any queries about this correspondence, please do not hesitate to contact me using the details provided below.

Yours sincerely,



Mark Stoneman

**Project Manager:** A1 in Northumberland

**Email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

**Enc.**

- A1 in Northumberland: Morpeth to Felton scheme, Targeted consultation (combined brochure and response form)

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**M2F** – Targeted statutory consultation brochure (07 January 2019 to 04 February 2019)

# **A1 in Northumberland**

## Morpeth to Felton scheme

### **Targeted consultation**

Share your views



7 January 2019 to 4 February 2019





In summer 2018 we held a public consultation on our plans to improve the A1 in Northumberland between Morpeth and Felton.

Since then, we have analysed the consultation feedback received, refined our design and completed the environmental assessments. Using the results of the environmental assessments we have now established what mitigation measures are required to minimise the impact of the scheme on the environment.

The environmental assessments show that two additional areas are required for essential environmental mitigation, which extend beyond the boundary of the current scheme proposals, set out in the Preliminary Environmental Information Report (PEIR) published for the public consultation held in summer 2018.

This targeted consultation is seeking your views on the additional areas required for the essential environmental mitigation.






For more information about the previous consultation, please visit our webpage:

[www.highwaysengland.co.uk/A1inNorthumberland](http://www.highwaysengland.co.uk/A1inNorthumberland)

We'd like to hear what you think about the two additional areas proposed for the essential environmental mitigation. The targeted consultation period starts on **Monday 7 January 2019 and closes on Monday 4 February 2019** and is open to everyone. We look forward to hearing your views.

How to respond

Please respond using one of the following methods by **Monday 4 February 2019**

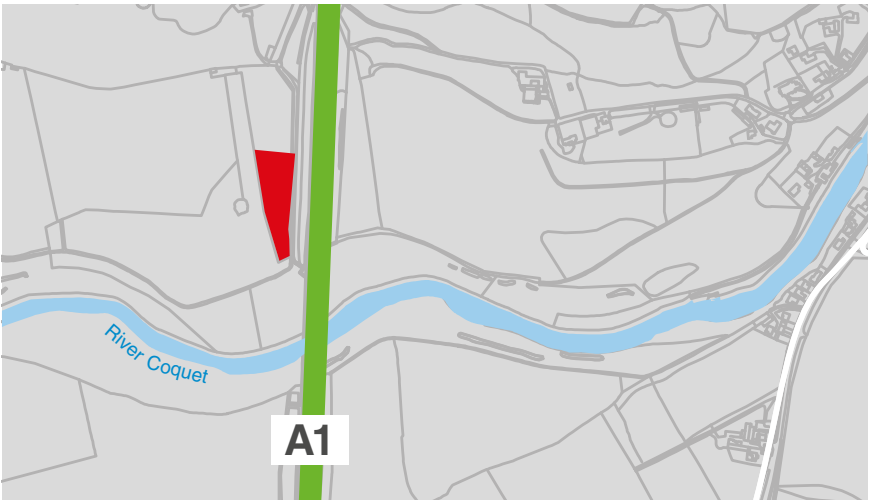
-  **Online: complete the response form online at**  
[www.highwaysengland.co.uk/A1inNorthumberland](http://www.highwaysengland.co.uk/A1inNorthumberland)
-  **Email us at:**  
[A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)
-  **Complete the consultation response form in this brochure:**  
Return it using the freepost provided
-  **Call us on:**  
0300 470 4585
-  **Post: Write to us at:**  
Freepost RSAS-ZGKK-CSUL  
A1 in Northumberland project team  
3rd floor south, Highways England,  
Lateral, 8 City Walk  
Leeds, LS11 9AT



# Proposed additional areas for environmental mitigation

## Area 1

### Great crested newt mitigation habitat



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The great crested newt is a European protected species. The animals, their eggs, breeding ponds and resting places are protected by law.

Both juvenile and adult newts (outside the breeding season) live in terrestrial habitats with suitable shelter; such as scrub, rough grass and woodland. At the northern end of the scheme, the woodland area adjacent to the River Coquet will be partially lost during construction. To offset this loss, a great crested newt habitat will be created.

We are proposing to convert an area of species-poor, grazed grassland immediately adjacent to the area of woodland to be lost, into an area of species rich, rough grassland, which is more favourable for great crested newts. The new habitat will be created immediately adjacent to an area of habitat currently suitable for great crested newts and in close proximity to a known breeding pond, providing landscape integration and connectivity.



**Note:** All maps are diagrammatic only and are not to scale.



## A1 in Northumberland Morpeth to Felton scheme

### Targeted consultation Response form



7 January to 4 February 2019



Consultation response form

How to give us your views

We want to understand your views about our proposal for two additional areas of essential environmental mitigation which exceed the current boundary of the scheme presented at our consultation in summer 2018 and set out in the Preliminary Environmental Information Report (PEIR) published at that time. Please share your views with us by completing this response form here or online at [www.highwaysengland.co.uk/A1inNorthumberland](http://www.highwaysengland.co.uk/A1inNorthumberland)

If you're returning this form to us by post, please follow the folding instructions on the back page then pop it in the post – **no stamp required.**

Please submit your completed response form...

to reach us no later than **4 February 2019**

Please provide your name, address and email address.

If you you'd prefer your comments to be anonymous, please just let us have your postcode (first five characters), so we can understand where you live in relation to the scheme.

Name		
Address		
Postcode		(Mandatory field)
Email		

If you are responding on behalf of an organisation, please provide your name, your organisation's name and its address:

Your name:

Organisation:

Organisation address:

Post code:

Question 1

Do you support the proposed Great Crested Newt ecological mitigation to create a new habitat? Please tick one box and please give a reason for your answer.

☐ Yes

☐ To a certain extent

☐ No

Question 2

As set out on page 5 of the brochure, do you support the proposed woodland planting area near the River Coquet? Please tick one box and please give a reason for your answer.

☐ Yes

☐ To a certain extent

☐ No

Question 3

Do you have any comments regarding the mitigation measures we're proposing to reduce the impact of the scheme on the environment?

On 25 May 2018, the General Data Protection Regulations (GDPR) came into force. This legislation requires Highways England to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England adheres to the Government's Consultation Principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected for the A1 in Northumberland Morpeth to Felton will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the right to request the following information from us:

1. Right of access to the data (Subject Access Request);
2. Right for the rectification of errors;
3. Right to erasure of personal data – this is not an absolute right under the legislation;
4. Right to restrict processing or to object to processing and
5. Right to data portability.

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the right to object to that further processing.

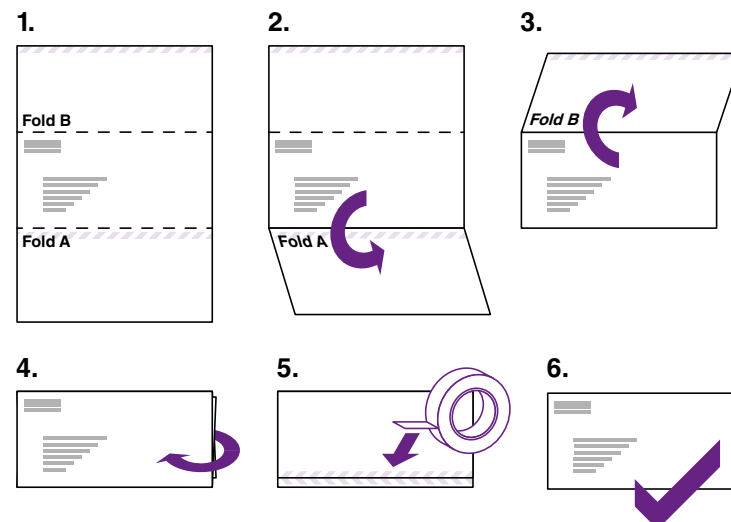
You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact [DataProtectionAdvice@Highwaysengland.co.uk](mailto:DataProtectionAdvice@Highwaysengland.co.uk)

## Folding instructions

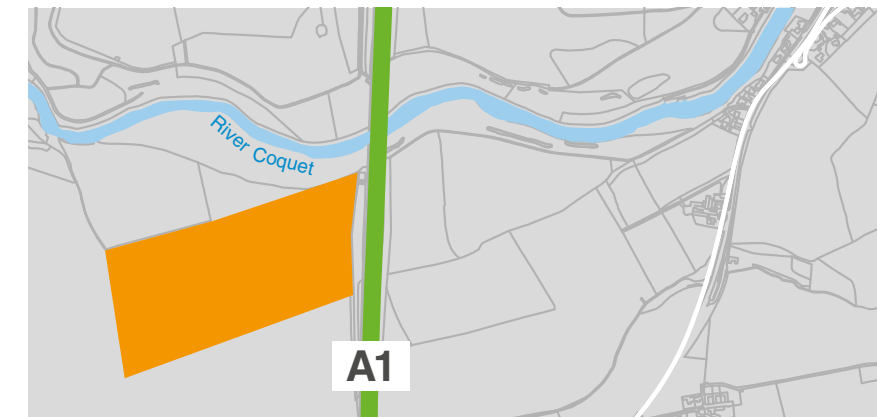
Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



## Area 2

### Proposed woodland planting area



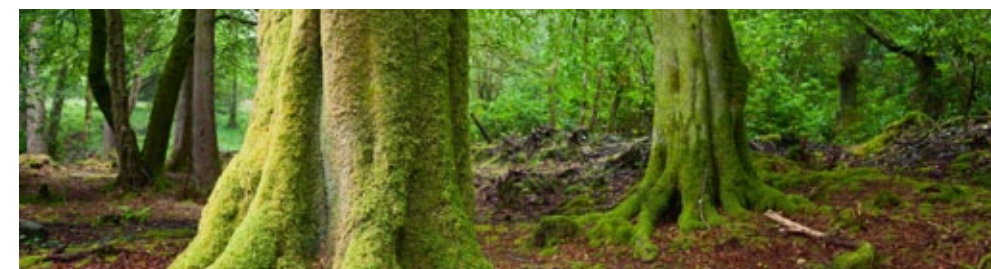
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At the northern end of the scheme, the woodland adjacent to the River Coquet is classified as ancient semi-natural woodland. A small part of this ancient woodland will be lost during construction and the erection of the second road bridge over the River Coquet. To offset this loss, additional trees will be planted adjacent to the ancient woodland. The area proposed has been discussed and agreed with Natural England.

The proposed planting will comprise a mix which includes the same tree varieties currently recorded within the area. However, this is not a direct like-for-like replacement, for each 1m<sup>2</sup> of ancient woodland lost, 9m<sup>2</sup> will be planted in its place. In addition to the manual planting of the area, a management plan for the new woodland will be produced, ensuring its long-term maintenance and management.

Planting adjacent to the ancient woodland will allow natural seed dispersal and plant colonisation to occur within the area. Due to the period of time required to establish ancient woodland, a species-rich wildflower seed mix local to the area will be sown during early plant establishment. This mix will establish a ground layer of value to a wide range of wildlife. This will then be replaced in future years once the trees are established with a ground flora mix more characteristic to ancient woodland, including native bluebells, primroses and wood anemone.

In addition to the above, where possible, key ground flora within the area of ancient woodland to be lost will be relocated to either the area of ancient woodland to be retained or to the new woodland.



**Note:** All maps are diagrammatic only and are not to scale.

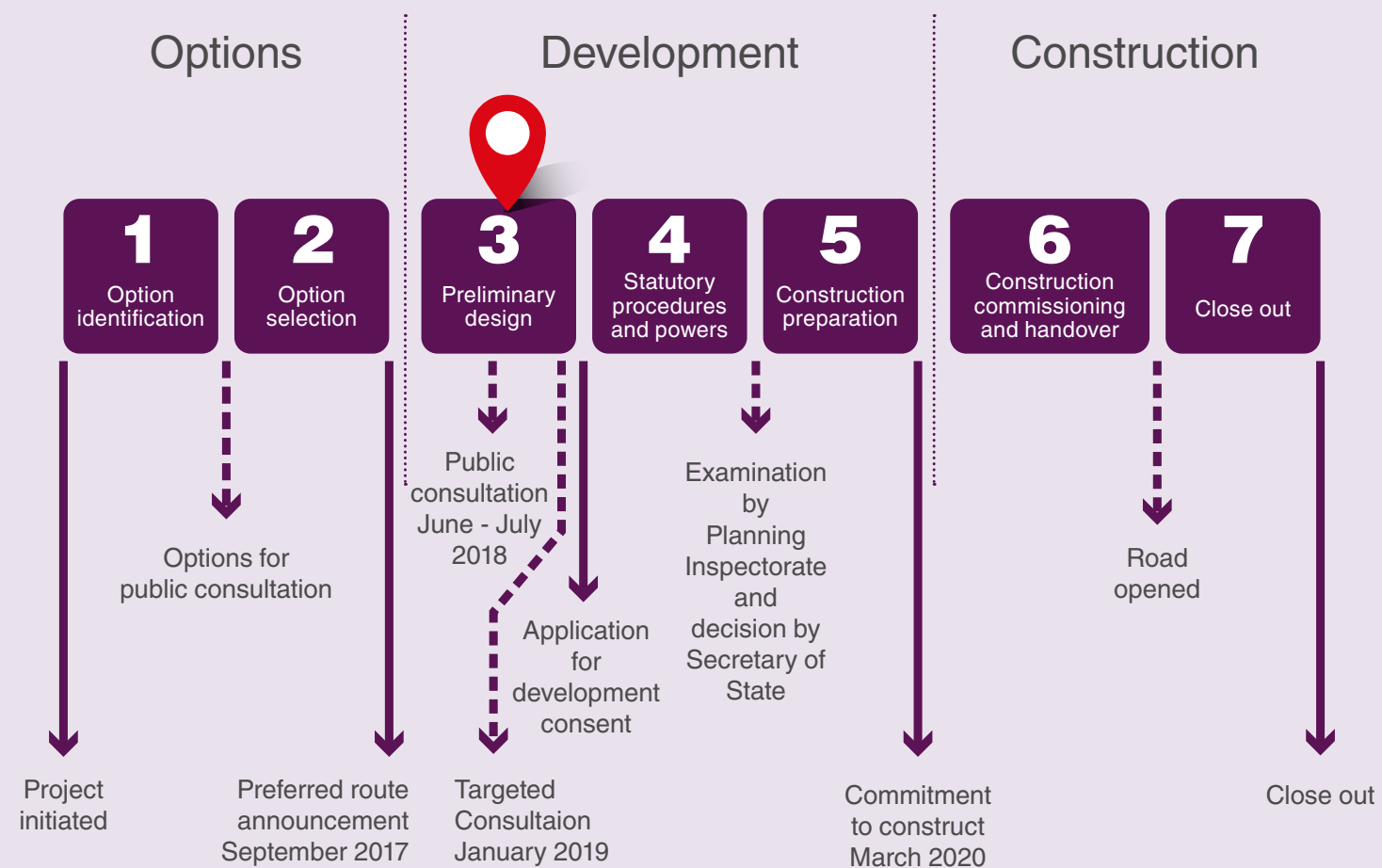


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Ordnance Survey  
100030649, 2018



# Next steps

Once the consultation has closed on Monday **4 February 2019** we will review all the suggestions and comments received. A summary of the responses received and a description on how our proposals have been informed by them, will be included in the consultation report. The report will form part of our planning application and will also be available to the public following submission of the application to the Planning Inspectorate.





If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call 0300 123 5000\*. Please quote the Highways England publications code PR170/18.

Highways England creative job number LEE18\_0168

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

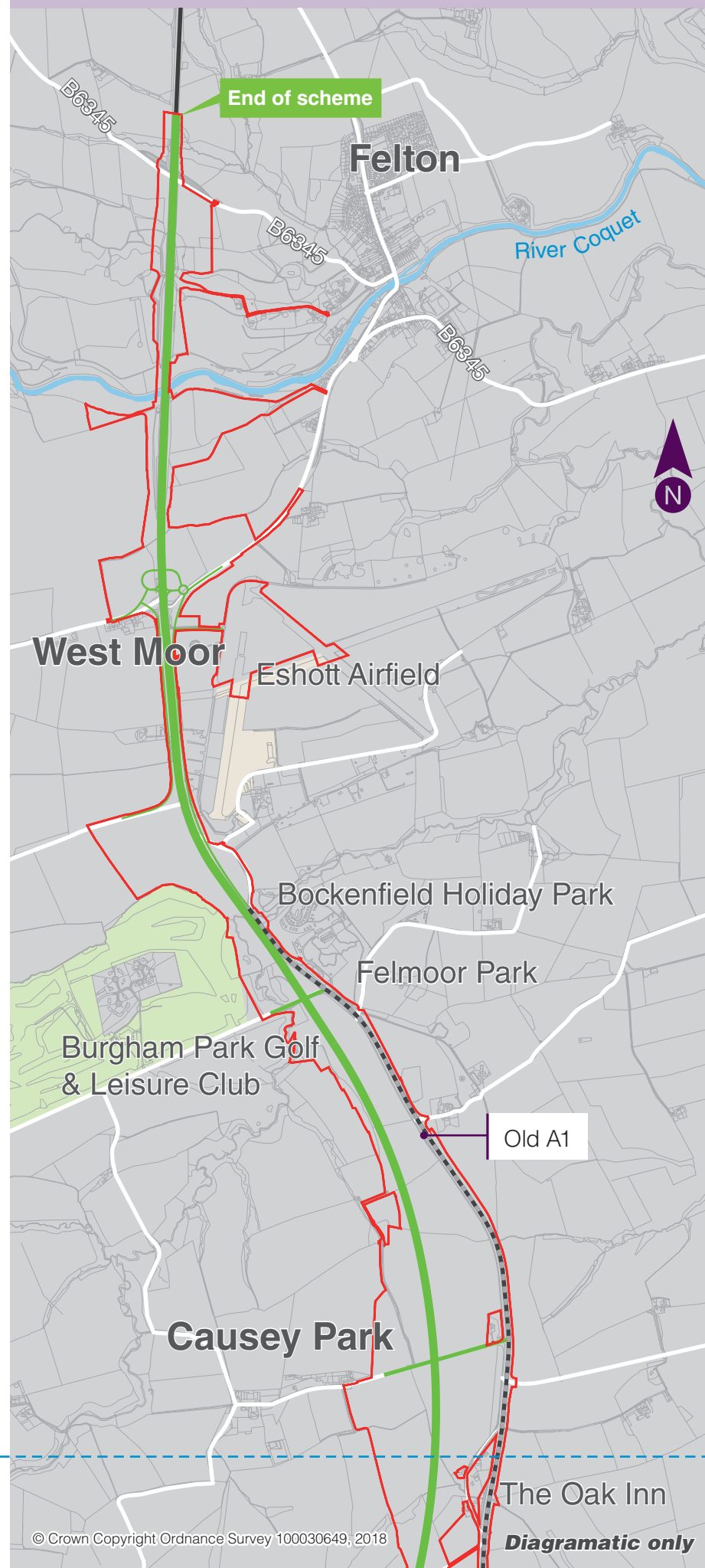
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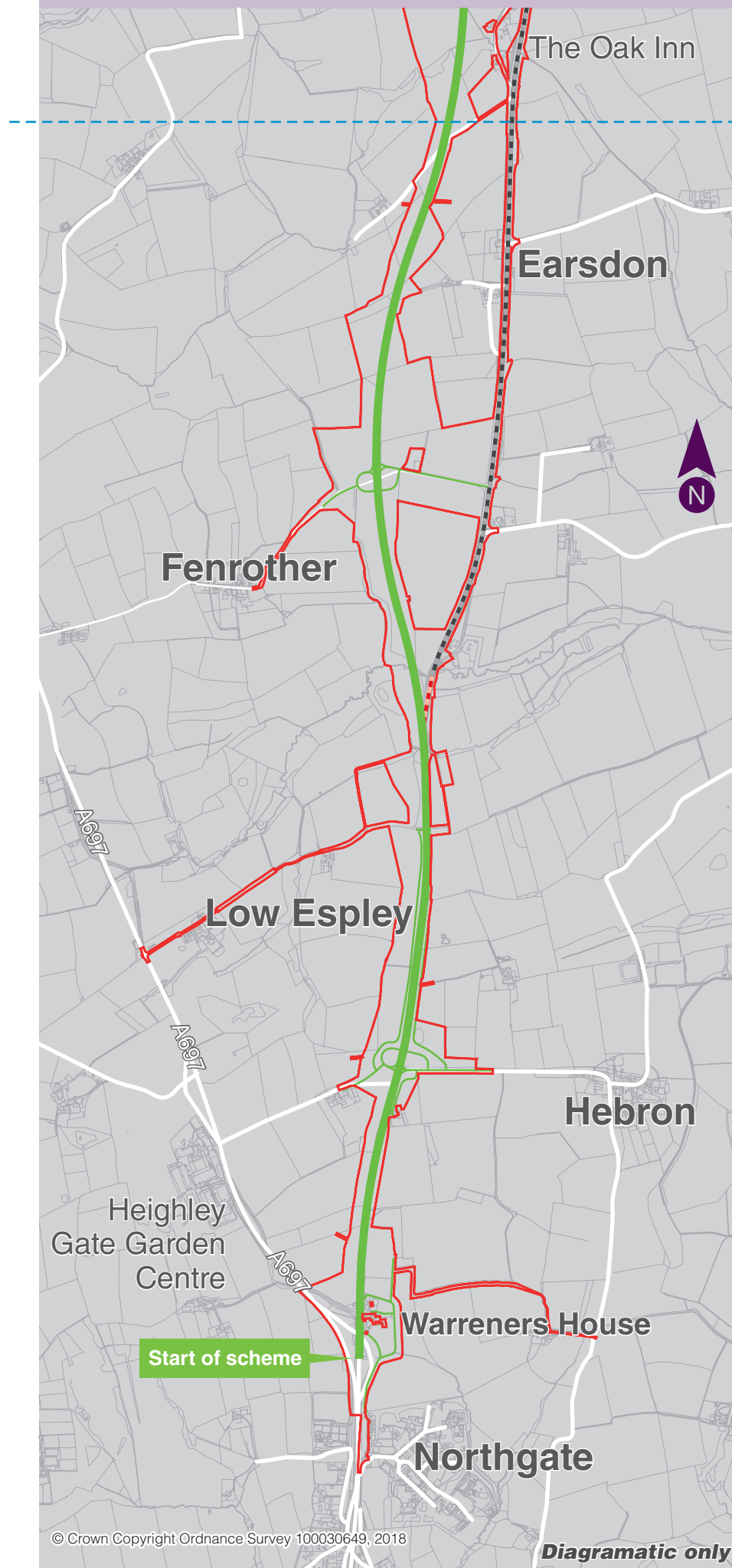
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## **M2F – Targeted statutory consultation scheme plan**

## North section



## South section



# A1 in Northumberland Morpeth to Felton scheme

### Key

- New proposed roads
- Existing A1
- Existing local roads
- De-trunked (Old) A1
- Permanent road closure
- Scheme assessment area

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**M2F – Targeted statutory consultation (25 May 2019 to 22 June 2019) cover letter**  
24 May 2019

**M2F – LIQ cover letter 25 May 2019**

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**Mark Stoneman**  
**Freepost RSAS-XZGKK-CSUL**  
**Highways England**  
**Lateral, 8 City Walk**  
**Leeds**  
**LS11 9AT**

**24 May 2019**

Dear [REDACTED]

**A1 in Northumberland: Morpeth to Felton**  
**STATUTORY CONSULTATION – 25 May 2019 to 22 June 2019**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 Morpeth to Felton scheme** which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Morpeth (Northgate, Morpeth) and Felton.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 14 June 2018 to notify them of our statutory consultation on our proposals from 18 June until 29 July 2018. Following the end of the consultation and as our design has progressed you have now been identified as someone with a legal interest in land required for the proposed scheme. The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme we may have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make a recommendation to the Secretary of State for Transport, who will ultimately decide whether the



application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in summer 2019.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **statutory consultation from 25 May 2019 to 22 June 2019.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. It therefore would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete, or update us on anything we have missed. Please use the Land Interest Questionnaire to reply on this point.

I have enclosed a consultation plan to help you understand the proposals. We have also enclosed a Land Information Questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the **scheme website:**  
**[www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/](http://www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/).**

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase

We would also like to invite you to meet with our Project Team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/](http://www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/)
- **By email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

· By post: **Mark Stoneman**  
**Freepost RSAS-XZGKK-CSUL**  
**Highways England**  
**Lateral, 8 City Walk**  
**Leeds**  
**LS11 9AT**

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **22 June 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

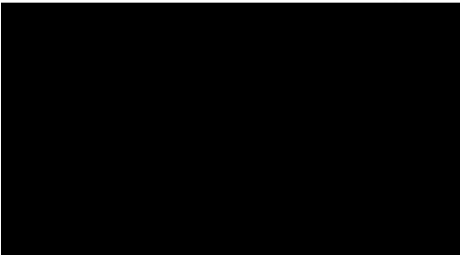
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Mark Stoneman**  
**Project Manager, A1 Morpeth to Felton**  
**Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)**  
**Tel: 0300 470 4585**

**M2F** – Targeted statutory consultation (04 June 2019 to 02 July 2019) cover letter 3  
June 2019



Mark Stoneman  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

Ref:

25<sup>th</sup> May 2019

Dear Sir/Madam,

**A1 in Northumberland: Morpeth to Felton**

In summer 2018 we consulted on our proposed improvement for the **A1 in Northumberland: Morpeth to Felton scheme**. As the design has progressed following the consultation, we have now identified you as a potential claimant under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

We are now seeking to further understand and confirm your interest in the land within the area of the proposed improvements.

We have contacted the Land Registry and received an update of the information which they hold. This relates to the ownership and occupation of properties in the area of our proposed scheme.

We understand that you may have provided information regarding your interest on a previous occasion. However, there will often be some changes to residents' details. It is important to make sure that this information is accurate as it will be included within our application for a Development Consent Order.

We have enclosed a 'Land Interest Questionnaire' and two plans for each piece of land in which we have recorded you as having an interest. The questionnaire gives you a chance to provide details of your interest in the property highlighted on the plan as well as any other legal interests including tenants.

You can return this information using the following methods:

- Scan the information and email – [A1Northumberland@wsp.com](mailto:A1Northumberland@wsp.com)
- Use the enclosed pre-paid envelope

Compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused using a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

However, this information request does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

Highways England has produced the following guidance in relation to compensation which can be viewed via the scheme website:

<https://highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/>

- A guide to part 1 claims

We will use the information as detailed in this letter to contact you in the future, unless you contact us to tell us of any changes. If you know there will be a change in the next few months, please also give us as much detail as possible, for example if you are planning to move.

If you are no longer responsible for the property, please let us know who is and we will update our records.

The information will be used in accordance with the General Data Protection Regulation 2018 and all applicable laws and will not be used for any other purpose without your permission. If the data is not required for this purpose it will be destroyed in line with data protection laws and best practice.

We would be grateful if you could complete the questionnaire attached to this letter, to the best of your knowledge. If you consider the information shown on the plans to be incorrect, you can also annotate the enclosed plan(s) if applicable. Please could you sign the questionnaire and return it to us, along with any annotated plans, within the pre-paid envelope provided. We would be grateful if this information could be returned to us on or before **8 June 2019**. If we do not hear from you by this date, we will assume that the information is correct.

On behalf of the project team, I would like to thank you for your co-operation in assisting us in the preparation of our application.

Yours faithfully,

**Mark Stoneman**  
**Project Manager, A1 Morpeth to Felton**

**Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)**  
**Tel: 0300 470 4585**

**M2F** – LIQ cover letter 4 June 2019

**Mark Stoneman**  
**Freepost RSAS-XZGKK-CSUL**  
**Highways England**  
**Lateral, 8 City Walk**  
**Leeds**  
**LS11 9AT**

**3 June 2019**

Dear 

**A1 in Northumberland: Morpeth to Felton**  
**STATUTORY CONSULTATION – 04 June 2019 to 2 July 2019**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 Morpeth to Felton scheme** which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Morpeth (Northgate, Morpeth) and Felton.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 14 June 2018 to notify them of our statutory consultation on our proposals from 18 June until 29 July 2018. Following the end of the consultation and as our design has progressed you have now been identified as someone with a legal interest in land required for the proposed scheme. The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme we may have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make a recommendation to the Secretary of State for Transport, who will ultimately decide whether the

application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in summer 2019.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **statutory consultation from 04 June 2019 to 2 July 2019.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. It therefore would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete, or update us on anything we have missed. Please use the Land Interest Questionnaire to reply on this point.

I have enclosed a consultation plan to help you understand the proposals. We have also enclosed a Land Information Questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the **scheme website:**  
**[www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/](http://www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/).**

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase

We would also like to invite you to meet with our Project Team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/](http://www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/)
- **By email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)



· By post: **Mark Stoneman**  
**Freepost RSAS-XZGKK-CSUL**  
**Highways England**  
**Lateral, 8 City Walk**  
**Leeds**  
**LS11 9AT**

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **2 July 2019**.


Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Mark Stoneman**  
**Project Manager, A1 Morpeth to Felton**  
**Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)**  
**Tel: 0300 470 4585**



Mark Stoneman  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

Ref:

4<sup>th</sup> June 2019

Dear Sir/Madam,

**A1 in Northumberland: Morpeth to Felton**

In summer 2018 we consulted on our proposed improvement for the **A1 in Northumberland: Morpeth to Felton scheme**. As the design has progressed following the consultation, we have now identified you as a potential claimant under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

We are now seeking to further understand and confirm your interest in the land within the area of the proposed improvements.

We have contacted the Land Registry and received an update of the information which they hold. This relates to the ownership and occupation of properties in the area of our proposed scheme.

We understand that you may have provided information regarding your interest on a previous occasion. However, there will often be some changes to residents' details. It is important to make sure that this information is accurate as it will be included within our application for a Development Consent Order.

We have enclosed a 'Land Interest Questionnaire' and two plans for each piece of land in which we have recorded you as having an interest. The questionnaire gives you a chance to provide details of your interest in the property highlighted on the plan as well as any other legal interests including tenants.

You can return this information using the following methods:

- Scan the information and email – [A1Northumberland@wsp.com](mailto:A1Northumberland@wsp.com)
- Use the enclosed pre-paid envelope

Compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused using a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

However, this information request does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

Highways England has produced the following guidance in relation to compensation which can be viewed via the scheme website:

<https://highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/>

- A guide to part 1 claims

We will use the information as detailed in this letter to contact you in the future, unless you contact us to tell us of any changes. If you know there will be a change in the next few months, please also give us as much detail as possible, for example if you are planning to move.

If you are no longer responsible for the property, please let us know who is and we will update our records.

The information will be used in accordance with the General Data Protection Regulation 2018 and all applicable laws and will not be used for any other purpose without your permission. If the data is not required for this purpose it will be destroyed in line with data protection laws and best practice.

We would be grateful if you could complete the questionnaire attached to this letter, to the best of your knowledge. If you consider the information shown on the plans to be incorrect, you can also annotate the enclosed plan(s) if applicable. Please could you sign the questionnaire and return it to us, along with any annotated plans, within the pre-paid envelope provided. We would be grateful if this information could be returned to us on or before 18 June 2019. If we do not hear from you by this date, we will assume that the information is correct.

On behalf of the project team, I would like to thank you for your co-operation in assisting us in the preparation of our application.

Yours faithfully,

**Mark Stoneman**  
**Project Manager, A1 Morpeth to Felton**

**Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)**  
**Tel: 0300 470 4585**

**M2F** – Targeted statutory consultation (11 July 2019 to 08 August 2019) cover letter  
10 July 2019

**Mark Stoneman**  
**Freepost RSAS-XZGKK-CSUL**  
**Highways England**  
**Lateral, 8 City Walk**  
**Leeds**  
**LS11 9AT**

**10 July 2019**

Dear 

**A1 in Northumberland: Morpeth to Felton**  
**STATUTORY CONSULTATION – 11 July 2019 to 8 August 2019**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 Morpeth to Felton scheme** which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Morpeth (Northgate, Morpeth) and Felton.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 14 June 2018 to notify them of our statutory consultation on our proposals from 18 June until 29 July 2018. Following the end of the consultation and as our design has progressed you have now been identified as someone with a legal interest in land required for the proposed scheme. The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme we may have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make a recommendation to the Secretary of State for Transport, who will ultimately decide whether the

application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in summer 2019.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **statutory consultation from 11 July 2019 to 8 August 2019.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. It therefore would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete, or update us on anything we have missed. Please use the Land Interest Questionnaire to reply on this point.

I have enclosed a consultation plan to help you understand the proposals. We have also enclosed a Land Information Questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the **scheme website:**  
**[www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/](http://www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/).**

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase

We would also like to invite you to meet with our Project Team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/](http://www.highwaysengland.co.uk/projects/a1-morpeth-to-felton-scheme/)
- **By email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

- **By post: Mark Stoneman  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT**

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **8 August 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>


Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Mark Stoneman  
Project Manager, A1 Morpeth to Felton  
Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)  
Tel: 0300 470 4585**

**M2F** – LIQ cover letter 11 July 2019





Mark Stoneman  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

Ref:

11<sup>th</sup> July 2019

Dear Sir/Madam,

**A1 in Northumberland: Morpeth to Felton**

In summer 2018 we consulted on our proposed improvement for the **A1 in Northumberland: Morpeth to Felton scheme**. As the design has progressed following the consultation, we have now identified you as a potential claimant under section 152 of the Planning Act 2008 (the 2008 Act) or under section 10 of the Compulsory Purchase act 1965, or under Part I of the Land Compensation Act 1973.

We are now seeking to further understand and confirm your interest in the land within the area of the proposed improvements.

We have contacted the Land Registry and received an update of the information which they hold. This relates to the ownership and occupation of properties in the area of our proposed scheme.

We understand that you may have provided information regarding your interest on a previous occasion. However, there will often be some changes to residents' details. It is important to make sure that this information is accurate as it will be included within our application for a Development Consent Order.

We have enclosed a 'Land Interest Questionnaire' and two plans for each piece of land in which we have recorded you as having an interest. The questionnaire gives you a chance to provide details of your interest in the property highlighted on the plan as well as any other legal interests including tenants.

You can return this information using the following methods:

- Scan the information and email – [A1Northumberland@wsp.com](mailto:A1Northumberland@wsp.com)
- Use the enclosed pre-paid envelope

Compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused using a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

However, this information request does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

Highways England has produced the following guidance in relation to compensation which can be viewed via the scheme website:

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- A guide to part 1 claims

We will use the information as detailed in this letter to contact you in the future, unless you contact us to tell us of any changes. If you know there will be a change in the next few months, please also give us as much detail as possible, for example if you are planning to move.

If you are no longer responsible for the property, please let us know who is and we will update our records.

The information will be used in accordance with the General Data Protection Regulation 2018 and all applicable laws and will not be used for any other purpose without your permission. If the data is not required for this purpose it will be destroyed in line with data protection laws and best practice.

We would be grateful if you could complete the questionnaire attached to this letter, to the best of your knowledge. If you consider the information shown on the plans to be incorrect, you can also annotate the enclosed plan(s) if applicable. Please could you sign the questionnaire and return it to us, along with any annotated plans, within the pre-paid envelope provided. We would be grateful if this information could be returned to us on or before 25 July 2019. If we do not hear from you by this date, we will assume that the information is correct.

On behalf of the project team, I would like to thank you for your co-operation in assisting us in the preparation of our application.

Yours faithfully,

**Mark Stoneman**  
**Project Manager, A1 Morpeth to Felton**

**Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)**  
**Tel: 0300 470 4585**

**M2F** – Targeted statutory consultation (09 August 2019 to 09 September 2019)  
cover letter 8 August 2019

Our ref: TR010031/S42(1)(a)/Aug2019

A1 Morpeth to Felton Project Team  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

Tel: 0300 470 4585

8 August 2019

Dear 

**A1 in Northumberland: Morpeth to Felton scheme**  
**STATUTORY CONSULTATION: 9 August 2019 to 9 September 2019**  
**PLANNING ACT 2008 SECTION 42(1)(a): DUTY TO CONSULT ON A PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 Morpeth to Felton scheme** which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Morpeth (Northgate, Morpeth) and Felton.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 14 June 2018 to notify them of our statutory consultation on our proposals from 18 June 2018 until 29 July 2018. As a prescribed consultee, we are writing to inform you of the consultation information and provide the opportunity for you to provide any comments or views you may have on the proposals.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in autumn 2019.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposal and a copy of the section 48 notice, to confirm the details of statutory consultation undertaken in June and July 2018. The suite of consultation documents, including the 3D flythrough video, is available to view online at: <https://highwaysengland.citizenspace.com/he/a1-northumberland-morpeth-to-felton/>.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:**    **A1inNorthumberland@highwaysengland.co.uk**
- **By post:**    **Freepost RSAS-XZGKK-CSUL  
A1 Morpeth to Felton Project Team  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT**

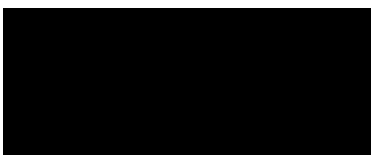
To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **9 September 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Mark Stoneman**  
**Project Manager, A1 Morpeth to Felton**  
Email: A1inNorthumberland@highwaysengland.co.uk

**Enc.**  
Consultation Plan  
Section 48 Notice

**M2F** – Targeted statutory consultation (16 August 2019 to 16 September 2019)  
cover letter 15 August 2019

Our ref: TR010031/S42(1)(a)/Aug2019

A1 Morpeth to Felton Project Team  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

Tel: 0300 470 4585

15 August 2019

Dear 

**A1 in Northumberland: Morpeth to Felton scheme**  
**STATUTORY CONSULTATION: 16 August 2019 to 16 September 2019**  
**PLANNING ACT 2008 SECTION 42(1)(a): DUTY TO CONSULT ON A PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 Morpeth to Felton scheme** which seeks to relieve congestion and improve safety by increasing capacity on the A1 between Morpeth (Northgate, Morpeth) and Felton.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 14 June 2018 to notify them of our statutory consultation on our proposals from 18 June 2018 until 29 July 2018. As a prescribed consultee, we are writing to inform you of the consultation information and provide the opportunity for you to provide any comments or views you may have on the proposals.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in autumn 2019.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

A consultation plan is enclosed to help you understand the proposal and a copy of the section 48 notice, to confirm the details of statutory consultation undertaken in June and July 2018. The suite of consultation documents, including the 3D flythrough video, is available to view online at: <https://highwaysengland.citizenspace.com/he/a1-northumberland-morpeth-to-felton/>.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **By email:**    **A1inNorthumberland@highwaysengland.co.uk**
- **By post:**    **Freepost RSAS-XZGKK-CSUL  
A1 Morpeth to Felton Project Team  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT**

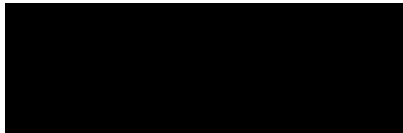
To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **16 September 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



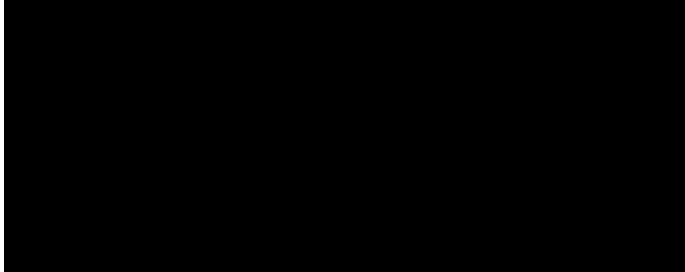
**Mark Stoneman**  
**Project Manager, A1 Morpeth to Felton**  
Email: A1inNorthumberland@highwaysengland.co.uk

**Enc.**  
Consultation Plan  
Section 48 Notice



**M2F** – Targeted non-statutory consultation (07 January 2019 to 04 February 2019)  
cover letters dated

Our ref: TR010041/S42(1)(d)Cat1&2/Jan19



Mark Stoneman  
A1 in Northumberland Project Team  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

DATE: 04 January 2019

Dear 

**A1 in Northumberland: Morpeth to Felton Scheme**  
**Non-Statutory Targeted Consultation: 07 January to 04 February 2019**

I am writing to you regarding Highways England's proposed A1 in Northumberland: Morpeth to Felton scheme.

Further to our letter of 18 June 2018 informing you of our statutory consultation between 18 June 2018 and 29 July 2018, I am now writing to let you know we have analysed the consultation feedback received, refined our design and completed the environmental assessments. The results of the environmental assessments have been used to establish what environmental mitigation measures are required to help offset the impact of the scheme.

We have identified that the environmental mitigation measures directly affect your land and we are undertaking this additional consultation to provide you with an opportunity to respond. This will allow us to take your views into account in developing and refining our proposals in advance of submitting our application to the Planning Inspectorate. There will be limited opportunity to influence our proposals once the application has been submitted, so now is the best time to have your say.

This consultation will **start on Monday 07 January 2019 and end on Monday 04 February 2019.**

I enclose with this letter a plan illustrating your land, the current scheme design and the proposed environmental mitigation measures required.

As shown on the plan the permanent acquisition of the most easterly edge of your land is required to provide the environmental mitigation measures set out below:

- Hedgerow planting – a like for like replacement of the hedgerow that will be lost during the construction of the scheme;
- Planting of species rich grassland – to be planted near the grass verge to encourage a wide range of species in the area;
- Tree planting – to screen the A1 and to blend with the surrounding area following construction of the scheme.

In addition to the above, an acoustic barrier is proposed within the grass verge of the A1 to reduce the impact of noise from the road.

As we are permanently acquiring the land it will remain in the ownership of Highways England following completion of the scheme to ensure that we can maintain the planting in future years.

During the consultation period the Project Team will be available to speak with you about the scheme and answer any questions you may have on these environmental mitigation proposals, please use the contact details provided below:

By email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

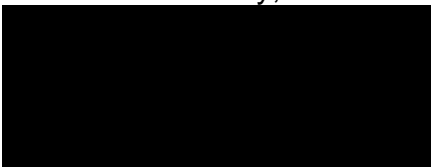
By post: Freepost RSAS-ZGKK-CSUL, A1 in Northumberland Project Team, 3rd Floor South, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

By phone: [REDACTED] (Stuart Culley, A1 Northumberland Stakeholder Manager)

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on 04 February 2019**.

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

Yours sincerely,



Mark Stoneman

**Project Manager:** A1 in Northumberland

**Email:** [REDACTED]

**Enc.**

Non-statutory targeted consultation s42(1)(d) specific plan: HE551459-WSP-LLO-M2F-DR-GI-1687

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**A2E** – Targeted statutory consultation (25<sup>th</sup> November to 10<sup>th</sup> January 2020) cover letters dated for Section 42 1 (d) categories 1 and 2 with reference to LIQ

**Recipients address**

Amy Lynch  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

**DATE**Dear **NAME**

**A1 in Northumberland: Alnwick to Ellingham**  
**STATUTORY TARGETED CONSULTATION: 25/11/2019 – 20/12/2019**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 in Northumberland: Alnwick to Ellingham (the Scheme)** which seeks to increase capacity and improve safety on the A1 between Alnwick and Ellingham.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 22 February 2019 to notify them of our statutory consultation on our proposals from 25 February 2019 to 8 April 2019. Following the end of the consultation and as our design has progressed you have now been identified as someone with a legal interest in land required for the proposed Scheme. The enclosed plan(s) detail where your land or property is situated in relation to the proposed Scheme.

To enable construction and ongoing operation of the Scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our Scheme we may have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the Scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make

a recommendation to the Secretary of State for Transport, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in spring 2020.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the Scheme. This letter is notice of Highways England's statutory consultation. Which is taking place over the period: **25/11/2019 – 20/12/2019**.

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the Scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our Scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the Scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. It therefore would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete, or update us on anything we have missed. Please use the Land Interest Questionnaire to reply on this point.

We have enclosed a Land Information Questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the Scheme website:

<https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase

We would also like to invite you to meet with our Project Team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>
- **By email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)
- **By post:** Amy Lynch



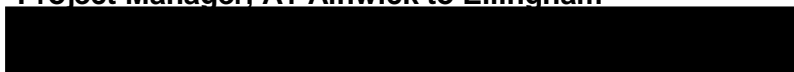
To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **20/12/2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Amy Lynch**  
**Project Manager, A1 Alnwick to Ellingham**



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**A2E** – Targeted statutory consultation (25<sup>th</sup> November to 10<sup>th</sup> January 2020) cover letters dated for Section 42 1 (d) category 3 with reference to LIQ



**Recipients address**

Amy Lynch  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

**DATE**Dear **NAME**

**A1 in Northumberland: Alnwick to Ellingham**  
**STATUTORY TARGETED CONSULTATION: 25/11/2019 – 20/12/2019**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 in Northumberland: Alnwick to Ellingham (the Scheme)** which seeks to increase capacity and improve safety on the A1 between Alnwick and Ellingham.

We are writing to you because we believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction works carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase Act 1965. Or, under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 22 February 2019 to notify them of our statutory consultation on our proposals from 25 February 2019 to 8 April 2019. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of State in order

to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in spring 2020.

This letter is notice of Highways England's statutory consultation. Which is taking place over the period: **25/11/2019 – 20/12/2019**.

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We have enclosed a Land Interest Questionnaire for you to complete to ensure we have identified all the correct land interests in the property.

Highways England has produced the following guidance in relation to compensation which can be viewed via the Scheme website: <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>

- Your property and Highways England road proposals
- Your property and discretionary purchase
- A guide to Part I claims

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>
- **By email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)
- **By post:** Amy Lynch  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **20/12/2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Amy Lynch**  
**Project Manager, A1 Alnwick to Ellingham**

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**A2E** – Targeted statutory consultation (25<sup>th</sup> November to 20<sup>th</sup> December 2019) cover letters dated for Section 42 1 (d) categories 1 and 2 without reference to an LIQ

**Recipients address**

Amy Lynch  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

**DATE**Dear **NAME**

**A1 in Northumberland: Alnwick to Ellingham**  
**STATUTORY TARGETED CONSULTATION: 28/11/2019 – 10/01/2020**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 in Northumberland: Alnwick to Ellingham (the Scheme)** which seeks to increase capacity and improve safety on the A1 between Alnwick and Ellingham.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 22 February 2019 to notify them of our statutory consultation on our proposals from 25 February 2019 to 8 April 2019. Following the end of the consultation and as our design has progressed you have now been identified as someone with a legal interest in land required for the proposed Scheme. The enclosed plan(s) detail where your land or property is situated in relation to the proposed Scheme.

To enable construction and ongoing operation of the Scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our Scheme we may have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the Scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate, who will examine the application and make

a recommendation to the Secretary of State for Transport, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in spring 2020.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the Scheme. This letter is notice of Highways England's statutory consultation. Which is taking place over the period: **28/11/2019 – 10/01/2020**.

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the Scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our Scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the Scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate.

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- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase

We would also like to invite you to meet with our Project Team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.



Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>
- **By email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)
- **By post:** Amy Lynch  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **10/01/2020**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Amy Lynch**  
**Project Manager, A1 Alnwick to Ellingham**  
**Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)**  
**Tel: 0300 470 4585**

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**A2E** – Targeted statutory consultation (25<sup>th</sup> November to 20<sup>th</sup> December 2019) cover letters dated for Section 42 1 (d) category 3 without reference to an LIQ

**Recipients address**

Amy Lynch  
Freepost RSAS-XZGKK-CSUL  
Highways England  
Lateral, 8 City Walk  
Leeds  
LS11 9AT

**DATE**Dear **NAME**

**A1 in Northumberland: Alnwick to Ellingham**  
**STATUTORY TARGETED CONSULTATION: 28/11/2019 – 10/01/2020**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **A1 in Northumberland: Alnwick to Ellingham (the Scheme)** which seeks to increase capacity and improve safety on the A1 between Alnwick and Ellingham.

We are writing to you because we believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction works carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase Act 1965. Or, under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 22 February 2019 to notify them of our statutory consultation on our proposals from 25 February 2019 to 8 April 2019. Following the consultation and as our design has progressed you have now been identified as a potential claimant.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of State in order

to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in spring 2020.

This letter is notice of Highways England's statutory consultation. Which is taking place over the period: **28/11/2019 – 10/01/2020**.

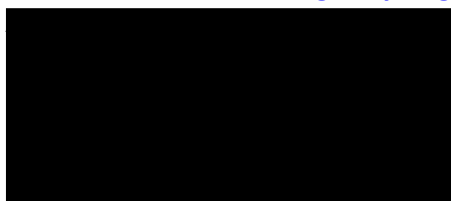
This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to the Planning Inspectorate.

Highways England has produced the following guidance in relation to compensation which can be viewed via the Scheme website: <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>

- Your property and Highways England road proposals
- Your property and discretionary purchase
- A guide to Part I claims

Any question or responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>
- **By email:** [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)
- **By post:**

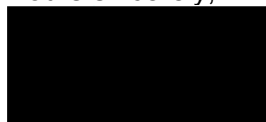


To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **10/01/2020**.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Amy Lynch**  
**Project Manager, A1 Alnwick to Ellingham**  
**Email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)**  
**Tel: 0300 470 4585**

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**A2E – LIQ Cover Letter Categories 1 and 2 22<sup>nd</sup> November 2019**



Proper Officer  
Contact Name  
Address Line 1  
Address Line 2  
Address Line 3  
Town  
Postcode

Amy Lynch – Project Manager  
A1 in Northumberland Project Team  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

Date: 22/11/2019

Reference: LIQ/A2E/**ContactID**

Dear **Proper Officer** **Contact Name**

### **A1 Alnwick to Ellingham Dualling – Land Interest Questionnaire**

Highways England is developing plans to improve the A1 from Alnwick to Ellingham, which will provide additional road capacity and enable greater access to and from Northumberland.

To ensure that all parties with an interest in land that may be affected by the project continue to receive notification of the project, it is essential that we have all the relevant land ownership information.

**We believe you may have an interest in land and/or property which may be required for, or affected by, the project.**

We wish to confirm that we have correctly identified you as holding an interest in this land and to ask you to identify anybody else who you know to also have an interest in the land. The purpose of seeking this information is to enable us to keep you aware of any matters surrounding our project.

Your details have been obtained from publicly available sources such as the Land Registry, electoral register and from information you may have previously provided to the project.

Enclosed with this letter is a Land Interest Questionnaire (LIQ) and a plan. The LIQ is provided so that you can confirm the information we have is correct, identify any changes to land ownership/interest and confirm any interests that others may hold in or over the land.

Please review and complete the questionnaire by answering the questions, providing updates to any inaccuracies in pre-populated sections and providing details of any further interests in the land. Please then sign the form and return it to us. We will also contact any other identified land interests.

The plan(s) attached to the questionnaire shows the extent of land that we believe you have an interest in. Please also sign and return the plan to confirm that the boundary is correct. If the boundary is not correct please mark on the plan(s) the required amendments and send the plan(s) back to us.

If you are no longer responsible for the property, please let us know who is and we will update our records.

Please complete and return the questionnaire and plan(s) to WSP, our referencing specialists by **09/12/2019**. You can return the form in one of two ways:

- Scan and email to [A1Northumberland@wsp.com](mailto:A1Northumberland@wsp.com)
- Return the form in the post using the enclosed pre-paid envelope, or send it to:

Should you require any assistance completing this form, please contact a member of the WSP Lands Team on 0161 886 2514, who are undertaking this work on behalf of Highways England.

To find out more about the A1 improvements, please visit the Highways England website at: <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>

Any personal data collected by WSP pursuant to A1 Alnwick to Ellingham will be dealt with by WSP in accordance with the General Data Protection Regulation (EU) 2016/679 (GDPR). For more information about WSP's Privacy Policy or to review WSP's Privacy Statement please visit our website at [www.wsp.com](http://www.wsp.com).

Once again, thank you for helping us confirm your details.

Yours sincerely

Amy Lynch  
Project Manager  
Email: [REDACTED]

---

**A2E – LIQ Cover Letter Category 3 22<sup>nd</sup> November 2019**

Proper Officer  
Contact Name  
Address Line 1  
Address Line 2  
Address Line 3  
Town  
Postcode

Amy Lynch – Project Manager  
A1 in Northumberland Project Team  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

Date: 22/11/2019

Reference: LIQ/A2E/**ContactID**

Dear **Proper Officer** **Contact Name**

### **A1 Alnwick to Ellingham Dualling – Land Interest Questionnaire**

Highways England is developing plans to improve the A1 from Alnwick to Ellingham, which will provide additional road capacity and enable greater access to and from Northumberland.

To ensure that all parties with an interest in land or who live nearby, or may be affected by the project continue to receive notification of the project, it is essential that we have all the relevant land ownership information.

**We believe you may have an interest in land and/or property which may be indirectly affected by the proposed project.**

We wish to confirm that we have correctly identified you as holding an interest in this land and to ask you to identify anybody else who you know to also have an interest in the land. The purpose of seeking this information is to enable us to keep you aware of any matters surrounding our project.

Your details have been obtained from publicly available sources such as the Land Registry, electoral register and from information you may have previously provided to the project.

Enclosed with this letter is a Land Interest Questionnaire (LIQ). The LIQ is provided so that you can confirm the information we have is correct, identify any changes to land ownership/interest and confirm any interests that others may hold in or over the land.

Please review and complete the questionnaire by answering the questions, providing updates to any inaccuracies in pre-populated sections and providing details of any further interests in the land. Please then sign the form and return it to us. We will also contact any other identified land interests.

The plan(s) attached to the questionnaire shows the extent of land that we believe you have an interest in. Please also sign and return the plan to confirm that the boundary is correct. If the boundary is not correct please mark on the plan(s) the required amendments and send the plan(s) back to us.

If you are no longer responsible for the property, please let us know who is and we will update our records.

Please complete and return the questionnaire and plan(s) to WSP, our referencing specialists by **09/12/2019** You can return the form in one of two ways:

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Should you require any assistance completing this form, please contact a member of the WSP Lands Team on 0161 886 2514, who are undertaking this work on behalf of Highways England.

To find out more about the A1 improvements, please visit the Highways England website at: <https://highwaysengland.co.uk/projects/morpeth-to-ellingham-dualling/>

Any personal data collected by WSP pursuant to A1 Alnwick to Ellingham will be dealt with by WSP in accordance with the General Data Protection Regulation (EU) 2016/679 (GDPR). For more information about WSP's Privacy Policy or to review WSP's Privacy Statement please visit our website at [www.wsp.com](http://www.wsp.com).

Once again, thank you for helping us confirm your details.

Yours sincerely

Amy Lynch  
Project Manager  
Email: [REDACTED]



---

**M2E** – Targeted statutory consultation (23<sup>rd</sup> May to 22<sup>nd</sup> June 2020) cover letters  
dated

Our ref: TR010041 May 2020

FREEPOST WSP A1iN

*[Insert address]*

Tel: 0203 0572 118

22<sup>nd</sup> May 2020

Dear Sir/Madam

**A1 in Northumberland: A1 Morpeth to Ellingham  
STATUTORY CONSULTATION – 23 MAY 2020 to 22 JUNE 2020  
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED  
APPLICATION**

I am writing to you regarding Highways England's proposed A1 in Northumberland: Morpeth to Ellingham which will upgrade the A1 to dual carriageway between Morpeth and Felton and Alnwick to Ellingham.

Highways England previously promoted the A1 in Northumberland: Morpeth to Felton and A1 in Northumberland: Alnwick to Ellingham as two separate schemes and proposed to submit a separate application for development consent in relation to each. However, an opportunity to combine the schemes to form the A1 in Northumberland: Morpeth to Ellingham has been identified along with a number of benefits to this approach including one single application for development consent covering both parts.

We previously consulted you on the proposals for A1 in Northumberland: Morpeth to Felton between 23 June 2018 and 29 July 2018; and on the proposals for the A1 in Northumberland: Alnwick to Ellingham between 25 February 2019 and 8 April 2019.

Although the detail of the separate schemes has not changed in combining to form the A1 in Northumberland: Morpeth to Ellingham we have a duty under the Planning Act 2008 to consult you about the proposed single application for development consent.

This letter is notice of Highways England's **statutory consultation from 23 May 2020 to 22 June 2020.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Inspectorate proposed in late Spring 2020.

As the Scheme is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals. A copy of the PEIR is enclosed with this letter.

Any responses to this consultation in respect of the Scheme should be sent to the following:

- **By email:** [REDACTED]
- **By phone:** [REDACTED]
- **By post:** **FREEPOST WSP A1iN**

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **22 June 2020**

Further information about the 2008 Act process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the Scheme or the consultation, you can contact us using the details set out above.

Yours sincerely,

[REDACTED]

**Mark Stoneman**  
Project Manager

## **Appendix N – Tables evidencing regard had to consultation responses (in accordance with section 49 of the Planning Act 2008)**

## A1 in Northumberland: Morpeth to Felton

**Tables N.1 to N.5** sets out how the Applicant has had regard to the responses received to the statutory consultation and targeted statutory consultations on the A1 in Northumberland: Morpeth to Felton.

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
<b>Environmental - Ecology</b>				
Invasive species	Invasive non-native species – Wildlife and Countryside Act 1981, legal requirement to prevent spread.	Environment Agency (EA)	N	The Applicant confirms that mitigation relating to invasive, non-native species (INNS) has been included within <b>Chapter 9: Biodiversity, Volume 2</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.2</b> ). The <b>Outline Construction Environmental Management Plan (Outline CEMP) (Application Document Reference: TR010041/APP/7.3)</b> describes the strategy to be implemented for the appropriate treatment of INNS for handling, treatment and disposal procedures to prevent the spread of INNS, in line with recognised industry best practice
No net loss	No net loss / net gain – the Applicant should seek to embed net gain into this scheme in addition to the no net loss, as identified in the Preliminary Environment Information Report (PEIR).	Environment Agency	N	The Applicant confirms that recommendations had been followed as part of the Environmental Impact Assessment (EIA). <b>Appendix 9.20: Biodiversity No Net Loss Assessment, Volume 7</b> of the ES ( <b>Application Document</b>



Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
				Reference: TR010041/APP/6.7) provides further details.
No net loss	We note and welcome the commitment to ensuring that a Biodiversity No Net Loss assessment is undertaken to ensure the scheme supports the Applicant's target of reducing the net loss of biodiversity by 2020 and achieving no net loss by 2025.	Natural England	N	The Applicant has undertaken a Biodiversity No Net Loss assessment. Further details can be found at <b>Appendix 9.20: Biodiversity No Net Loss Assessment, Volume 7</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.7</b> )
<b>Environmental – Cultural Heritage</b>				
Potential impact on heritage assets	This development could, potentially have an impact upon a significant number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects, which the proposed development might have upon those elements which contribute to the significance of these assets.	Historic England	N	The Applicant has undertaken a setting assessment of the designated heritage assets as part of the EIA and line with the NPPF. The findings of the assessment including proposed mitigation measures are presented in <b>Chapter 8: Cultural Heritage, Volume 2</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.2</b> ).
Feedback on Preliminary Environmental Information	As noted in the PEIR, the proposal will have direct impacts on the River Coquet and Coquet Valley Woodlands Site of Special Scientific Interest (SSSI), including	Natural England	N	The Applicant acknowledges the proposals will have a direct impact on the River Coquet and Coquet Valley Woodlands SSSI including through the direct loss of ancient woodland

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
Report (PEIR) and UK / EU legislation	<p>through the direct loss of ancient woodland habitat. Ancient woodland is an irreplaceable habitat, and compensation will be required to offset this loss. We advise that the area of compensatory woodland habitat required should be larger than the area to be lost.</p> <p>Based on the information provided Natural England advises that the proposal has the potential to impact species protected by UK and EU legislation.</p>			<p>habitat. The assessment and proposed mitigation which includes replacing the ancient woodland lost to the proposal at a 12:1 ratio as agreed in principle with Natural England are presented in <b>Chapter 8: Cultural Heritage</b> and <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>).</p> <p>Further details on the European Protected Species (EPS) licenses required prior to commencement of construction of the proposed development can be found in the <b>Consents and Agreements Position Statement (Application Document Reference:TR010041/APP/3.3)</b>.</p>
<b>Environmental – Water and Flood Risk</b>				
Flood risk Water	Flood risk – The Environment Agency is satisfied with Highway England's approach, as discussed at the meeting held 09/01/18. Flood risk permits are required for 'main rivers' for works within 8 m of a non-tidal section and 16 m of the tidal section.	Environment Agency	N	Under the Environmental Permitting (England and Wales) Regulations 2016, it is an offence to cause or knowingly permit a water discharge activity, unless complying with an environmental permit or exemption. Provision for an environmental permit for flood risk activities relating to any works required within the channel or 8m from the top of the River

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
				Coquet bank is set out in the <b>Consents and Agreements Position Statement (Application Document Reference: TR010041/APP/3.3)</b> .
Water Framework Directive (WFD)	A full Water Framework Directive (WFD) assessment will need to be carried out as part of the development. Increasing the A1 footprint, need to consider the requirement for oil traps and hydrodynamic vortex separators. Sustainable Urban Drainage System (SuDS) -improve water quality and increase water attenuation. Culverts / river crossings – The Environment Agency do not generally support culverting of watercourses; sufficient evidence will be needed to demonstrate are not reasonably practicable alternatives. Land contamination, groundwater and waste – requirement to manage and mitigate risk.	Environment Agency	N	The Applicant confirms a full Water Framework Directive (WFD) Assessment has been carried out. This has confirmed that there would be no detrimental impact or change to the WFD status of the affected catchments with the appropriate mitigation measures implemented, as detailed within the Outline Construction Environmental Management Plan (CEMP) ( <b>Application Document Reference: TR010041/APP/7.3</b> ) and embedded within the design of the new culverts and extended culverts, widening of the bridge over the River Coquet and the new outfalls. As a result, the proposal is compliant with WFD objectives. The Applicant has developed a drainage strategy including the use of SuDS and has considered reducing the number of culverts but has concluded that there are no suitable alternatives to culverting particularly where an existing culvert under the existing road is being retained and extended. Further details can be found at <b>Appendix 10.2</b> and <b>Appendix 10.5</b> ,

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Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
				<b>Volume 7</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.7</b> )
<b>Environmental – Landscape</b>				
Advise for loss of ancient woodland	<p>We recognise that there are proposed “Direct loss of landscape features such as hedges, trees and woodlands (including potential loss of Ancient Woodland)”. We note that where they are irreplaceable habitats, their loss cannot be fully compensated for.</p> <p>It is not possible to offset the potential impacts to ancient woodland loss, therefore compensation actions as well as mitigation will be required. We also suggest that a management plan is required, to ensure long term viability of created habitat. This is particularly the case for woodlands created as compensation for loss of ancient woodland, especially those with translocated soil from ancient woodland sites.</p>	Forestry Commission	N	<p>The Applicant acknowledges that the loss of ancient woodland is irreplaceable habitat and that the loss cannot be fully compensated for. The Applicant has considered route options that would avoid the area but concluded that these would bring greater disruption during construction; greater environmental impacts, increased costs and reduced the benefits that the proposal would bring. Further details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>.</p> <p>The Applicant has also been in discussion with Natural England and has an agreement in principle that a 12:1 ratio of additional land would be provided to offset the loss of 0.86 hectares of ancient woodland lost as a result of the proposal. Further details can be found in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) An <b>Ancient Woodland</b></p>

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
				<b>Strategy</b> (see <b>Appendix 9.21: Volume 7</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.7</b> )) sets out how the Applicant will ensure the long-term viability of the newly created habitat.
<b>Geotechnical</b>				
Confirmation the site resides within the defined Development High Risk Area	<p>Confirm the site falls within the defined Development High Risk Area. The site and surrounding area contain coal mining features and hazards which would need to be considered in the determination of any planning application. Accordingly, and to inform a future Environmental Statement, a Coal Mining Risk Assessment (CMRA) Report will be required.</p> <p>Historical investigations and results of future ground investigations will be used to inform the EIA and to identify any appropriate mitigation. Confirm that The Coal Authority would have no objection to a subsequent CMRA informing the Environmental Statement and supporting the planning application</p>	Coal Authority	N	<p>The Applicant acknowledges the proposals fall within the defined Development High Risk Area. A preliminary coal mining risk assessment was completed as part of the Preliminary Sources Study Report (see <b>Appendix 11.1, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>)), which was used to inform the scope of the ground investigation works. Data on shallow historical mining and mine shafts within and beneath the site have been obtained from the Coal Authority. These, along with records from historical ground investigations and ground investigations specific to this part of the proposal have been used to inform the <b>Coal Mining Risk Assessment Report</b> which can be found at <b>Appendix 11.4, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>).</p>

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
				Further details on the outcome of the EIA assessment can be found in <b>Chapter 11: Geology and Soils, Volume 2</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.2</b> )
Statutory Undertakers				
Identification of hazards in the vicinity of the scheme	<p>According to HSE's records there are no major accident hazard installations in the vicinity of this infrastructure project. However, the road does cross National Grid Gas PLC 13 Feeder Wooler / Corbridge pipeline.</p> <p>There are no licensed explosive sites in the vicinity.</p>	HSE	N	<p>The Applicant acknowledges there are no major accident hazards installations or licensed explosive sites in the vicinity of the proposals.</p> <p>The 13 feeder Wooler/Corbridge pipeline is affected by the proposals and is the subject of advance diversion works by National Grid from May 2020 through to October 2020 to replace the existing pipeline near the proposed highway alignment. The draft DCO (<b>Application Document Reference: TR010041/APP/3.1</b>) also makes provision for the diversion if required.</p>
Asset location in the vicinity of the scheme	NGET assets affected by the proposed Order: National Grid Electricity Transmission has no apparatus within or	National Grid	N	The Applicant acknowledges the proposals will require the diversion of the high-pressure gas transmission pipeline and has been working



Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	<p>in close proximity to the proposed order limits.</p> <p>NGG assets affected by the proposed Order: National Grid Gas has a high-pressure gas transmission pipeline located within or in close proximity to the proposed order limits. The transmission pipeline forms an essential part of the gas transmission network in England, Wales and Scotland: Feeder Main 13 (Simprim to Corbridge).</p>			<p>closely with National Grid on the detail of the diversion works required. It is proposed the diversion of the pipeline will be undertaken by National Grid ahead of the main construction works on this section , so that the new carriageway of the A1 can be constructed once the diversion has been completed. However, provision is made in the draft DCO</p> <p><b>(Application Document Reference: TR010041/APP/3.1)</b> for diversion of the pipeline in the event that the intended diversionary works are not carried out in advance of the proposed development.</p>
Support for the scheme Apparatus in the area	<p>Northumbrian Water fully supports your commitment to invest in the road network, which will further enable the growth of the North East economy in a sustainable manner and improve connectivity and accessibility in this rural but populated location.</p> <p>The scheme passes through a largely very rural area and it is therefore anticipated that there will be little to no impact on the public water supply. It should be noted however, that there is no strategic sewer</p>	Northumbrian Water	N	<p>The Applicant acknowledges that Northumbrian Water anticipates little to no impact on the public water supply as a result of this section of the proposal and that there is no strategic sewer network in the north Northumberland area.</p> <p>The Applicant will continue to work with Northumbrian Water through the detailed design of the proposal to ensure that any diversion works required are communicated and consulted on.</p>

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	<p>network in the north Northumberland area and populations are privately served by individual sewer systems.</p> <p>Majority of the apparatus in the area comprises small diameter water mains – up to 150mm diameter – as there are very few properties in the area needing a water supply. Some minor diversions and / or protection works are necessary, and these have already been agreed with the Applicant's consultants.</p> <p>Northumbrian Water has one 30-inch strategic main crossing the A1 just to the north of Warreners House which forms part of a network of strategic mains designed to keep the region's water supply secure. This main will be specifically protected from the traffic loading and should not be affected by the new road designs.</p>			
<b>Safeguarding</b>				
Safeguarding	This application relates to a site outside of Ministry of Defence safeguarding areas. Confirm that the Ministry of Defence has	Ministry of Defence	N	The Applicant acknowledges that the proposed application is outside of the Ministry of Defence safeguarding areas and therefore has no safeguarding objections to the proposals.

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	no safeguarding objections to this proposal.			
Safeguarding	<p>The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</p> <p>However, please be aware that this response applies specifically to the consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application.</p>	NATS Safeguarding	N	<p>The Applicant acknowledges that the proposed development from a technical safeguarding aspect does not conflict with NATS's safeguarding criteria and therefore has no safeguarding objection to the proposals.</p> <p>The Applicant acknowledges that the response provided by NATS is based on the information supplied at the time of consultation. The Applicant is not aware of any further changes which would affect the response provided by NATS.</p>
<b>Road Network</b>				
Logistics during construction	It is envisaged that the proposed A1 Northumberland improvements will, once constructed, have benefits for Royal Mail operational traffic movements. However, Royal Mail is concerned about the potential for disruption to its operations	BNP Paribas c/o Royal Mail	N	<p>The Applicant acknowledges Royal Mail's confirmation of the benefits that the proposal will bring to their operational traffic movements once it has been constructed.</p> <p>In relation to the concerns about construction</p>

Table N.1: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	during the construction phase. In particular, Royal Mail requires more information and certainty about traffic management measures that will be put in place to mitigate construction impacts on traffic flows on the A1 and the surrounding local highway network.			<p>impacts, the Applicant has developed a <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> which sets out the principles that will be followed to manage and mitigate the impact of construction traffic on the A1 and surrounding local highway network throughout the construction phase of proposal, including site access, routing, signage, HGVs, diversion routes and abnormal loads. Any full closures of the A1 would likely take place overnight and the Applicant is committed to maintaining traffic flows throughout the construction phase of the proposal.</p> <p>The <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> will be further developed and maintained by the main contractor. The main contractor will be responsible for communicating and informing in advance with local residents and businesses such as Royal Mail of any closures required during the construction period.</p>

Table N.2: Statutory Consultation under section 42(1)(b) of the Planning Act 2008 with Local Authority Consultees				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
<b>Support for Scheme</b>				
Support for the scheme.	<p>The Council continue to give the scheme their full support, given the importance of the A1 to both the County and the wider North East Region. In addition, we want to encourage and see a commitment for the progression to a longer-term strategy which delivers the full dualling of the A1 to Edinburgh.</p> <p>We support the chosen route and generally support the proposals for junctions and interactions with the local road network along the route.</p>	Northumberland County Council (host authority)	N	<p>The Applicant acknowledges the continuing support by Northumberland County Council for the proposal, and their confirmation of support for the chosen route.</p> <p>The Applicant understands Northumberland County Council's desire to see a longer-term strategy which would deliver full dualling of the A1 to Edinburgh. However, the Applicant identified, through the A1 North of Newcastle Feasibility Study published in 2015, those stretches of the A1 which have the most pressing need for improvements. These are the stretches between Morpeth and Felton and between Alnwick and Ellingham. Therefore, consideration of dualling of other stretches of the A1 is outside of the scope of the proposal.</p>
Support for scheme.	This response represents the views of the seven local authorities across the North East from a strategic transport perspective. The	North East Combined	N	The Applicant acknowledges the strong support for principles of the proposal by NECA and its consistency with the North

**Table N.2: Statutory Consultation under section 42(1)(b) of the Planning Act 2008 with Local Authority Consultees**

	<p>authorities comprise County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland, who since 2014 have constituted the North East Combined Authority (NECA).</p> <p>We strongly support the principles of the scheme which are consistent with the North East's Strategic Economic Plan. We look forward to working with the Applicant and the Planning Inspectorate on the scheme in the future.</p>	Authority (NECA)		East Strategic Economic Plan.
Support for scheme.	We have no substantive comment regarding the proposed improvements to the A1 between Morpeth and Felton but we confirm our support for all the prospective improvements planned for the A1 corridor between Morpeth and the Scottish Border.	Scottish Borders Council	N	The Applicant understands the Scottish Border Council's desire for improvements of the A1 to the Scottish Border. However, the Applicant identified, through the A1 North of Newcastle Feasibility Study published in 2015, those stretches of the A1 which have the most pressing need for improvements. These are the stretches between Morpeth and Felton and between Alnwick and Ellingham. Therefore, consideration of dualling of other stretches of the A1 is outside of the scope of the proposal.



**Table N.2: Statutory Consultation under section 42(1)(b) of the Planning Act 2008 with Local Authority Consultees**

Design comments and suggestions				
River Coquet Bridge	River Coquet – we support the construction of a second bridge.	Northumberland County Council (host authority)	N	The Applicant acknowledges the support by Northumberland County Council for the construction of a second bridge over the River Coquet to facilitate dualling of the A1.
Provision of cyclist facilities	West Moor junction – we welcome the proposal to provide a link between this junction and the de-trunked section of the existing A1. We would strongly support the inclusion of cycleway facilities to allow continuous accessibility from West Moor to Tritlington.	Northumberland County Council (host authority)	Y	Following feedback from Northumberland County Council during the statutory consultation the Applicant has amended the design of the proposal to include cycling facilities between the West Moor junction and the de-trunked section at Tritlington to allow continuous accessibility.
Change to junction priority on de-trunked carriageway at Fenrother.	Fenrother junction – given the expected traffic flows between the A1 and de-trunked section of the existing A1, we feel the existing T-junction currently shown should be reconfigured to allow free flow traffic from the new A1 onto the north de-trunked A1 section towards the C115. Whilst a T-junction should be provided for the section of de-trunked carriageway towards Tritlington School.	Northumberland County Council (host authority)	Y	Following feedback from Northumberland County Council during the statutory consultation the Applicant has amended the proposal in this location. The T-junction has been reconfigured to enable free-flow between the A1 (Fenrother) split-level junction and the de-trunked carriageway. Access to Tritlington from the de-trunked carriageway will be facilitated by a new priority junction.

**Table N.2: Statutory Consultation under section 42(1)(b) of the Planning Act 2008 with Local Authority Consultees**

De-trunked carriageway	De-trunked carriageway – the Council need to be assured that de-trunked carriageway condition will be appropriate at handover.	Northumberland County Council (host authority)	N	<p>The Applicant continues to work with Northumberland County Council to agree the handover of the de-trunked carriageway. The carriageway up to the point is it handed over to Northumberland County Council has been maintained by the Applicant as it currently forms part of the Strategic Road Network. Therefore, it would be of an appropriate condition at the point of handover to the local authority.</p> <p>A Statement of Common Ground (SoCG) is being prepared between the Applicant and Northumberland County Council which will set out the discussions held and where agreement has been reached in relation to the de-trunked section of the A1.</p>
<b>General comments</b>				
General	The proposed works are located a minimum of 10km from the boundary with the Northumberland National Park. As such, it is considered that there is no potential pathway for impacts on the special qualities of the National Park and the Authority does not wish to offer any comment in this instance.	Northumberland National Park	N	The Applicant acknowledges that the proposals would not impact the Northumberland National Park.

Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
<b>Consultation</b>			
Green route alignment	The Green route illustrated in the PRA booklet (September 2017) differs to the route illustrated in the non-statutory consultation booklet (November 2016). The alignment at Causey Park has shifted west and removes more farmland than previous identified.	N	The 'green' route illustrations in the PRA booklet and non-statutory public consultation brochure were not to scale and were intended to show the route of the proposals rather than the detail of land required for its construction, or a precise alignment of the works. Because of the illustrative nature of the PRA booklet, it is not appropriate to treat it as a definitive delineation of land-take. The land-take proposed is illustrated in the <b>Land Plans (Application Document Reference: TR010041/APP/2.2)</b> and the effect of the proposals on agricultural land is described in <b>Chapter 12: Population and Human Health, Volume 2</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.2</b> ).
All responses treated the same	Why does it appear that the same weighting is given to someone, say, from Alnwick, who travels down the A1 once a week to go to the Metrocentre, compared with someone who stands to have his livelihood and property destroyed?	N	The weight applied to representations is ultimately a matter for the Secretary of State.  The Applicant has a duty under section 49 of the 2008 Act to have regard to all responses received to the consultation and consider those responses in developing the proposal. The A1 provides a key link between London and Edinburgh and is used by both long-distance traffic as well as those who live locally. The dualling of the A1 will deliver benefits to communities, people and businesses across the wider region, including improved safety, quicker journeys and

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

			<p>more reliable journey times. Further details of the benefits can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b></p> <p>The Applicant has continued to engage and work directly with those impacted by the proposals to minimise the impact of the proposals, where possible. Where land is acquired under powers in any DCO made in respect of the proposal it will be open to affected landowners to seek compensation under the National Compensation Code. [In some circumstances this may include compensation for business extinguishment.]</p>
<b>Design comments, queries and suggestions</b>			
Route alignment	The alignment needs to be shifted east to minimise impact on Causey Park. Meetings previously undertaken with the Applicant to minimise the impact on Causey Park have not adequately improved the alignment.	Y	Following feedback received the design of the proposal in the vicinity of Causey Park has been amended. The highway alignment has been shifted east to avoid the wooded area located to the east of New Houses Farm and to minimise the impact of the proposal on Causey Park.
Request for two private bridges over the A1	Request for two private accommodation bridges at Causey Park have been denied, so the farm will be split in half and the existing access will be severely impeded.	N	The Applicant has assessed access at Causey Park and the request for two private accommodation bridges over the A1. The Applicant confirms that, although the proposal will sever the land, it is considered that access would not be impeded between the land to the east and west of the A1 due to the provision of a new overbridge at Causey Park. Therefore, access would be available between the two parts.

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

			The two private accommodation bridges requested by the landowner are considered not necessary for access. The farmland to the west of the A1 will continue to be accessible using the existing farm tracks and the farmland to the east of the A1, will be accessible using the de-trunked carriageway.
Request for new access to New Houses Farm	New Houses Farm currently has its own separate private access road. The A1 will sever this road and replacement private access road is required to maintain access to New Houses Farm.	Y	Following feedback received to the consultation the Applicant has amended the design of the proposal to include a separate private access road to New Houses Farm. The new access road will adjoin Causey Park Road at a location to the west of the new Causey Park Overbridge.
Request to reposition multiple drainage detention basins at or near to Fenrother Junction	To minimise land take, multiple requests for the proposed drainage detention basins to be reposition/reshape/adjusted. The requests also identified the need for the remaining farmland to be left as a regular shape.	Y	The Applicant has considered the request and confirms that detention basin DB7 design at Fenrother junction has been repositioned and reshaped to reduce its impact on the farmland
Request to reposition multiple drainage detention basins at or	To minimise land take, multiple requests for the proposed drainage detention basins to be reposition/reshape/adjusted. The requests also identified the need for the remaining farmland to be left as a regular shape.	Y	The Applicant has considered the request and confirms that the design of the following detention basins were amended at Causey Park: <ul style="list-style-type: none"> <li>• DB9 repositioned to avoid a field boundary</li> <li>• DB11 repositioned to an adjacent field to reduce the</li> </ul>

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

near Causey Park			<p>impact on the farmland</p> <ul style="list-style-type: none"> <li>• DB12 repositioned to the edge of the field to reduce the impact on the farmland</li> <li>• DB13 repositioned to the edge of the field to reduce the impact on the farmland</li> </ul>
Request to reposition multiple drainage detention basins at or near south of the River Coquet	To minimise land take, multiple requests for the proposed drainage detention basins to be reposition/reshape/adjusted. The requests also identified the need for the remaining farmland to be left as a regular shape.	Y	The Applicant has considered the request and confirms that the design of detention basin DB18 south of the River Coquet was repositioned to the edge of the field and combined with highway earthworks to reduce impact on the farmland.
Request to reposition multiple drainage detention basins at or near north of Parkwood Subway	To minimise land take, multiple requests for the proposed drainage detention basins to be reposition/reshape/adjusted. The requests also identified the need for the remaining farmland to be left as a regular shape.	N	The Applicant has considered the request and confirms that it was not possible to reposition Detention basin DB19 north of Parkwood subway, as the location was chosen as it is optimal for hydraulic design and environmental considerations.
Request for service road connecting	The old A1 is to be discontinued meaning a loss of bus route and a cause for farm tractors etc pulling on and off the new high-	N	The Applicant has considered the provision of a service road to connect the de-trunked carriageway at Priestbridge with the A697 at Northgate. As the proposal will increase the



**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Fenrother and Highlaws	<p>speed road for very short journeys between Fenrother and Highlaws; lots of junctions for very minor roads taking up lots of space on agricultural land and costing lots of money to construct.</p> <p>Surely it would be better, as is planned at the Northern end between the Longhorsley and Felton junctions, to construct a service road alongside the new road to continue the old route South. The extension to the old A1 would then be bridged over the new road with junctions to the North only and join the A697 with a roundabout. The Hebron to Highlaws road could then be severed at the new A1 leaving Highlaws in a cul-de-sac.</p>		<p>width of the A1 to two lanes in either direction and maintains the existing east-west traffic movements across the A1, via the split-level junctions at Highlaws and Fenrother, the Applicant has assessed that a service road would not be required. The service road would also increase traffic movements going past the Tritlington CoE Aided First School whereas, the proposed route alignment moves traffic movements away from the school.</p> <p>The proposal includes a new link between the de-trunked carriageway and Felton Road, as it provides access to the A1 dual carriageway via the West Moor split-level junction. If this link was not implemented, traffic on the de-trunked carriageway would be limited to a single split-level junction at Fenrother. This would focus all traffic movements at Fenrother and increase journey times for local residents.</p>
Fenrother junction location	<p>Currently the Causey Park junction is the busiest junction on the A1 between Morpeth and Felton. Request for the proposed Causey Park overbridge to be upgraded to a grade separated junction or alternatively, move Fenrother junction to Causey Park.</p> <p>Provision of a grade separated junction at Causey Park will improve traffic movement from the coast and Amble, which will help attract business and future employer to the</p>	N	<p>The Applicant confirms that the three grade separated junctions and the locations are considered to maintain existing west-east connectivity, local access and network resilience. The new junctions at West Moor and Fenrother also creates a possible diversion route for A1 traffic, where traffic can be diverted off the new alignment onto the de-trunked carriageway in the event the A1 was closed.</p> <p>An additional factor for consideration is public transport. The existing bus stops at Warreners House, Hebron Road End</p>

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

	area.		<p>and Low Espley Road End will be closed as part of the proposal, as buses will not be permitted to stop on the dual carriageway. If the Fenrother junction were to be relocated north to Causey Park, further bus stops closures would be required.</p> <p>Access from the existing Causey Park junction to the A1 will be accommodated by the West Moor junction in the north and the Fenrother junction in the south and therefore it is not considered that an additional grade separated junction is required at Causey Park.</p>
Traffic on West Moor Road	Currently large haulage vehicles use West Moor Road, improvements to the A1 junction will increase traffic. Concerned about the associated noise impact. Could large haulage vehicles be prohibited from using West Moor Road?	N	<p>The Applicant confirms that the proposed junction at West Moor will make access to and from the A1 safer and easier.</p> <p>The Applicant confirms that road traffic noise on this road has been modelled both with and without the proposals and that noise levels at receptors in this area are not predicted to increase significantly in terms of the EIA Regulations.</p> <p>West Moor Road is a local road and is therefore the responsibility of Northumberland County Council (NCC). This means that the responsibility for and consideration of the prohibition of large haulage vehicles would rest with NCC.</p>

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Visual impact of West Moor junction	The visual impact of the split-level junction - headlights on the bridge will dazzle the nearby properties.	N	The Applicant confirms that the trees planted to screen the junction will reduce any light from vehicle headlights shining onto properties. In addition, the bridge parapets and vehicle restraint system (safety barrier) on the bridge and the approaches will shield light from vehicle headlights.
Design impact on West Moor Road	Request for further information on the proposed change in alignment and level of West Moor Road to tie-in with proposed split-level junction.	N	The Applicant confirms that the road alignment and gradient of West Moor Road will change to tie-in with the new West Moor junction. The residential driveway nearest to the new junction will also change to tie-in to the new alignment and level of West Moor Road.
Warreners House access road	We very much want to work with the Applicant to develop the design and building of the proposed replacement access road to Warreners House.	Y	The Applicant has worked directly with the residents associated with the proposed Warreners House private access track, to develop the design and minimise impact. Over the course of the preliminary design, the design of the private access track has been developed to accommodate a number of changes requested by residents. These include altering the proposed access to Northgate Farm from a dedicated access track spur east of the property, to a shared access track which loops around and in front of Capri Lodge to the north; the woodland access to the north has been realigned to run adjacent to the A1 rather than along the eastern boundary of the field; the access track spur serving the southern properties has been realigned to allow for as many existing trees as possible to be retained to protect

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

			screening to the A697 overbridge. The design of the access track has sought to accommodate the requests and preferences of all residents over the course of its development and it should be noted that at times these requests and preferences have conflicted with each other. As a result, a number of different options have been considered and the final design aims to balance the requirements of all residents.
West View	This Scheme has been long waited for and in my opinion, is long overdue. However, I do not support the removal of West View cul-de-sac status, by means of adjoining the new access road to Warreners House. As this will reduce the safety of the residential properties on West View by virtue of making the road more accessible and increase traffic volumes.	N	<p>The Applicant confirms that West View will continue to be a no through road. The proposed Warreners House Private Means of Access (PMA) adjoining West View will provide access to seven properties and two arable fields. To accommodate the Warreners House PMA, West View will be widened to accommodate two-way traffic and will include the construction of a pedestrian footway, which will improve safety for pedestrians.</p> <p>The Applicant engaged with the residents of West View in advance of the advertised statutory consultation to develop the design for the West View widening.</p>
<b>Environmental issues</b>			
Little information on proposed screening	The dualling of the A1 is long overdue and is welcomed. The plans do not give information on screening.	N	When the Applicant undertook the statutory consultation, the environmental assessments for the EIA were ongoing. The Applicant produced the PEIR and non-technical summary to explain the potential mitigation measures required to offset

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

			the environmental impact of the proposal. Further details on the potential significant environmental effects as a result of proposal and proposed mitigation is included in <b>Volume 2</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.2</b> ).
Ancient woodland planting	Request for clarification on extent of ancient woodland, compensation ratio and justification for the ancient woodland compensation planting.	N	<p>The Applicant confirms that to construct the new road bridge over River Coquet, 0.86 hectares of ancient woodland on the northern riverbank will be lost. There is also a potential for operational effects upon ancient woodland being retained as a result of NOx deposition.</p> <p>The Applicant acknowledges that it requires hundreds of years to establish an ancient woodland and by the virtue of this, its loss can only ever be partially compensated through the woodland compensation ratio and woodland management plan. The Applicant has confirmed with Natural England to develop the ancient woodland compensation ratio of 12:1, as defined in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>). An Ancient Woodland Strategy can also be found at <b>Appendix 9.21, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>).</p>
<b>Construction</b>			

**Table N.3: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Traffic impact on Felton during construction	Traffic levels in Felton can be very high, as the road through Felton village is often used as a short cut, when there are delays on the A1. During construction it is important that further traffic is not directed through the village.	N	The Applicant has developed a Construction Traffic Management Plan ( <b>Application Document Reference: TR010041/APP/7.4</b> ) that sets out the principles that will be followed to manage construction traffic on the highway network throughout the construction of the M2F section of the proposal, including ensuring appropriate signage is in place to discourage traffic using the local road network through villages such as Felton. The Applicant is committed to maintaining traffic flows on the A1 during the construction phase.
Access at Causey Park	Access to Causey Park needs to be maintained during construction.	N	The Applicant has developed a Construction Traffic Management Plan ( <b>Application Document Reference: TR010041/APP/7.6</b> ) that sets out the principles that will be followed to manage construction traffic on the highway network throughout the construction of the proposal, including ensuring access is maintained to Causey Park during construction.



Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
<b>Scheme support</b>			
Support for the scheme	The scheme has been designed to provide a safe and efficient road with the minimum of disadvantage and disruption to householders along the route and the best of the three route options has been selected.	N	Noted – No response required.
Support for the scheme	Road Haulage Association supports the dualling of these sections, together with improved junction layouts.	N	Noted – No response required.
<b>Scheme opposition</b>			
Objection to the scheme due to loss of ancient woodland	<p>The Woodland Trust is the UK's leading woodland conservation charity, the Trust aims to protect native woods, trees and their wildlife for the future.</p> <p>Ancient woodland is defined as an irreplaceable natural resource that has remained constantly wooded since at least 1600 AD.</p> <p>The Woodland Trust objects to the preferred route option on the grounds of damage and loss to Dukes Bank Wood (grid reference: NZ175998) on both sides of the current A1,</p>	N	<p>The Applicant acknowledges the Woodland Trust objection to the proposal on the grounds of loss and damage to the ancient woodland at Dukes Bank Wood. The Applicant has considered route options that would avoid the area but concluded that these would bring greater disruption during construction; greater environmental impacts, increased costs and reduced benefits the proposal would bring. Further details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>.</p> <p>To upgrade the A1 on its current alignment between the construction of a second road bridge over the River Coquet is unavoidable. The Applicant has been working with Natural England to develop the proposals for compensating</p>

Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
	which is designated as Ancient Semi-Natural Woodland (ASNW) on Natural England's Ancient Woodland Inventory.		for the loss of ancient woodland at the River Coquet and confirmed a 12:1 ratio of additional woodland to be provided for ancient woodland lost. The Applicant acknowledges that it requires hundreds of years to establish an ancient woodland and by virtue of this, its loss can only ever be partially compensated through the woodland compensation ratio and woodland management plan. The assessment and proposed mitigation were part of the EIA and the findings are presented in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.2</b> ). An Ancient Woodland Strategy can also be found at <b>Appendix 9.21, Volume 7</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.7</b> ).
Funding and Cost			
Waste of money	The scheme is a waste of money and the cost is not justified.	N	<p>The A1 in Northumberland is a key strategic route linking England with Scotland. The Applicant published a Feasibility Study in 2015 which concluded that the proposed development would:</p> <ul style="list-style-type: none"> <li>• Improve journey times on this route of strategic national importance;</li> <li>• Improve network resilience and journey time reliability;</li> <li>• Improve safety;</li> </ul>

Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
			<ul style="list-style-type: none"> <li>• Maintain access for local traffic whilst improving the conditions for strategic traffic; and</li> <li>• Facilitate future economic growth.</li> </ul> <p>Further details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b></p>
Environmental issues			
Increase traffic	One of the objectives of the scheme is to reduce traffic congestion. In reality these projects are in effect traffic generation schemes and will do nothing to reduce congestion.	N	<b>Chapter 4</b> of the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b> sets out the Transport Assessment for the proposal that has been undertaken by the Applicant. The Transport Assessment confirms that traffic would continue to increase on the A1 regardless of whether the proposal is actually carried out or not. The Transport Assessment confirms that with the Scheme in place, journey time savings on the Morpeth to Felton stretch would be approximately 7 minutes in each direction in 2023. Therefore, the Applicant considers that the proposal will meet the objective of improving journey times through the provision of additional capacity.
Landscape	Enquiry to determine whether the scheme would include planting adjacent to the St Andrews Garden housing development,	N	St Andrews Garden is located approximately 800m south of the proposal and adjacent to the existing A1 dual carriageway. St Andrews Garden is a residential

**Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
	which is located to the southeast of the scheme. The planting would screen the housing development and potentially reduce the noise impact from the A1.		development site, currently under construction. The Applicant confirms that landscaping of the site will be undertaken by the developer and in accordance with the planning conditions set by Northumberland County Council.
Coronation Avenue	<p>A further advantage of the selected 'Green Route' is that about half of the famous Avenue – from Earsdon Moor House to Priestbridge – will be preserved. Between Priestbridge and Warreners House, where dualling is to be 'on line', we understand that the trees on the west side will be lost. We would urge that:</p> <ul style="list-style-type: none"> <li>• Every effort be made to protect the trees that are not to be removed</li> <li>• Where trees have been lost over the years replanting should be considered (perhaps in consultation with the Women's Institutes that carried out the original planting).</li> <li>• New planting of specimen trees along the west side of the new road from Warreners Cottage to Priestbridge and</li> </ul>	N	<p>The Applicant confirms that there will be some loss of trees as a result of the proposal, including a number of the trees that form Coronation Avenue. The Applicant has engaged a specialist arboriculture consultant at an early stage of the design development of the proposal to ensure that tree loss is avoided where possible or where it is unavoidable it is mitigated appropriately.</p> <p>The Applicant has undertaken all arboriculture surveys and impact assessments in accordance with British Standards and industry best practice. The findings of the landscape assessment are presented in <b>Chapter 7: Landscape and Visual, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>). An Arboricultural Report can also be found at <b>Appendix 7.5, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>)</p>

Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
	<p>perhaps on the new section to the north of Priestbridge be planned and dedicated to the next coronation. (The existing Avenue celebrates the two previous coronations.</p> <ul style="list-style-type: none"> <li>Exotic species could be selected to reflect the Nation's renewed global role as native species will no doubt be used in all the other plantings.</li> </ul>		
Mitigation	<p>We expect that extensive tree planting will be carried out along the new sections of road to mitigate noise and visual intrusion. Given the prevailing wind and topography, that would seem particularly important to the east of the off-line section and the north and east of the new Fenrother junction.</p>	N	<p>The Applicant confirms that extensive new, replacement and compensation planting is proposed throughout the proposal, including the stretch around the new Fenrother junction. This planting includes both woodland, hedgerows and where appropriate individual trees. In addition, where required noise barriers are proposed where properties are expected to be impacted significantly by the scheme. Vegetation is not considered as a mitigation measure as part of the assessment of noise.</p> <p>Details on the potential significant environmental effects as a result of the proposal, and proposed mitigation, is included in <b>Chapter 7: Landscape and Visual, Volume 2</b> of the ES (<b>Application Document Reference:</b></p>

**Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
			TR010041/APP/6.2)
<b>Design comments, queries and issues</b>			
De-trunked carriageway	The section of A1 that will cease to be part of the trunk road network (except as an occasional diversion) is to be offered to the County Council. Presumably every effort will be made to enable resurfacing, bus routes and refuse collection whilst discouraging its use as a race-track or a lorry park.	N	<p>The Applicant confirms the de-trunked carriageway will become part of the local road network, owned and maintained by Northumberland County Council.</p> <p>The Applicant is currently working with Northumberland County Council to agree the handover for the section of carriageway to be de-trunked.</p>
Junction design	<p>Layout design must be of sufficient dimensions to accommodate the turning circles of HGVs as well as Special Types Goods Order (STGO) vehicles.</p> <p>The on-slip roads must be long enough to allow for acceleration to merge with existing traffic, without interrupting the main carriageway traffic speed. The off-slip roads sufficiently long enough to allow</p>	N	<p>The Applicant confirms that the merge and diverge slip roads for the new junctions are all designed to current design standards. The design standards ensure that the merge and diverge slip roads have been designed to provide adequate length for vehicles to accelerate prior to enter the A1 and decelerate when existing the A1.</p> <p>Junction design also included 'tracking' of HGV vehicles to ensure that all junctions allowed for the safe movement / turning circles of HGVs and STGO's</p>



**Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
	deacceleration to take place off the main carriageway.		
Head clearance	It is essential that this bridge height is at least 5.03M high to accommodate double deck articulated trailers – minimum standard height clearance for Motorway bridges.	N	The Applicant confirms the new junctions have been designed to accommodate articulated heavy good vehicles (HGVs) and provide head clearance of 5.03m.
Road surfacing	Road Haulage Association would like to see the use of road surface material that reduces noise as well as spray, for example, porous asphalt or similar material.	N	<p>The Applicant confirms that low noise surfacing will be used on the A1 to reduce noise from traffic once the proposal is complete.</p> <p>While the use of porous asphalt does initially reduce both spray and noise, the benefits have been found to be transient and there is an increased maintenance liability. Noise reducing materials require smaller aggregate sizes to be used which do not reduce spray.</p>
Laybys	In May 2018 the Department for Transport published the National Survey of Lorry Parking. This survey identifies a deficit of 31 lorry parking spaces in the North East. New schemes often overlook the need for lorry drivers to take their statutory rest breaks, with	N	<p>The Applicant confirms the proposal would provide laybys as follows:</p> <p>On the northbound carriageway there will be three laybys located:</p> <ul style="list-style-type: none"> <li>• midway between Highlaws and Fenrother junctions;</li> <li>• south of Causey Park overbridge; and</li> </ul>

Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
	lay-by's being lost when new developments take place.		<ul style="list-style-type: none"> <li>north of Burgham Park underbridge.</li> </ul> <p>On the southbound carriageway a parking layby will be located:</p> <ul style="list-style-type: none"> <li>south of Burgham Park underbridge;</li> <li>south of Causey Park bridge; and</li> <li>midway between Highlaws and Fenrother junctions.</li> </ul> <p>Further details on the proposed location of the laybys can be found on the <b>General Arrangement Plans (Application Document Reference: TR010041/APP/2.4)</b></p>
Pedestrian, cycle and equestrian facilities			
Request for cycle provision to be extended to Warreners House	I am very pleased to see that consideration is being given to the installation of cycle lanes between Tritlington and West Moor. Is there scope to join the existing (old) A1 route at Tritlington / Fenrother to the proposed new access track at Warreners House via the developed Highlaw Junction? This would allow safe cycling from Felton to Morpeth.	N	<p>The Applicant confirms that the cycle provision proposed between the West Moor junction and Felmoor Park will be located on the new road to link the de-trunked carriageway with West Moor junction. On completion of the proposed development, this would be handed over to Northumberland County Council.</p> <p>The creation of a walking and cycling route between Felton and Morpeth is outside the scope of the proposals as it is not an integral part to delivery of providing additional capacity on the A1 between Morpeth to Felton.</p>

**Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
			Impacts on walking, cycling and horse-riding have been assessed and the outcome is set out in <b>Chapter 12: Population and Human Health, Volume 2</b> of the ES (Application Document Reference: TR010041/APP/6.2).
Request for cycle provision to be extended to join the C115.	If you are including cycle lanes from Tritlington to West Moor, could it be extended on to the C115? When originally built it included a bridle path to the south of the road from the A1 junction to East Forest. This is now overgrown. It would take very little to improve this resurface it to make a cycle path. Making this road much safer to cycle along and join up with the old A1.	N	<p>The Applicant confirms that the cycle provision proposed between the West Moor junction and Felmoor Park will be located on the new road to link the de-trunked carriageway with West Moor junction. On completion of the proposals this would be handed over to Northumberland County Council. Cycle facilities from Felmoor Park to Fenrother junction are outside of the scope of the proposals as they are not required to deliver the proposals.</p> <p>Impacts on walking, cycling and horse-riding have been assessed and the outcome is set out in <b>Chapter 12: Population and Human Health, Volume 2</b> of the ES (Application Document Reference: TR010041/APP/6.2).</p>
Request for bridges over the A1 to have multi-user paths	Bridges over the A1 need to have multi-user paths, not just a pedestrian footway. It is far more likely that someone would be crossing the bridge on a bike or a horse.	N	The Applicant confirms that in general the preliminary bridge design is for pedestrian footways at the overbridges as the forecasted use by cyclists and horse riders is low. The Applicant confirms that the design of the overbridges and the DCO order limits allow for parapet heights on the bridges to be raised to accommodate other users. This is to

Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
			<p>be determined during detailed design.</p> <p>The Applicant confirms that for Charlton Mires and Heckley Fence Overbridges the preliminary design is for pedestrian footway at the Charlton Mires junction Overbridge with an equestrian parapet while the provision at Heckley Fence Overbridge, which is a byway open to all traffic includes for cyclists and includes equestrian parapet.</p> <p>Impacts on walking, cycling and horse-riding have been assessed and the outcome is set out in <b>Chapter 12: Population and Human Health, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>).</p>
Request for a footbridge over the River Coquet	Will the scheme include provision of a new footbridge over the River Coquet to connect the footpaths on the north and south riverbanks? Currently pedestrians use the A1 road bridge to cross the river.	N	<p>The Applicant confirms the footpath on the northern riverbank (reference 115/009) and the footpath on the southern riverbank (reference 422/002) will be maintained. The alignment of footpath 422/002 on the southern riverbank will be adjusted to negate pedestrians crossing the A1 carriageway.</p> <p>Access will be maintained along both footpaths beneath the new and existing road bridges. A new footbridge over the River Coquet will not be provided and a footpath on the new River Coquet Bridge will not be provided on safety grounds. There is currently no official designated route across the</p>

**Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
			<p>river between the northern and southern riverbank PRoWs and there is no pedestrian right of passage over the existing River Coquet Bridge.</p> <p>Impacts on walking, cycling and horse-riding have been assessed and the outcome is set out in <b>Chapter 12: Population and Human Health, Volume 2</b> of the ES (Application Document Reference: TR010041/APP/6.2).</p>
<b>Road network</b>			
Guyzance junction needs improving	<p>Identify existing A1 Guyzance junction needs road safety improvements. Suggest reducing speed limit to 50 mph and installing speed cameras.</p> <p>Concern raised that new advance direction signs to Amble and the coast, will increase traffic passing through Acklington.</p>	N	<p>The Applicant confirms that the A1 Guyzance junction is outside the scope of the proposal, as it is located on a stretch of the A1 that is already dual carriageway.</p> <p>The Applicant confirms the feedback received has been passed to Highways England's Operations Directorate for their consideration as they manage and maintain the network in the area.</p> <p>The traffic model shows that there is a negligible reduction in traffic on the local roads through Acklington in both directions as a result of new advance direction signage installed as part of the proposals.</p>

**Table N.4: Statutory Consultation under section 47 and section 48 of the Planning Act 2008, with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
Dual carriageway north of scheme needs improving	The existing dual carriageway north of River Coquet is of a lesser standard than the scheme. Inconsistent highway standard from Morpeth to Alnwick impacts on the A1 road safety. For example, the merge and diverge slip roads at Alnwick are exceptionally short, vehicles have very limited space to accelerate or decelerate before joining or leaving the A1.	N	<p>The Applicant acknowledges the consultee's response in highlighting the difference in design standards between the proposal and the existing A1 dual carriageway to the north of the River Coquet. However, this does not mean that the standard of the existing dual carriageway is not safe.</p> <p>As the existing dual carriageway north of Felton is outside the extent of the proposal the Applicant confirms the feedback received has been passed to Highways England's Operations Directorate for their consideration as they manage and maintain the network in the area.</p>



Table N.5: Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
<b>Environmental - Ecology</b>				
Great Crested Newts	Support the creation of both Great Crested Newt (GCN) habitat. Due to the location of the proposed GCN habitat, there is a high risk of mortality on the A1. We highly recommend that the Scheme is designed so that GCN deaths are reduced using appropriate barrier types or tunnels where appropriate. Hibernacula should also form part of the design of the site to provide winter habitat.	Environment Agency	N	<p>The Applicant acknowledges the support from the Environment Agency on the creation of GCN habitat. The Applicant has considered the advice provided by the Environment Agency and this has formed part of the assessment and proposed mitigation, which are presented in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>). <b>Appendix 9.24</b> and <b>Appendix 9.25, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>) provides GCN Method Statements for the River Coquet and Burgham Park. The proposals include for provision of Hibernacula as recommended by Natural England.</p> <p>Barriers were not considered necessary because of the presence of existing partial barriers to GCN movement and predicted level of impact. As agreed with Natural England following their review of the draft European protected species licence, this matter shall be reviewed at detailed design and addressed within the future licence application.</p>

Table N.5: Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
Ancient woodland compensation planting	<p>Support the creation compensation for the ancient woodland to be lost. It is vital that the Applicant take into consideration the long-term management of the newly created woodland.</p> <p>Ancient woodland carries mature trees of a high value to immediate and surrounding habitats. Where possible, mature trees should be translocated to enable a woodland to develop with a variety of woodland features. This must be undertaken in full consultation with an appropriately trained ecologist.</p>	Environment Agency	N	<p>The Applicant acknowledges the Environment Agency's support for the creation of compensation for the loss of ancient woodland as a result of the proposal.</p> <p>Due to prohibitive gradients in the location where mature tree losses would be incurred, translocation of matured specimens is deemed not to be feasible. This has been discussed and agreed in principle with Natural England that the above constraint is too onerous where translocation of saplings, ground flora and dead wood do form part of the plant.</p> <p>The Applicant confirms that the advice provided by the Environment Agency forms part of the assessment and proposed mitigation presented in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>). An Ancient Woodland Strategy is also provided at <b>Appendix 9.21, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>)</p>

Table N.5: Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
Ancient woodland compensation planting	<p>The Forestry Commission referred back to their previous response:</p> <p>As highlighted in the <i>Irreplaceable habitats including ancient woodland and veteran trees</i> section of the National Policy Statement National Networks (NPSNN):</p> <p>Paragraph 5.32 <i>"Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the Applicant should set out</i></p>	Forestry Commission	N	<p>The Applicant acknowledges the Forestry Commission's response and the provision of NPS NN paragraph 5.32. Further details on the compliance of the proposed development with the NPS NN can be found in the <b>NPS NN Accordance Table (Application Document Reference: TR010041/APP/7.2)</b></p> <p>The Applicant has also been in discussion with Natural England and has agreed in principle that a 12:1 ratio of additional land would be provided to offset the loss of 0.86 hectares of ancient woodland lost as a result of the proposal. Further details can be found in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) An <b>Ancient Woodland Strategy</b> (see <b>Appendix 9.21: Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>)) sets out how the Applicant will ensure the long-term viability of the newly created habitat.</p>

Table N.5: Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	<p><i>proposals for their conservation or, where their loss is unavoidable, the reasons for this."</i></p> <p>The Forestry Commission has also prepared joint standing advice with Natural England on ancient woodland and veteran trees which we refer you to as it notes that ancient woodland is an irreplaceable habitat, and that, in planning decisions, Plantations on Ancient Woodland Sites (PAWS) should be treated equally in terms of the protection afforded to ancient woodland. It highlights the Ancient Woodland Inventory as a way to find out if woodland is ancient.</p> <p>We have reviewed Section 9 Landscape and Section 11 Biodiversity, and are essentially satisfied with what has been scoped in and out, as well as the level of assessment of what has been scoped in. We do however note that paragraphs 9.5.4 and Section 11.5 of the scoping report only refers to mitigation for the impact on ancient woodland. We recognise that there are proposed <i>"Direct loss of landscape</i></p>			

Table N.5: Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	<p><i>features such as hedges, trees and woodlands (including potential loss of Ancient Woodland)". We note that where they are irreplaceable habitats, their loss cannot be fully compensated for. It is not possible to offset the potential impacts to ancient woodland (Paragraph 11.5.5) Paragraph 9.5.4 and Section 11.5 should therefore refer to compensation actions as well as mitigation. We also suggest that a management plan is required, as set out in Paragraph 11.5.6, to ensure long term viability of created habitat. This is particularly the case for woodlands created as compensation for loss of ancient woodland, especially those with translocated soil from ancient woodland sites. This paragraph should also refer to compensation as well as mitigation. We have no further comments at this stage of the process.</i></p>			
<b>Safeguarding</b>				
Safeguarding	Confirm that the Ministry of Defence has no safeguarding objections to this proposal.	Ministry of Defence	N	The Applicant acknowledges that the Ministry of Defence has no safeguarding objections to the proposals.

Table N.5: Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
<b>Construction</b>				
Access during construction	<p>Royal Mail has no comments to make on the Statutory Targeted Consultation documents which do not change the position set out in Royal Mail's ES Scoping Response as submitted February 2018 and resent with its S42 response of July 2018.</p> <p>1. The ES should include information on the needs of major road users (such as Royal Mail) and acknowledge the requirement to ensure that major road users are not disrupted through full advance consultation by the Applicant at the appropriate time in the DCO and development process.</p> <p>2. The ES and DCO application should include detailed information on the construction traffic mitigation measures that are proposed to be implemented by Highways England / its contractor, including a draft Construction Traffic Management Plan (CTMP).</p>	Royal Mail	N	<p>The Applicant has developed a Construction Traffic Management Plan (<b>Application Document Reference: TR010041/APP/7.4</b>) that sets out the principles that will be followed to manage construction traffic on the highway network throughout the construction of the proposal. including site access, routing, signage, HGVs and abnormal loads.</p> <p>The <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> will be further developed and maintained by the main contractor. The main contractor will be responsible for communicating and notifying in advance with local residents and businesses such as Royal Mail on any closures required during the construction period.</p>



Table N.5: Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	3. Royal Mail is fully pre-consulted by Highways England / its contractor on any proposed road closures / diversions/ alternative access arrangements, hours of working and the content of the CTMP. The ES should acknowledge the need for this consultation with Royal Mail and other relevant major road users.			

## A1 in Northumberland: Alnwick to Ellingham

**Tables N.6 to N.9** sets out how the Applicant has had regard to the responses received to the statutory consultation and targeted statutory consultations on the A1 in Northumberland: Alnwick to Ellingham.

Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
General support				
Traffic benefits	Scheme will be beneficial to drivers, traffic and will make access to Northumbrian Water assets easier.	Northumbrian Water	N	The Applicant confirms comments have been noted – no further action required.
Construction				
Site compound	Main Scheme Compound located within 600m of River Coquet and Coquet Valley Woodland SSSI – potential impacts from construction should be avoided or minimised.	Natural England	N	The Main Compound located within the Order Limits of A1 in Northumberland: Morpeth to Felton would be shared with A1 in Northumberland: Alnwick to Ellingham. Impacts on the River Coquet and Coquet Valley Woodland Site of Special Scientific Interest (SSSI) from the construction compound have been assessed and reported in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.2</b> ). The assessment has indicated that there would not be a significant effect on the SSSI as a result of the use of the

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
				Main Compound by A1 in Northumberland: Alnwick to Ellingham The Applicant has set out how it intends to manage construction traffic in the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> .
Pollution prevention	Oils and fuels stored on compounds should be in bunded areas, at least 10m from water courses	Environment Agency	N	As detailed in the <b>Outline Construction Environmental Management Plan (Outline CEMP) (Application Document Reference: TR010041/APP/7.3)</b> , the Applicant would store oils and fuels in bunded areas at least 10m from water courses.
Construction disruption	Require that Royal Mail is pre-consulted on any proposed road closures / diversions or alternative access arrangements, plus hours of working and the final Construction Traffic Management Plan (CTMP).  CTMP to include a specific obligation to inform Royal Mail about works affecting the highway network.	Royal Mail	N	The Applicant confirms that Royal Mail will be consulted on any road closures/diversions or alternative access arrangements and hours of working. These are also set out in the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.7)</b> which would be further developed by the main contractor.  An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> has been submitted with the application which sets out how

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
				the main contractor will minimise disruption during construction. This will be developed into the CEMP prior to construction commencing.
Environment - Heritage				
Internationally Designated sites	Not likely to be a significant effect due to distance to nearest internationally designated site.	Natural England	N	The Applicant acknowledges confirmation from Natural England that there would be no significant effects on internationally designated sites.
Prehistoric Burial Mound	<p>Welcome position to avoid the scheduled area in any development, but further confirmation is needed. Whether avoidance is achievable or not has a significant impact on the proposals.</p> <p>Development requiring complete removal of the monument would require a clear justification that the benefits exceed the harm to a nationally-significant heritage asset.</p> <p>Without certainty, it is difficult for Historic England to advise on this. Further discussions are possible in</p>	Historic England	Y	<p>As detailed in <b>Chapter 3: Assessment of Alternatives, Volume 1</b> of the ES (<b>Application Document Reference: TR010041/APP/6.1</b>), the proposed detention basin located within the same field as the Scheduled Prehistoric Burial Mound has been removed from the proposed design following the concerns raised by Historic England.</p> <p>The Applicant has also agreed in principle with Northumberland County Council, as the Lead Local Flood Authority (LLFA), that as a result of the removal of the detention basin from within the Scheduled Prehistoric Burial Mound field that diversion of flows would route to the proposed basin north of Charlton Mires Junction.</p>

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	determining the details necessary to construct any kind of harmful development.			
Waterlogged archaeological remains	<p>Draft EIA highlights the potential for the scheme to change groundwater levels in this area, which would allow these remains to decay. Therefore, even if the development does not encroach, it may still have a negative impact.</p> <p>Suggest firming up requirements for the development, which will be important to assess the actual impact on the historic environment, prior to DCO, and also allow the time and cost for proper archaeological mitigation work.</p>	Historic England	Y	<p>As detailed in <b>Chapter 3: Assessment of Alternatives, Volume 1</b> of the ES (<b>Application Document Reference: TR010041/APP/6.1</b>), the proposed detention basin located within the same field as the Scheduled Prehistoric Burial Mound has been removed from the proposed design following the concerns raised by Historic England.</p> <p>The Applicant has also agreed in principle with Northumberland County Council, as the LLFA, that as a result of the removal of the detention basin from within the Schedule Prehistoric Burial Mound field that diversion of flows would be routed to the proposed basin north of Charlton Mires Junction.</p> <p>The Applicant has assessed the potential impacts of the proposals on waterlogged archaeological remains. The assessment concluded that there would be no impact on the Scheduled Prehistoric Burial Mound. With mitigation measures in place, there would be no detrimental impact on other waterlogged archaeological remains. Further</p>

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
				details can be found in <b>Chapter 8: Cultural Heritage, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Risk reduction	Where issues have been looked at late in the process, it has led to significant costs to undertake archaeological mitigation. Historic England indicated their willingness to work with Highways England to reduce such risks at the earliest possible stage.	Historic England	N	<p>The Applicant has undertaken pre-application archaeological trial trenching at two sites adjacent to the A1. Assets include the camp at West Linkhall and the North Charlton Medieval Village and open field system. The trial trench evaluations have established that there are no archaeological remains within the Order Limits. Further details can be found in <b>Chapter 8 Cultural Heritage, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p> <p>A programme of post-consent archaeological trial trenching is outlined in <b>Appendix 8.5: Draft Written Scheme of Investigation (WSI), Volume 8</b> of the ES (<b>Application Document Reference TR010041/APP/6.8</b>).</p>
Non-scheduled remains	Significant potential for further archaeological remains in the area, beyond the scheduled remains. These could be nationally significant and should therefore be dealt with in the same sensitive way.	Historic England	N	The Applicant has undertaken pre-application archaeological trial trenching at two sites adjacent to the A1. Assets include the camp at West Linkhall (National Monument and the North Charlton Medieval Village and open field system. The trial trench evaluations have established that there are no archaeological remains within the



**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	As above, it is important that these remains, which could be potentially impacted by the development, are established as early as possible.			Order Limits. Further details can be found in <b>Chapter 8: Cultural Heritage, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Further archaeology investigation	Fuller details are required on the development and a further programme of archaeological evaluation are needed in advance of DCO submission, to be agreed with Historic England and the Northumberland County Council Archaeology office.	Historic England	N	<p>The Applicant has undertaken pre-application archaeological trial trenching at two sites adjacent to the A1. Assets include the camp at West Linkhall and the North Charlton Medieval Village and open field system.</p> <p>Historic England confirmed that they did not want to be consulted regarding the trial trenches following changes in the design of the proposal. The Northumberland County Council Archaeology Officer was consulted regarding the location and size of the trial trenching areas. The Northumberland County Council Archaeology Officer also undertook a monitoring site visit for both trial trench sites. Further details can be found in <b>Chapter 8: Cultural Heritage, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p> <p>A programme of post-consent archaeological trial</p>

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
				trenching is outlined in <b>Appendix 8.5 Draft WSI, Volume 8</b> of the ES ( <b>Application Document Reference TR010041/APP/6.8</b> ). The Northumberland County Council Archaeology Officer will be consulted regarding the location and size of the proposed trial trenching areas.
Milepost	Listed milepost NHLE 1371021 needs to be removed and reinstated. Defer to specialist advisors from Northumberland County Council.	Historic England	N	The Listed Milepost NHLE 1371021 is recorded as being located within the proposed Main Compound. However, it could not be located on site on 15 May 2018 and the Milepost Society Repository has listed it as missing. The Applicant has therefore assumed that the milepost has been removed.
Further advice	Issues identified around the proposed development scheme would benefit from further Historic England input prior to DCO. There is a free cycle of advice prior to application, after which there is a charge.  Further discussions with Highways England are welcomed to allow Historic England to advise further.	Historic England	N	The Applicant has continued to engage with Historic England throughout pre-application. Further details of engagement outside of the statutory consultation period can be found in <b>Table 3</b> of the <b>Consultation Report (Application Document Reference: TR010041/APP/5.1)</b> .

Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
Environment - Biodiversity				
Protected species	Proposal has potential to affect species protected under EU and UK legislation. Acknowledge that species surveys have been undertaken to inform the EIA, assess impacts and identify the necessary mitigation.	Natural England	N	The Applicant has assessed the potential of the proposal to affect species protected under EU and UK legislation. The outcome of the assessment is reported in <b>Chapter 9: Biodiversity, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ), along with the mitigation measures to minimise the impacts of the proposal. In addition, any protected species licences required are set out in the <b>Consents and Agreements Position Statement (Application Document Reference: TR010041/APP/3.3)</b> .
Standing advice	Recommend that standing advice by Natural England is referred to but should not be treated as assurance that protected species are unlikely to be affected, or that Natural England has reached a view on whether a license should be granted.	Natural England	N	The Applicant has considered Natural England's Standing Advice as part of the biodiversity assessment. Further information can be found in <b>Chapter 9 Biodiversity, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Biodiversity	Overall pleased with the Preliminary Environmental Information Report (PEIR) content and agree with the large number of additional surveys to inform	Environment Agency	N	The Applicant has assessed all results from additional surveys undertaken to inform the impact assessment, mitigation measures and enhancements (where possible). This includes the long-term management of the mitigation

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	<p>enhancement and mitigation measures.</p> <p>Encourage biodiversity net gain in the final designs, in line with the net gain target to 2040.</p> <p>Mitigation should include long-term management of any features, to ensure longevity.</p>			<p>measures and enhancements proposed which will be secured through the Record of Environmental Actions and Commitments (REAC) within the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b>.</p> <p>The Applicant has also considered no net loss / net gain on biodiversity throughout the design of the proposal. Further details can be found in <b>Chapter 9: Biodiversity, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) and <b>Appendix 9.11: Biodiversity No Net Loss Report, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>)</p>
Wildlife crossings	<p>Crossing points for wildlife and river continuity must be considered where future fragmentation exists. Opportunity for culvert removal or betterment should be considered at this stage.</p>	Environment Agency	N	<p>The Applicant has assessed the risk of future fragmentation as a result of the proposal. The Applicant has also considered the provision of wildlife crossing points and river continuity, as well as opportunities for culvert removal or betterment. For example, the tributary of Kittycarter Burn would be re-aligned to reduce the length and number of culverts required. Further details can be found in <b>Chapter 9 Biodiversity</b> and <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES (<b>Application</b></p>

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
				<b>Document Reference: TR010041/APP/6.3).</b>
Fish habitat	<p>Question whether compensatory habitat improvements for fish habitat lost under culverting. PEIR refers to this, but little detail given. Would welcome more information.</p> <p>Proposed new culverts need to improve fish passage. Details of this should be included in the DCO application.</p>	Environment Agency	N	<p>The Applicant has considered compensatory fish habitat and improved fish passage. Features will be incorporated into new and existing culverts to improve fish passage. Further details can be found in <b>Chapter 9: Biodiversity, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.1</b>) and <b>Appendix 9.10: Aquatic Ecology Assessment Report Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>).</p>
Environment - Landscape				
Landscape	<p>Para 170 of the NPPF highlights the need to protect and enhance valued landscapes through the planning system. The application may present such opportunities – consider whether any local landscape features could be incorporated.</p> <p>Where impacts are likely to be significant, a Landscape and Visual Impact Assessment should be provided to inform decision making. Refer to Landscape</p>	Natural England	N	<p>The Applicant has undertaken a Landscape and Visual Impact Assessment to inform the mitigation measures required to offset the impact of the proposal. The assessment indicates that there would be significant effects on landscape during construction but there would be no significant effects on landscape during operation as mitigation measures would be in place. Further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p>

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	Institute Guidelines for further guidance.			<p>The Applicant has considered the requirements of the NPPF in the Landscape and Visual Impact Assessment. Further detail can be found in <b>Table 7-2 of Chapter 7: Landscape and Visual, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>)</p> <p>The Applicant has developed a landscape design for the proposal which has sought to protect and enhance locally valued landscapes where possible. <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES (<b>Application Document Reference: TR010041/APP/6.6</b>) sets out the proposed landscape design for the proposal.</p>
Water / drainage				
Water Framework Directive	A full Water Framework Directive (WFD) assessment is needed to ensure no deterioration of water bodies or compromise any other linked waterbodies. Need to ensure compliance with the WFD and that the A1 works support the River Basin Management Plan.	Environment Agency	N	The Applicant confirms it has undertaken a full WFD assessment which complies with the River Basin Management Plan guidance. The Applicant acknowledges the recommendation to use SUDs (Sustainable Drainage System), which will provide both habitat and drainage benefits. The proposed drainage strategy has incorporated the use of SuDS including detention basins and swales to improve the water quality of the road discharge and provide habitat benefits. The WFD

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Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	Further assessment of WFD should take place in terms of future inputs through road drainage and potential removal of culverts. Options include installation of dual-purpose SUDs providing both habitat and drainage benefits.			assessment can be found at <b>Appendix 10.2: Water Framework Directive, Volume 8</b> of the ES (Application Document Reference: <b>TR010041/APP/6.8</b> ). Details of the water quality assessment can be found at <b>Appendix 10.3: The Drainage Network Water Quality Assessment, Volume 8</b> of the ES.
Broxfield overbridge	Broxfield option would cross Denwick Burn resulting in permanent loss of watercourse habitat, potential severance of fish passage and impacts on riparian species during construction. Would welcome further detail on this option, including how much culverting is needed and the time of year in which the river works are to be carried out.	Environment Agency	N	Following feedback received from the statutory consultation and further progression of the design, the Heckley Fence option was identified by the Applicant as the preferred location for the accommodation overbridge. Therefore, the Broxfield option has not been progressed further.
Drainage and Culverts	Understand that existing highway drainage will not be re-used. A1 drains will discharge water into small watercourses, so need to ensure that the quality of the water is as clean as can be. Watercourses should be protected during and after construction.	Environment Agency	N	The Applicant has assessed the impacts of the proposal on water quality. Mitigation measures, such as detention basins, are included to ensure that the impact on water quality is reduced and where possible enhanced. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES (Application Document Reference:



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Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
				<b>TR010041/APP/6.3).</b>
Drainage and Culverts	Drainage basins could be increased in size and swales/reed beds incorporated to remove sediment.	Environment Agency	N	The Applicant has incorporated grassed detention basins with marginal planting within the surface water drainage design. Further details can be found in <b>Appendix 10.4: Drainage Strategy Report, Volume 8</b> of the ES ( <b>Application Document Reference TR010041/APP/6.8</b> ) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ).
Flood risk	<p>Opportunity to reduce existing flood risk on some watercourses and create Sustainable Urban Drainage Systems (SUDs). Needs to be directed away from land that is within the floodplain.</p> <p>Climate change allowances UKCP18 replace earlier projections. Flood Risk Assessment: Climate Change Allowances are the best national representation of the effects of climate change on flood risk, peak river flow and rainfall intensity.</p>	Environment Agency	N	<p>The proposal would not increase flood risk in accordance with national policy. The proposed detention basins would be located outside of floodplains.</p> <p>The Flood Risk Assessment (FRA) (see <b>Appendix 10.1, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>)) has been based on climate change allowances agreed in principle with the Environment Agency. The Applicant continues to engage with Northumberland County Council, as the LLFA, throughout pre-application. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES (<b>Application Document Reference:</b></p>

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	2019 published research may change these allowances.			<b>TR010041/APP/6.3)</b> and <b>Appendix 10.1: Flood Risk Assessment, Volume 8</b> of the ES. Further details of engagement with the Environment Agency outside of the advertised statutory consultation period can be found in <b>Table 3</b> of this <b>Consultation Report (Application Document Reference: TR010041/APP/5.1)</b> .
Water supply / mains issues	No public sewers, but water mains will require diversion/protection. Some premises will have their own supply, but this will need to be confirmed	Northumbrian Water	N	The Applicant confirms it would divert and protect Northumbrian Water's water mains and associated connections, if required as a result of the proposal.
Patterson's Cottage	Water main is being diverted east of A1 and to maintain supply, will need to cross the carriageway unless a private supply is present.	Northumbrian Water	N	The Applicant confirms it would divert and protect Northumbrian Water mains and associated connections, if required as a result of the proposal.
West Linkhall	Water main is being moved further away and a new connection will be required.	Northumbrian Water	N	
Sewage	All properties will have sewage disposal and need to ensure this does not encroach the scheme.	Northumbrian Water	N	The Applicant acknowledges that all properties will have sewage disposal provision and the requirement to ensure these are not impacted by the proposal.

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
Ecology				
Drainage and Culverts	Estimate that the Scheme requires 15 additional or modified culverts. This is not supported by the Environment Agency, so justification is needed to demonstrate no practical alternative.	Environment Agency	N	The proposal would require the addition or modification of nine culverts. The Applicant has considered different options to reduce the number of culverts along the route of the proposal. For example, the tributary of Kittycarter Burn would be re-aligned to reduce the length and number of culverts required. There is no practical alternative to culverts particularly as in a number of instances an existing culvert under the existing road is being retained and extended. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Drainage and Culverts	Culverting will result in habitat loss, so mitigation should be explored – with the possibility of replacing culverts with bridges or modifying them to improve habitats and fish passage.	Environment Agency	N	The Applicant has considered compensatory fish habitat and improved fish passage and features will be incorporated into culverts to maintain fish passage. For example, three of the culverts would include naturalised beds. Further details can be found in <b>Chapter 9: Biodiversity, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and <b>Appendix 9.10: Aquatic Ecology Assessment Report, Volume 8</b> of the ES ( <b>Application Document</b>

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
				<b>Reference: TR010041/APP/6.8).</b>
River Aln Restoration	<p>Proposed crossings are located within ordinary watercourses. Hydraulic modelling / culvert master assessments need to be assessed by the Lead Local Flood Authority.</p> <p>Northumberland Rivers Trust recently accepted a Water Environment Grant to improve fish passage along the River Aln and its tributaries. Highways England should consider improving fish passage on all assets within the Aln catchment.</p> <p>Northumberland Rivers Trust have identified a number of potential projects within the catchment, that could act as mitigation / enhancement measures.</p>	Environment Agency	N	<p>The Applicant has considered compensatory fish habitat and improved fish passage in accordance with national policy and features will be incorporated into culverts to maintain fish passage. For example, three culverts will include a naturalised bed. Further details regarding the hydraulic modelling undertaken by the Applicant, the assessment by Northumberland County Council as the Lead Local Flood Authority and the proposed mitigation measures can be found in <b>Chapter 9: Biodiversity, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) and <b>Appendix 9.10: Aquatic Ecology Assessment Report, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>).</p>
Risk assessment				
Coal Development	Part of route to Rock South Farm is a Development High Risk Area	The Coal Authority	N	The Applicant has undertaken a <b>Coal Mining Risk Assessment for Rock South Farm area</b> ,

Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
High Risk Area	with a thick coal seam close to the surface. Desk based Coal Mining Risk Assessment is needed to identify risks.			as detailed in <b>Appendix 11.5, Volume 8</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.8</b> ). The Coal Mining Risk Assessment has informed <b>Chapter 11: Geology and Soils, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Hazards	<p>The scheme does not cross any consultation zones associated with major hazard sites or pipeline.</p> <p>Unlikely to require Hazardous Substance Consent as unlikely to pose a risk to the public.</p>	Health and Safety Executive	N	<p>The Applicant acknowledges confirmation from the Health &amp; Safety Executive that the proposal does not cross any consultation zones associated with major hazard sites or pipeline.</p> <p>The Applicant acknowledges and welcomes confirmation that the proposal would be unlikely to require Hazardous Substance Consent as it would be unlikely to pose a risk to the public.</p>
Explosives	No comment as no licensed explosive sites in vicinity	Health and Safety Executive	N	No response required.
Electrical	No comment on electrical safety issues	Health and Safety Executive	N	No response required.

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
Assets impacted by scheme				
Assets	National grid Electricity Transmission and National Grid Gas have no assets near the proposals and therefore do not object.	National Grid	N	No response required.
Gas supplies	Record of mains in the area covered by the proposals, although privately owned pipes may be present. Intermediate pressure apparatus is in the vicinity and it is essential that no works or crossing of this are carried out without further consultation with NGN.	Northern Gas Networks	N	Early engagement with Northern Gas Networks has enabled the Applicant to share preliminary design information, which has been used to inform diversion and protection requirements, required as a result of the proposal.  Further details of the engagement with Northern Gas Networks can be found in <b>Table 3</b> of the <b>Consultation Report (Application Document Reference: TR010041/APP/5.1)</b>
Objection	Formal objection to the DCO to the scheme, as is standard procedure. This is a safeguard to encourage consultation between Northern Powergrid and developers which could affect apparatus.	Northern Powergrid	N	The Applicant acknowledges the formal objection from Northern Powergrid and the Applicant will continue to consult with them on the final detailed design of any diversion works required as a result of the proposal.
Previous discussions	Understand that previous discussions have been held and have provided contact details.	Northern Powergrid	N	The Applicant confirms that previous discussions have taken place with Northern Powergrid and that further discussion are taking place to inform

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	Other scheme information has been passed to the wayleaves team.			the design of the proposal. Further details about engagement outside of the advertised statutory consultation period can be found in <b>Table 3</b> of the <b>Consultation Report. (Application Document Reference: TR010041/APP/5.1)</b>
Cost implications	Objection will stand until written confirmation that Highways England will be responsible for all costs associated with diversion of apparatus or equipment.	Northern Powergrid	N	The Applicant will propose protective provisions for the benefit of Northern Powergrid which will address these concerns.
Environmental assessment				
Views on proposals	Unable to provide detailed comments due to the lack of up to date surveys and that further surveys have been recommended. Overall scope of works is acceptable if appropriate mitigation is agreed to with the Environment Agency.	Environment Agency	N	Having had full regard to the response from the Environment Agency, the Applicant has undertaken an Environmental Impact Assessment to determine the impact of the proposal on noise and vibration; landscape and visual; cultural heritage; population and human health; and cumulative effects. Further details including the surveys undertaken in connection with the Environmental Impact Assessment can be found in <b>Volume 3</b> the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).



Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
Environment – Climate Change				
Climate change adaptation	Climate change adaptation should be integrated into the design to prevent impact on species. Options include tree planting and creation of ponds as part of a wider Sustainable Urban Drainage Scheme (SUDs).	Environment Agency	N	The Applicant has incorporated climate change adaption measures into the proposal, including detention basins sized to include climate change allowance and native tree species. Further details can be found in <b>Chapter 7: Landscape and Visual</b> and <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES (Application Document Reference: TR010041/APP/6.3). <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES (Application Document Reference: TR010041/APP/6.6) sets out the proposed landscape design for the proposal.
Environment – Waste				
Waste	We welcome the assessment for the EIA of potential coal tar bearing waste generated by demolishing the existing carriageway.	Environment Agency	N	The Applicant has considered potential coal tar bearing waste in the assessment of material resources. Further details can be found in <b>Chapter 13: Material Resources, Volume 3</b> of the ES (Application Document Reference: TR010041/APP/6.3).
Traffic				
Traffic impacts	Would like to see significant improvements to the B6347 to	Rennington Parish Council	N	The Applicant confirms that improvements to the B6347 and increased traffic on the local road

**Table N.6: Statutory and Targeted Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees**

Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response):
	<p>account for increased traffic resulting from the A1 improvements.</p> <p>Traffic has also increased due to the wood chipping plant at Rock Midsteads and storage facilities at Rock Moor House.</p> <p>Increasing housing development in Rennington and Rock will also increase traffic using the road to access the A1.</p>			<p>network associated with the wood chipping plant development would be the responsibility of Northumberland County Council and is therefore outside of the remit of the proposal.</p> <p>The Applicant acknowledges local developments such as the housing development in Rennington and Rock. These have been taken into account in background traffic growth and applied to the traffic forecast models.</p> <p>Details of the impact of the proposal on air quality and noise can be found in <b>Chapter 5: Air Quality</b> and <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>)</p>

**Table N.7: Statutory Consultation under s42(1)(b) of the Planning Act 2008 with Local Authority Consultees**

Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Incorrect address	Letter received by Carlisle City Council instead of Cumbria County Council. Check that there is separate letter which has gone to	Carlisle City Council	N	The Applicant confirms that a consultation letter was issued to both Carlisle City and to Cumbria County Council as local authorities under section 42(1)(b) of the 2008 Act and was therefore

**Table N.7: Statutory Consultation under s42(1)(b) of the Planning Act 2008 with Local Authority Consultees**

	Cumbria County Council.			correctly addressed to Carlisle City Council as a neighbouring authority to Northumberland County Council.
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**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Access arrangements			
Electronic communications site access	Arqiva have an electronic communications site (mobile phone mast) at Black Plantation, within the development boundary. Concern that the existing access from the A1 would be closed and make the communication site inaccessible. Similar sites have alternative access provided by means of mitigation and the consultee would expect something similar here. The consultee objects until there is a better understanding of any mitigation provision for the access to the site.	N	The Applicant confirms the existing direct access onto the A1 would be removed as a result of the proposal. However, access to the mobile phone mast will be maintained via the existing access track adjoining the B6341. The Applicant confirms that the existing track will be upgraded with unbound surface material, suitable for vehicular use and a turning head will be constructed. The track will also provide access to the proposed detention basin required to manage surface water runoff from the A1 dual carriageway. The Applicant will maintain the track once the proposal is operational.
West Linkhall access road	Relieved the West Linkhall access road runs in front of and not through	Y	The Applicant confirms that parking in front of the property will remain and would not be affected by the proposal. The

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	Patterson's Cottage. Keen to ensure that sufficient space for kerbside parking remains and there is enough room for larger vehicles to use the side road.		Applicant has changed the design of the proposal as a result of the feedback received during the statutory consultation and West Linkhall access road will now accommodate larger vehicles and two-way traffic.
Impact on emergency call-outs	Concerned that new access arrangement will restrict access to their property. Need 24-hour access for emergency call outs associated with the business (West Linkhall).	N	The Applicant confirms access to the properties adjacent to the A1 will be maintained via the construction of the proposed access roads for East Linkhall, West Linkhall and Rock South Farm. The proposed new roads will adjoin the A1 at the new Charlton Mires junction.
West Linkhall access track width	Happy with proposed access provided it is sufficiently wide to allow vehicles to pass.	Y	The Applicant confirms that as a result of feedback received during the statutory consultation it has amended the proposal design for the proposed access roads to accommodate larger vehicles, as well as two-way traffic.
Underpass at Kitty Carter Burn Culvert	Cattle farming access at Charlton Mires will be compromised as the current underpass will need to be enlarged to provide access to the western side of the A1.	N	The Applicant confirms that the underpass described in the consultee response is a culvert. The Applicant confirms that the culvert will be extended beneath the proposal's widened carriageway with provision for a footpath.
Rock South junction access	When Rock South junction is closed, want to see this handed over to client to prevent this from being left open to the general public.	N	The Applicant confirms the existing Rock South Farm junction will be closed and a replacement access road constructed. Access onto the A1 will now be facilitated at the new junction at Charlton Mires. The new access road to

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			Rock South Farm will be adopted by Northumberland County Council due to the length of the road and the maintenance and servicing requirements. A small section of the redundant road will be retained as a private agricultural access track.
Rock South junction access works	Satisfied with access created to Rock South from Rock Midstead but acknowledge that it will undoubtedly cause significant disruption. The new access needs to be provided prior to closing the existing access.	N	The Applicant acknowledges the request to construct the replacement access road to Rock South Farm before closing the existing junction onto the A1. The Applicant has produced the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> to set out how the construction traffic will be managed to minimise disruption. The Construction Traffic Management Plan will be further developed by the main contractor. The Applicant will not close all side roads simultaneously to ensure that some access can be maintained during construction phase of the proposal.
Rock South Access road	Do not accept leaving the current highway as the new highway to Rock South. Existing estate road should remain in place with the new public highway adjacent. Will mean less user conflict. Highway needs to be wide enough for two vehicles to pass and have sufficient field accesses.	Y	The Applicant confirms the existing Rock South Farm junction will be closed and a replacement access road constructed. Access onto the A1 will now be facilitated at the new junction at Charlton Mires. The new access road to Rock South Farm will be adopted by Northumberland County Council. A small section of the redundant road will be retained as a private agricultural access track. The Applicant also confirms the replacement road to Rock South Farm will accommodate two-way traffic.

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Access times for service road	Proposed service road is welcome, but access at West Linkhall needs to be maintained at all times.	N	The Applicant confirms the new access roads will provide unrestricted access and would accommodate two-way traffic, including large agricultural vehicles. Access to fields west of the A1 will be via the new Charlton Mires junction.
Access road width west of A1	Require access to fields at West Linkhall on west side of A1, which needs to be sufficiently wide to handle combine harvesters and other agricultural machinery, to allow these to pass safely.	N	
Access provisions	Numerous accesses to the A1 will be closed off and need to be provided as part of the works.	N	
Access road width for HGVs from East Linkhall	<p>Due to business operating HGVs from East Linkhall, the service road needs to be wide enough. Also need to ensure the farm drive access is sufficiently wide for HGVs.</p> <p>Aware that wedding venue and holiday business will mean a large amount of traffic on the service road. Need to avoid conflict with agricultural vehicles or HGVs.</p>	Y	The Applicant acknowledges the presence of the wedding venue and holiday business and confirmed that as a result of feedback received during the statutory consultation the design of the proposal has been amended to include frequent passing bays suitable for HGVs and agricultural vehicles. Furthermore, the Order Limits can accommodate a two-lane carriageway which would allow access for visitors attending wedding venue and holiday business if required. This will be determined in the subsequent detailed design stage.

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Access road width	Road at Rock South Farm needs to be designed sufficiently wide to allow vehicles to pass safely.	N	The Applicant confirms that the new access track has been designed to accommodate two-way traffic with proposals for a turning area to allow traffic to turn around safely.
Use of Rock South Farm access road by agricultural traffic	Concerned about the use of the Rock South Farm Access road by estate agricultural traffic and feel a separate estate access would be sensible.	Y	As result of the feedback received during statutory consultation, the Applicant has amended the design so that the proposed Rock South Farm Access Road now runs parallel and to the west of the existing agricultural track running from Rock Midstead to Rock South Farm. The existing agricultural track will remain in-situ following completion of the proposed development. This design change means there would be no requirement for a separate estate access road.
Additional distance to travel	New proposed Rock South Farm Access will require a longer trip (by approximately 4.7km to travel south on the A1. Would like to know how the wear and tear and additional distance to travel is being accounted for in this scheme.	N	The Applicant confirms the existing Rock South Farm junction will be closed and a replacement access road constructed. Access onto the A1 will now be facilitated at the new Charlton Mires Junction. The new access road to Rock South Farm will be adopted by Northumberland County Council. The new road to Rock South Farm will be constructed to the same standards as the new A1 carriageway, which will require minimal future maintenance and would also reduce 'wear and tear' on vehicles using it.



**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Access restrictions concerns – Charlton Mires junction	Direct access to No1 Rock South Cottages is currently enjoyed and there is concern about the proposals restricting access. Require 24-hour access for tenants and emergency vehicles, including during construction.	N	The Applicant acknowledges the need to maintain 24-hour access for tenants and emergency vehicles at Charlton Mires junction during construction. 24-hour access will be maintained in all circumstances where possible. The Applicant has produced the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> to set out how access will be maintained by the main Contractor during construction. The Applicant will not close all side roads simultaneously to ensure that some access can be maintained during construction of the proposal. Access to businesses and residential properties will be maintained where possible for the entirety of the construction period.
Access to Heckley Fence option	Access from former A1 through Heckley Fence Farm needs repairs. Incorporate this as part of overbridge construction at Heckley Fence.	N	The Applicant acknowledges the request for highway maintenance on the former A1 (now the B6341). The B6341 is part of the local road network and is therefore maintained by Northumberland County Council. Any repairs to the B6341 would be undertaken by Northumberland County Council and is therefore outside the scope of the proposal.
Charlton Mires service road access	Fields east of the A1 can only be accessed directly from off the dual carriageway. New Charlton Mires service road is welcome, but farm will need to have access to all fields at all times.	N	The Applicant confirms that access to fields east of the A1 would be via an access road from the new Charlton Mires junction which would maintain the existing access to the fields in the area.

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Existing access from the A1	Property at Rock South Cottages is directly accessed from the A1, with proposal being to provide alternative access through Rock Midstead.	N	The Applicant confirms that the proposal would close all existing accesses to the A1 between Alnwick and Ellingham following dualling on safety grounds. However, alternative access through Rock Midstead will be provided which will be accessible at all times and accommodate two-way traffic.
Existing access – Rock Midstead	Accessed directly from the A1 via a publicly maintainable road, with proposal to close this and provide new access from Rock Midstead.	N	
Rock South Farm - Use of access road	Concerned about the use of the road by estate traffic and do not want it blocked or covered in mud. A separate estate access would be sensible.	Y	As result of feedback received during the statutory consultation, the Applicant has amended the design so that the proposed Rock South Farm Access Road now runs parallel and to the west of the existing agricultural track running from Rock Midstead to Rock South Farm. The existing agricultural track will remain in-situ following completion of the construction phase of the proposal. This change in design means that a separate estate access would not be required.
Charlton Lodge - Existing access	Concerns raised over loss of direct access from Charlton Lodge from the A1.	N	The Applicant confirms that the access arrangements to Charlton Lodge will change as part of the proposal. For safety reasons, the direct signed access will be closed, with a new access road provided from the Charlton Mires

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			junction to the south. There is also an alternative access route that does not require use of the A1 which is accessed via the B6347 and then an unnamed public road that leads into an access road north of the property.
Existing access from Charlton Mires junction	Farm is accessed from the A1 via a track and concerned this access will be lost.	N	The Applicant confirms that the proposal would close all existing accesses to the A1 between Alnwick and Ellingham following dualling on safety grounds. However, access to the A1 from the farm would be provided via the new Charlton Mires junction.
Use of Rock South Farm access road	Concerned about the use of the road by estate traffic and do not want it blocked or covered in mud. A separate Rock Estate access would be sensible.	Y	The Applicant confirms that as result of feedback during statutory consultation, the proposed Rock South Farm Access Road has been moved to the west and now runs parallel to the existing agricultural track, which will remain in-situ. This change to the design means that a separate estate access road is not required.
B6341 access design	Around 30 HGV movements per day need to be taken into account. Concerned that no provision has been made for turning lorries. These should not have to cross the road centreline to depart the entrance. A new access	Y	Following feedback received during the statutory consultation, the Applicant has amended the design to provide an improved access entrance to accommodate for a larger movement of HGVs at the entrance to this property off B6341.

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	arrangement is therefore needed, with a wider junction mouth.		
Access to Rock Estate	Concern with the proposed use of the existing track that links the B6341 to the A1 for maintenance access of the detention basin, and the use of the track by Rock Estate to access a severed land parcel.	N	The Applicant confirms that the DCO application would seek permanent access rights across land in order to maintain the detention basin. The landowner will also retain rights of access to access their land.
Assets			
Mast relocation	Arqiva noted concern with the potential need to relocate the mast, which will have considerable cost.	N	The Applicant confirms that there is no requirement to relocate any masts operated by Arqiva as a result of the proposal. However, there will be a requirement to change access arrangements where masts are directly accessed from the existing A1. The replacement access will be via the B6341 and across an existing gated access track using rights to be acquired.
Issues with mast relocation	Arqiva noted that relocation could be costly and complex and not currently able to confirm if this is realistic. Difficult to replicate coverage in another location and may interfere with other masts. Mast would need to have suitable utilities and security. Potential other issues include suitable terrain, a new landowner, planning consents, or maintenance access being restricted.	N	

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Power line	Power line which serves the wind farm how will this be dealt with in constructing the A1 scheme.	Y	The Applicant confirms that diversion of the 66kV wind farm power cable is required as a result of the proposal. However, as a result of feedback received during the consultation the Applicant has included in the DCO application a diversion route closer to the highway boundary that would require more permanent land-take but would minimise future maintenance impacts on landowners.
Environment – Landscape and visual			
Landscaping	Concerns over specific details to be resolved. Consultee requested such details of fencing/hedge planting and future boundary maintenance alongside the new carriageway. Also concerned of potential for injurious weeds to grow in the new highway verge.	N	<p>A Landscape and Visual Impact Assessment has been completed as part of the Environmental Impact Assessment. <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES (<b>Application Document Reference: TR010041/APP/6.6</b>) sets out the proposed landscape design for the proposal.</p> <p>Perimeters of the proposed development are to be maintained free of weeds and litter. Please see <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p>
Charlton Mires junction impact	Concerned that bypass at Charlton Mires will be in view of properties at the bottom of the hill.	N	As part of the environmental assessment the Applicant has assessed the visual impacts as a result of the proposal. The assessment concluded that the proposal would have significant visual impacts on West Linkhall during

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			construction and operation. However, discussions have been undertaken with the respondents regarding planting within the vicinity of their property to minimise the impact. A landscape design has been developed for the proposed development and further details can be found in <b>Chapter 7: Landscape and Visual</b> , Volume 3 of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and <b>Figure 7.10: Landscape Mitigation Plan</b> , Volume 6 of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ).
	Concerned that Charlton Mires junction will be visible and have a negative effect on property. Screening will therefore be required as a priority issue.	N	As part of the environmental assessment the Applicant has assessed the visual impacts as a result of the proposal which includes the visual impacts of the new Charlton Mires Junction. The tree planting to the north of Rock Lodge would be extended to screen views of the junction. Woodland tree planting has also been proposed along the embankments of Charlton Mires Junction as part of the landscape mitigation plan. Further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ).
Overbridge impacts	Need to agree screening provisions to reduce the impact of the proposed Heckley Fence overbridge from the	N	As part of the environmental assessment the Applicant has assessed the visual impacts as a result of the proposal. The assessment concluded that the proposal would have

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	residential property.		significant visual impacts on Heckley Fence during construction and operation. Woodland planting is proposed to the rear of Heckley Fence, along the accommodation road, and embankments to the new accommodation overbridge. This will assist with the landscape integration and visual amenity. Further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ).
West Linkhall Access road screening	Screening is needed to ensure that oncoming traffic on the A1 is not dazzled by agricultural vehicles.	N	As part of the environmental assessment the Applicant has assessed the visual impacts as a result of the proposal. Hedgerow and tree planting are proposed to the south of West Linkhall Access Road to screen oncoming traffic on the A1. Further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ). In addition, anti-glare fencing is being considered along the access road and will be determined during detailed design.



**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Environment - Screening			
Noise, vibration, air and drainage mitigation	Concerned about increase in noise, vibration, dust, smell and dirty water run-off. Need to be satisfied with proposed screening and mitigation measures.	N	<p>An assessment has been undertaken on noise, vibration, dust, and highway run-off. The results of the assessment have shown likely significant adverse effects relating to vibration during construction. Mitigation measures to reduce vibration effects are detailed within the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> and the <b>Statement relating to Statutory Nuisance (Application Document Reference: TR010041/APP/6.15)</b> which accompany the DCO application.</p> <p>The Applicant has assessed the potential effects of the proposal on noise, vibration, dust, and highway run-off. The results of the assessment have shown likely significant adverse effects relating to vibration during construction. However, the assessment has shown the proposal would not give rise to any significant adverse effects on noise and therefore noise screening is not required. In addition, the assessment has shown there would be no significant effects on air quality and the water environment. Further details can be found in <b>Chapter 5: Air Quality, Chapters 6: Noise and Vibration, and Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p>

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			As part of the environmental assessment the Applicant has assessed the visual impacts as a result of the proposal. The assessment concluded that the proposal would have significant visual impacts on West Linkhall during construction and operation. However, discussions have been undertaken with the respondents regarding planting within the vicinity of their property to minimise the impact. A landscape design has been developed for the proposal and further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES (Application Document Reference: TR010041/APP/6.3) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES (Application Document Reference: TR010041/APP/6.6).
Noise, visual and vibration mitigation	The scheme is likely to have a significant impact in terms of noise, visual and vibration perspectives. Traffic will be faster and closer, so impact on residential amenity needs to be mitigated.	N	<p>The Applicant has assessed the potential effects of the proposal on noise and vibration. The results of the assessment have shown likely significant adverse effects relating to vibration during construction. Mitigation measures to reduce vibration effects are detailed within the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> and the <b>Statement relating to Statutory Nuisance (Application Document Reference: TR010041/APP/6.15)</b> which accompany the DCO application.</p> <p>The assessment has shown that the proposal would not give</p>

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>rise to any significant adverse effects on noise and therefore noise screening is not required. Further details can be found in <b>Chapters 6: Noise and Vibration, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p> <p>As part of the environmental assessment the Applicant has also assessed the visual impacts as a result of the proposal. The assessment concluded that there would be significant impacts on visual amenity during construction and operation. However, a landscape design has been developed for the proposal. Further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES (<b>Application Document Reference: TR010041/APP/6.6</b>).</p>
Residential properties - Visual and noise mitigation	Residence looks out over the A1 and increased traffic and carriageways will impact on this. Screening and noise prevention are therefore needed.	N	<p>The Applicant has undertaken an environmental assessment of the impact of the proposal on noise at residential properties. The assessment concluded that the proposal would not give rise to any significant adverse effects and therefore noise screening is not required. Further details can be found in <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p> <p>As part of the environmental assessment the Applicant has</p>
Farmhouse - Visual and noise mitigation	Farmhouse looks out over the A1 and increased traffic and carriageway widening will visibly impact on this. Screening and noise mitigation are needed.	N	

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			also assessed the visual impacts as a result of the proposal. The assessment concluded that there are likely to be significant impacts on visual amenity during construction and operation. However, a landscape design has been developed for the proposal and further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ).
Loss of screening	Concerned that existing screening west of West Lodge is lost due to the works. Significant impact on West Lodge and the pod business by increased noise and vibration. Need to be comfortable with proposed mitigation.	N	The Applicant has undertaken an environmental assessment on noise, vibration and visual impacts as a result of the proposal. The results of the assessment have shown likely significant adverse effects relating to vibration during construction. Mitigation measures to reduce vibration effects are detailed within the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> and the <b>Statement relating to Statutory Nuisance (Application Document Reference: TR010041/APP/6.15)</b> which accompany the DCO application.
Loss of amenity	A1 widening will bring the road closer to residential properties, with significant noise, visual and vibration impacts. Traffic will also be at higher speeds, so mitigation for loss of amenity needs to be considered, for us to support the scheme.	N	The assessment has shown that the proposal would not give rise to any significant adverse effects on noise and therefore noise screening is not required. The proposal would have significant visual effects on West Lodge during construction

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Residential properties looking east	Residential properties look east and significant visual, noise and vibration impacts are expected. Appropriate screening to mitigate this is needed.	N	and the first year of operation. A landscape design has been developed for the and further details can be found in <b>Chapter: 6 Noise and Vibration</b> and <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ). <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ) sets out the proposed landscape design to mitigate the impacts of the proposal.
Environment - Noise			
Noise impacts and screening	The Scheme is likely to have a significant impact on the farmhouse and cottage at West Linkhall, downwind of the A1. Increased traffic and carriageway width mean that screening to prevent noise should be looked at.	N	The Applicant has undertaken an assessment of the impact of the proposal on residents. The assessment concluded that the proposal would not give rise to any significant adverse effects at West Linkhall and therefore noise screening is not required. Further detail can be found in <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Noise survey data	Request to see noise survey data.	N	The Applicant confirms that no data was recorded between 11 and 17 September 2018 due to technical difficulties meaning that the equipment could not measure the required data. Monitoring at the property at Rock Midsteads would not give an accurate baseline of noise, due to the presence

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			of the wood chipping plant. Baseline noise monitoring was undertaken at a selection of appropriate locations, which included measuring impacts on this property. This data is now incorporated in the DCO application. The Noise survey and assessment can be found in <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Drainage and water			
Detention basins	Concerned about detention basins at Goldenmoor and Heckley Fence. Suggest moving Heckley Fence one from arable land to a woodland area.	N	<p>The Applicant has consulted with landowners on the locations of the detention basins to minimise impact, as is reasonably practicable. The Applicant has considered the proposals for the detention basins and has selected the arable sites over the woodland areas due to the environmental impacts.</p> <p>The Applicant has also assessed the impacts of the proposal on water quality. Mitigation measures, such as detention basins, are included to ensure that the impact on water quality is reduced and where possible enhanced. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p>

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Detention basin location	Concerned over location of detention basin on his landholding at Goldenmoor Farm	N	The Applicant has consulted with landowners on the locations of the detention basins to minimise impact, as is reasonably practicable. The Applicant confirms that the location of the detention basin at Goldenmoor Farm has been identified and confirmed due to the local topography and its proximity to Denwick Burn. The Applicant has assessed the impacts of the proposal on water quality. Mitigation measures, such as detention basins, are included to ensure that the impact on water quality is reduced and where possible enhanced. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Alternative suggestions	Awaiting details of alternative locations for the basin at Middlemoor Farm and concerned about surrounding pipework routes.	Y	<p>The Applicant has consulted with landowners on the locations of the detention basins to minimise impact, as is reasonably practicable. The Applicant has considered alternative proposals for the detention basin and has determined that the proposed location is the best option. The pipework has been amended to position the pipes and chambers at the edge of the field in line with the consultee's comments</p> <p>The Applicant has assessed the impacts of the proposal on water quality. Mitigation measures, such as detention basins, are included to ensure that the impact on water</p>



**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			quality is reduced and where possible enhanced. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Detention basin access	Access to basin near Denwick Burn goes through centre of client's farm from Denwick, which is not appropriate and will cause issues with farm animals, equine users and environmental stewardship margins. Prefer the suggestion to access the basin directly from the A1.	Y	Following discussions with the landowner the Applicant has amended the proposal for the detention basin maintenance access in the design of the proposal. This includes the provision of a maintenance track access from a lay-by on the A1, an option that keeps the full length of the maintenance track within the proposed highway boundary.
Detention basin maintenance	Concerned about proposal for detention basin 23 on the west side of the A1 near to Heckley Fence – size, location and access for maintenance is concerning.	N	The Applicant has consulted with landowners on the locations of the detention basins to minimise impact, as is reasonably practicable. The Applicant has considered the proposal for the detention basin on the west side of the A1 in discussion with the affected land interest. Maintenance access for the detention basin requires the use of land owned by Northumberland Estates. The Applicant confirms that the draft DCO ( <b>Application Document Reference: TR010041/APP/3.1</b> ) would seek permanent access rights with Northumberland Estates so that access for affected land interests can be maintained. The Applicant has assessed the impacts of the proposal on water quality. Mitigation measures, such as detention basins, are included

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			to ensure that the impact on water quality is reduced and where possible enhanced. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Detention basin – Goldenmoor Farm	Request to be informed regarding the detention basin at Goldenmoor Farm and the potential of splitting this with part of Broxfield Farm holding as it will affect agricultural practices on the farm.	Y	Following discussions with the landowner, the Applicant has amended the design for Goldenmoor Farm detention basin to reduce the land take and maximise the residual land south of Denwick Burn, for farming operations to help support the farming activities of Goldenmoor Farm.
Field drainage	Need to understand field drainage and recommend new systems are installed.	N	<b>Appendix 10.4: Drainage Strategy Report, Volume 8</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.8</b> ) details the proposed drainage design for the proposed development.
Land drainage	Concerned over any land drainage schemes and need to ensure water from the northern end of Rock Lodge can flow freely to exit the property.	N	<p>The Applicant confirms that the drainage design is not yet at a detailed level. Further consideration will be given at the detailed design stage of the proposal in order to address concerns regarding ensuring water can drain from the northern end of the consultees' property.</p> <p>The Applicant has assessed the impacts of the proposal on water quality. Mitigation measures, such as detention basins, are included to ensure that the impact on water quality is reduced and where possible enhanced. Further</p>

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ). <b>Appendix 10.4 Drainage Strategy Report, Volume 8</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.8</b> ) details the proposed preliminary drainage design for the proposal.
Culvert extension	The existing Shipperton Burn culvert which is due to be extended to the west side of the carriageway is in poor condition and needs to be examined and addressed as part of the upgrade works.	N	The Applicant confirms that the existing culvert would need to be extended as a result of the proposal. Any improvement works required to the culvert would be undertaken at the same time.
Watercourses	Concerned about watercourses being affected by the proposed works – need to ensure that quality of water is not affected by the proposed development.	N	The Applicant has assessed the impacts of the proposal on water quality during construction and operation. Mitigation measures, such as detention basins, are proposed to ensure that the impact on water quality is reduced and where possible enhanced. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Flooding and	Currently experience flooding on land as	N	The Applicant confirms that surface water run-off from the

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
drainage	culvert under the A1 does not function correctly. Require new drainage system capable of handling this water as are concerned the new carriageways will exacerbate the current situation.		<p>proposal would be controlled in accordance with national policy and best practice. Further details can be found in <b>Appendix 10.4 Drainage Strategy Report, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>).</p> <p>The Applicant has also assessed flood risk in relation to the proposal, which includes an assessment of existing flood risk. The FRA (see <b>Appendix 10.1, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>)) demonstrates that the proposal would not increase flood risk.</p>
Highways, junctions and overbridges			
Overbridge location preference	Preference is for Heckley Fence proposal.	Y	Following the consultation, the Applicant has considered the responses received in relation to the preferred location of the proposed accommodation overbridge and has concluded that the Heckley Fence is the preferred location. The Broxfield option will not be progressed further.
	Land holding is located next to Heckley Fence overbridge location. Happy with this as the proposed location, over Broxfield option.	Y	
	View is that Heckley Fence needs to be the location of the overbridge from the two options. This would be useful for	Y	

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	movements of livestock and agricultural machinery and links with existing farm tracks.		
Broxfield Overbridge	Broxfield overbridge is a waste of time, money and resource. It has no real commercial use and will only be used by occasional walkers.	Y	
Overbridge design	Overbridge needs to be high-sided to accommodate cattle, livestock and equestrian use.	N	The accommodation overbridge at Heckley Fence will be designed to have suitable parapet height in relation to the types of users, including equestrians/cattle and livestock.
Roundabout at Rock Midstead	Requested the roundabout be sited on the "bad bend" at Rock Midstead. Should be an access for Rock Midstead and another for Rock South.	N	The Applicant confirms that the provision of a roundabout at Rock Midstead would be the responsibility of Northumberland County Council and therefore is outside of the remit of the proposal. The Applicant is currently in discussions with Northumberland County Council regarding installation of CCTV monitoring of this junction. However, Northumberland County Council are clear that there is no accident data in that location and it is likely that this will not be pursued. It is proposed that the access road for Rock South Farm will run alongside the existing farm track.,

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Agricultural buildings at Rock South	Agricultural buildings at Rock South cause a conflict with the highway and should be relocated.	N	The Applicant acknowledges the requirement to relocate the agricultural buildings at Rock South Farm to accommodate the new access road alongside the existing farm track.
Charlton Mires junction gradient	Concerned about access to the flyover from the East Linkhall service road. HGVs need to have sufficient space to turn without crossing the carriageway. Also, the gradient of the access road needs to be considered.	N	The Applicant confirms that suitable space has been provided for HGVs to turn into and out of East Linkhall Access Road from the new Charlton Mires Junction. The gradient of the access road on the approach to the junction has been limited to 6.5% with a plateau where it meets the Charlton Mires Junction to make it easier for vehicles stopping to give way.
Charlton Mires junction slip roads	Concerns about ability of HGVs to reach sufficient speeds on the slip roads to safely merge with traffic. Need more information on their lengths as others locally (Denwick) aren't long enough.	N	The Applicant confirms that the proposal, including the slip roads, have been designed to the latest standards of which safety is a key consideration. Therefore, the design will ensure that HGVs will be able to safely merge with traffic on the A1.
Turning head	Public highway should extend past the last residence, with a turning area suitable for wagons. Need confirmation that refuse collections will continue.	Y	The Applicant confirms that as a result of feedback received during the statutory consultation, the design of the proposal has been amended so that the access road extends beyond the last residential property and a turning head will be provided. The Applicant also confirms that refuse collection

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			would not be affected by the proposal
Signage	Need suitable signage at Charlton Mires junction to Blossom Plantation so that visitors are not lost.	N	Signage both during construction and following completion of the proposal will be considered by the contractor. The contractor will also consult with Northumberland County Council to ensure that any proposals are appropriate
Public Rights of Way			
Public Rights of Way details	Local Landowner requested to see further details of public rights of way.	N	The Applicant confirms that public rights of way plans for both options (Heckley Fence and Broxfield accommodation overbridges) were sent to the consultee in April 2019. Subsequent to this letter, the decision was reached, as a result of feedback received during the statutory consultation to progress the Heckley Fence option. The Applicant held a follow up meeting to their consultation response with the residents at Heckley Fence on 28 June 2019. At that meeting the residents confirmed they were agreeable to the location of the accommodation overbridge subject to further details of the landscaping proposals being provided.
Footpaths adjacent to Rock Lodge	Concern that a new footpath running adjacent to their property (for bus stops) will have a negative impact on its value.	Y	The Applicant met with the consultee, who clarified in a meeting on 19 July 2019 that they have no issues with the bus stops being located closer to their property, if necessary, as they see it may be advantageous to guests of their holiday rental premises. The consultee also confirmed that they want the proposed footpath to be extended up to



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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			their property, replacing the grass verge and planting beds immediately adjacent to their boundary wall. The Applicant has subsequently made a change to the design of the proposal to include a footway to Rock Lodge.
Public Rights of Way diversion	Keen to understand any new PRow diversion, which may impact on footfall near to property and roadside business.	N	An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> has been submitted with the DCO application which sets out how the main contractor will ensure access is maintained and will minimise disruption during construction. Existing Public Rights of Ways and walker, cyclist and horse-riders (WCH) routes will be retained where possible. Where they are crossed by the route, an alternative means of access will be provided to prevent severance.
Construction			
Site compounds	Highlighted potential compound and borrow pit sites for consideration.	N	The Applicant has confirmed in determining the most suitable location for a construction compound, that there are a number of factors that require consideration for the suitability of each location. These include the size, topography and site features of the location, the means of access and egress to the highway network, the distance and journey times from compound to the proposed development, the presence of locally available services, the current land use and landowner with regard to rental costs and availability, and the proximity to sensitive stakeholders such

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			as residential properties and schools. The Lionheart Enterprise Park site was chosen as the location where the above criteria were satisfied. Additionally, a smaller compound at Charlton Mires has also been identified to support construction of the new junction. It is also intended that the proposal will make use of surplus materials from the Morpeth to Felton improvements, negating the requirement for borrow pit sites to be used.
Construction disruption during works	Concerned about disruption during the works and need to ensure that access is maintained.	N	An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> has been submitted with the DCO application which sets out how the main contractor will ensure access is maintained and to minimise disruption during construction. The Applicant will not close all side roads simultaneously to ensure that some access can be maintained during construction of the proposal. Access to residential properties will be maintained for the entirety of the construction period.
Layby storage	The layby in front of their property is not used for storage, especially at night. Already severe disruption when repairs occur on the highway at the layby is used as a temporary compound.	N	The Applicant confirms that the layby in front of the property would not be used for storage, particularly at night, as construction compound areas have been identified which will accommodate all construction equipment and storage requirements during construction of the proposed development.

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Construction disruption impact on business at Rock Lodge	Concerned about severe disruption to business due to the planned works.	N	An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> which accompanies the DCO application sets out how the main contractor will minimise disruption during construction (for example through use of construction compounds, construction traffic management, maintenance and monitoring). Existing access will be maintained wherever possible and where not, new temporary tracks or access points will be created. The main contractor will liaise with landowners to understand livestock rotation and design working arrangements, as far as possible, to avoid impact. If unavoidable then secure fencing which is appropriate to the type of livestock will be erected and a safe working area will be established. The Applicant will not close all side roads simultaneously to ensure that some access can be maintained during construction of the proposed development.
Access to farm during construction	Concerned about access to the farm and need to understand the details of the proposed work and how this can work alongside farming and HGVs.	N	
Construction disruption impact on business	Concerned about loss of booking at holiday let during the construction phase.	N	The <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> sets out details to manage traffic and access during construction. Traffic management systems and, potentially, diversion routes will be put in place to maintain access to the identified community facilities, residential properties / communities, businesses/commercial facilities and private land holdings during construction and operation.

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			Where road closures are unavoidable, agreements will be put in place, negotiated between the Applicant and the affected businesses. Pursuant to the Compensation Code, compensation will be agreed as part of the proposal with the relevant parties whose land will be temporarily and permanently acquired to accommodate the proposed development. During the period when temporarily occupied land is in aftercare, any shortfall in production can be made up through the payment of compensation. The business should therefore not be disadvantaged in the short term. This arrangement will need to be through agreement with the Applicant.
Construction methodology	More detail on construction methodology and required contractor access for bridge construction.	N	The Applicant confirms that the construction methodology will not be prepared until the detailed design has been completed. The proposal is currently at the preliminary design stage. An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> which accompanies the DCO application sets the main contractor's construction methodology. The intended working hours will be 7am to 7pm, Monday to Friday. However, extended hours including night-time, weekend and Bank and Public Holiday working will be required for some construction operations. The requirement for use of diversion routes will be subject to approval in advance by Northumberland County Council as they would utilise the local road network.

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>Any such operations will include traffic management installation, traffic management switches, carriageway resurfacing, bridge beam installation, statutory diversions, drainage works, and construction of Charlton Mires Junction and Heckley Fence overbridge.</p> <p>It is anticipated that the construction of Charlton Mires Junction and Heckley Fence overbridge would also require 24-hour closures of the B6347 to the west and east of the A1. Any overnight full closures of the A1 would likely be carried out overnight between 8pm and 6am. Further details can also be found in the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b></p>
Access maintained during construction at Rock Lodge	Require 24-hour access during construction. Concerned about restricted access for visitors.	N	<p>The Applicant confirms that access to the consultee's property would be maintained at all times during construction. There would therefore be no restricted access for visitors. An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> has been submitted with the DCO application which sets out how the main contractor will ensure access is maintained and how disruption will be minimised during construction. The Applicant will not close all side roads simultaneously to ensure that some access can be maintained during construction of the proposed development. Access to businesses and residential properties will be maintained where possible for the entirety</p>

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			of the construction period. Any shortfall in production can potentially be made up through the payment of compensation to be negotiated with the Applicant.
Use of old A1 road	Concerned that the old A1 will be used as a service road during construction, which will cause additional disturbance to business.	N	The Applicant confirms that a haul road would be constructed as part of the proposal, within the Order Limits which would mean no requirement to use the old A1 for construction traffic. The haul road would be used by construction traffic to minimise disruption to residents and businesses during construction.
Construction impact on farmland and crops	Farmland lies west of the A1 and concerned about impact of construction on accessing the land and on day-to-day farming operations. Also, the potential for crop damage resulting from this.	N	An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application which sets out how the main contractor will ensure access is maintained and to minimise disruption during construction. Any special arrangements to help protect crops (e.g. dust suppression, management of water pollution via run off) will also be confirmed in the <b>Statement relating to Statutory Nuisance (Application Document Reference: TR010041/APP/6.15)</b> .
Access to farming operations during works	Concerned about land access east of the A1 during construction. Need to understand details of works and how farming operations can link to these.	N	An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> which accompanies the DCO application sets out how the contractor will ensure access is maintained and to minimise disruption to farming activities during construction – for example field access and livestock movements.

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Access at all times	Concerned about disruption during works and need to ensure that access is maintained at all times.	N	<p>An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application which sets out how the contractor will ensure access is maintained and to minimise disruption during construction.</p> <p>Traffic management systems and, potentially, diversion routes will be put in place to maintain access to the identified community facilities, residential properties / communities, businesses/commercial facilities and private land holdings during construction and operation. Further details can be found in the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b>.</p>
Access arrangements	New access arrangements should be fully opened before the current access is closed. Any curtailment of access is not acceptable. Concerned about disruption during construction, including access, mud on roads, noise and dust. Would like more detail on the construction plan.	N	<p>The Applicant acknowledges the request for the new access to be constructed before the existing access is closed. An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application which sets out how the main contractor will ensure access is maintained and to minimise disruption during construction.</p> <p>Traffic management systems and, potentially, diversion routes will be put in place to maintain access to the identified community facilities, residential properties / communities, businesses/commercial facilities and private land holdings during construction and operation. If alternative access points or routes are required, directions</p>



**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			will be clearly communicated at the appropriate places. Further details can be found in the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b>
Scheme suggestions			
Local road improvements	Would like to see road upgrades to Broxfield-Rennington Moor, Heckley Fence Road, Goldenmoor Drive. Also, a Denwick bypass.	N	The Applicant confirms that the local road improvements suggested fall outside the scope of the proposal. These would be the responsibility of Northumberland County Council.
Junction improvements	Would like junction improvements south of Alnwick and at Denwick	N	
Drythropple Cottage bends	Request that the bad bends near Drythropple Cottages are widened or straightened as this is a safety concern and potential accident spot. Wood chip factory at Rock Midstead also has many HGVs per day serving it.	N	<p>The Applicant confirms that the suggested local road improvements at Drythropple have not been taken forward, as they are outside remit of the proposal. The Applicant also confirms that the accident statistics did not support the suggestion of there being an accident problem at Drythropple cottages.</p> <p>The Applicant confirms access to the Rock Midstead wood chip factory would be a matter for Northumberland County</p>

Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			Council. The Applicant has raised this matter with Northumberland County Council to draw their attention to the issue.
Engagement and consultation			
Engagement	Unhappy with lateness of discussions over the detention basin location, meaning a lack of flexibility to relocate the basin.	N	The Applicant confirms the location of the drainage detention basins were consulted on during the statutory consultation period between 25 February and 8 April 2019 and considers that consultation and engagement has been undertaken in a timely manner, to fully allow consultees an opportunity to comment on the proposal. The detention basin location at Goldenmoor Farm is restricted due to the local topography and proximity of Denwick Burn and to minimise visual impact for the landowner. Meetings were held on two occasions prior to commencement of statutory consultation. Discussions over the access arrangements for this detention basin have also taken place in July 2019 after the statutory consultation period ended in April 2019.
Land use			
Loss of agricultural land at Goldenmoor Farm	A1 widening will be on client's land and will mean loss of agricultural and amenity woodland. Potential impact on profitability and farm value. The amount of land take should be minimised and support is dependent on this factor.	N	The Applicant acknowledges the acquisition of land for the proposal will have an impact and has worked with those directly affected, to minimise the effect. The Applicant also confirms that discussions would take place to agree appropriate compensation.

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Land lost to grazing at East Linkhall	Want to minimise land lost and there will be some grazing and arable land lost, which will affect livelihood going forward.	N	
Land lost to business and livelihood at East Linkhall	Wish to limit the amount of land lost, as this will affect business including breeding, livestock and croppable area – affecting livelihood.	N	
Land acquisition	Land required for the scheme at Middlemoor Farm will need to be purchased by Highways England and retained.	N	The Applicant confirms they have sought to minimise the land-take required at Middlemoor Farm to construct the proposed development which includes any land required to offset the environmental impacts of the proposal. Where land is to be permanently acquired for the proposal, it will be retained by the Applicant.
Hedge north west of A1	Why does the hedge running north west from the A1 at Middlemoor Farm need to be part of the red line boundary?	N	The Applicant confirms that the hedge running north west from the A1 at Middlemoor Farm is part of the red line boundary as land is required to construct earthworks associated with the proposal. In addition, it would also accommodate a replacement highway boundary to allow the provision of landscaping on completion of the proposed development.
Land ownership	Own a small strip of land between South Charlton road and the A1 and are	N	The Applicant confirms that the strip of land near South Charlton is located within the Order Limits and will be

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	concerned that access and livestock movement will be difficult. Would like clarification on whether Highways England intend to acquire this for mitigation or detention basins.		permanently acquired for environmental mitigation measures, which are required to offset the impact of the proposal. As this land would be a mitigation area it would no longer be used for livestock, and therefore there would be no impact on livestock movements.
Land use and ownership of access road north of Rock Lodge	<p>Concern that area of existing road will become redundant (adjacent to northern tip of freehold property). Concerned this will become a fly tipping area or site used for other activities.</p> <p>Would like to have the freehold ownership of this area transferred to them.</p>	N	<p>The Applicant confirms that discussion is ongoing regarding the treatment of this section of road. Woodland planting is proposed in this area, including the location of the stopped-up junction, which will prevent fly tipping.</p> <p>The Applicant has held discussions with the landowner regarding the future use of the redundant carriageway. The option has been given for the landowner to purchase this redundant land at a market rate if they wish to do so, so they can acquire the freehold ownership.</p>
Environment - Flood			
Flood Risk	Low lying land near A1 is prone to flooding and suitable drainage system is needed to prevent this.	N	<p>Surface water run-off from the proposal would be controlled in accordance with national policy and best practice to prevent low lying land near the A1 from being flooded. Further details can be found in <b>Appendix 10.4: Drainage Strategy Report, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>).</p> <p>The Applicant has also assessed flood risk in relation to the</p>

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			proposal, which includes an assessment of existing flood risk. The FRA (see <b>Appendix 10.1, Volume 8</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.8</b> )) demonstrates that the proposal would not increase flood risk
Business and operation impacts			
Livestock facilities west of A1	Suitable livestock facilities will be needed on the west side of the A1.	Y	Following discussion with the landowner, the Applicant has agreed in principle to acquire the land around the detention basin to the west of the A1, which will be used for environmental mitigation measures. This would negate the requirement for livestock facilities on the west of the A1.
Existing fencing adjacent to A1	Fencing adjacent to A1 has fallen into disrepair and needs to be updated, with ongoing maintenance and liability with Highways England.	N	The Applicant has assessed the existing fencing along the route adjacent to the A1 and confirmed that new fencing will be provided where required. Future maintenance of the fencing will be undertaken by the Applicant.
New fencing arrangements	New fencing arrangements need to be stock-proof for sheep and cattle. Specifications will need to be agreed to along with maintenance liabilities.	N	The Applicant confirms it would work with the landowner to assess compensation payable to contribute towards new fencing to stock-proof sheep and cattle, including future maintenance.
Stock-proof fencing	Stock-proof fencing needs to be provided, with specifications and ongoing maintenance required.	N	The Applicant confirms that stock proof fencing would be included within the design of the proposal, where appropriate. Towards the end of the construction period the CEMP will be developed as a Handover Environmental

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			Management Plan (HEMP) which will include the monitoring and management arrangements during future maintenance and operation of the proposed development. Maintenance of the trunk road network is the responsibility of the Applicant, whilst maintenance of the local road network is the responsibility of Northumberland County Council as the local highway authority. Therefore, the main route alignment and its proposed junctions will be maintained by the Applicant. It is intended that side roads and link roads, including East Linkhall Access Road and West Linkhall Access Road, will be adopted by Northumberland County Council. Discussions are currently ongoing.
Business impacts	Produce is currently sold at farm gate – concern over loss of income from this.	N	<p>The Applicant confirms that it would no longer be possible for Mr and Mrs Robinson to sell produce at the farm gate once the proposal has been completed as it would be unsafe for traffic to stop at this location once the A1 had been dualled.</p> <p>The Applicant confirms discussions would take place regarding any compensation in relation to loss of trade where appropriate.</p>
Severance	Access to field will be severed and will	N	The Applicant recognises that accesses to fields may be

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	now be provided through Charlton Mires junction.		severed by the proposal. However, where access is severed the Applicant will ensure that this is maintained through the provision of new accesses.
Farm activities	Hard standing for Middlemoor Farm operations (storage, livestock and feed) needs to be replaced.	N	<p>The Applicant confirms discussions would take place to agree appropriate compensation covering (where possible) the following:</p> <ul style="list-style-type: none"> <li>• An access track from the field immediately southeast of the underpass to the adjacent field further south; and</li> <li>• Provision of handling and transportation equipment to facilitate the movement of livestock across the A1.</li> </ul>
Livestock impacts	Sheep and cattle access from fields is directly onto the A1. Moving livestock across the A1 to an opposite field will no longer be possible. Handling and transport equipment will need to be purchased.	N	
Livestock impacts	Sheep pens will need to be removed in fields east of the A1 – new livestock loading facility is needed to move sheep and cattle. Livestock movement will be impacted, which will increase journey time, management and mean additional hassle.	N	The Applicant confirms discussions would take place to agree appropriate compensation to cover the livestock movements required, where possible.
Impact of road closures	Goods are currently sold at roadside – concerned over prevention of income due to road closures.	N	<p>The Applicant confirms that it would no longer be possible to sell goods by the road-side once the proposal has been completed as it would be unsafe for traffic to stop at this location once the A1 had been dualled.</p> <p>The Applicant confirms discussions would take place</p>



**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			regarding any compensation in relation to loss of trade where appropriate.
Security	Concerned about the security implications of the scheme with new access roads being back roads – concern about machinery or livestock theft. The acquiring authority need to consider security.	N	The Applicant confirms that matters relating to additional security requirements would be discussed, regarding appropriate compensation where possible.
Oil deliveries	Need to ensure oil tank deliveries can be made	N	The Applicant confirms that access would be maintained at all times to allow oil tank deliveries to be made.
Emergency Access	Real concerns about the additional time needed for emergency vehicles to reach the property.	N	The Applicant recognises concerns regarding additional time needed for emergency vehicles to reach the property. However, the proposal will provide additional capacity on the A1 which should provide more reliable and faster response times that those currently experienced.
Adoption and maintenance			
Highway adoption	New highway should be adopted by local authority for repairs, maintenance and renewal.	N	The Applicant confirms that the new access road to be provided to Rock South would be adopted by Northumberland County Council on completion of the proposal. Northumberland County Council will be responsible for its future maintenance on completion of the
Service road	Service road should be adopted, with	N	

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
adoption	maintenance and repair the responsibility of the local authority.		proposed development.
Access road adoption	Access needs to be maintained in future, by the local authority up to the property entrances.	N	As indicated in the Outline CEMP ( <b>Application Document Reference: TR010041/APP/7.3</b> ) the main route alignment and its proposed junctions will be maintained by the Applicant. It is intended that side roads and link roads, including East Linkhall Access Road and West Linkhall Access Road, will be adopted by Northumberland County Council. Discussions are currently ongoing.
Rock South Farm access road adoption	Appreciate new alternative access to the A1 but have concerns. It is not acceptable for the new access to be privately maintained (too many user conflicts) – needs to be maintained going forward, by the local authority.	N	The Applicant confirms that the new access road to be provided to Rock South would be adopted by Northumberland County Council on completion of the proposed development. Northumberland County Council will be responsible for its future maintenance on completion of the proposal.
Rock Estate – access road adoption	Access road needs to be maintained by the local authority or Highways England and not a privately maintained accessway – support is contingent on this. There are too many potential user conflicts with Rock Estate and their commercial / agricultural uses.	N	The Applicant confirms the adoption of the access road through Rock Midstead has been agreed in principle with Northumberland County Council and that they will be responsible for its future maintenance on completion of the proposed development.

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
West Lodge	Access road needs to be adopted by the local authority up to West Lodge. Objection to it becoming a privately maintained accessway.	N	As indicated in the Outline CEMP ( <b>Application Document Reference: TR010041/APP/7.3</b> ) the main route alignment and its proposed junctions will be maintained by the Applicant. It is intended that side roads and link roads, including East Linkhall Access Road and West Linkhall Access Road, will be adopted by Northumberland County Council. Discussions are currently ongoing.
Wind farm cable			
Wind Farm Cable relocation	Concerns with wind farm cable relocation and uncertainty over this. The cable must be a significant distance from estate activities and maintenance of this should be accounted for in the location choice.	Y	The Applicant confirms that the 66kV wind farm cable would need to be diverted as a result of the proposal. However, as a result of feedback received during the statutory consultation, the Applicant has included a diversion route in the DCO application closer to the highway boundary that may require more permanent land-take but would minimise future maintenance impacts on landowners.
	Concerned about the relocation of the wind farm cable and do not want issues to arise on this land.	Y	
	Concern about the relocation of the wind farm cable on our land.	Y	
	Do not wish to see the wind farm cable relocated onto land in our ownership.	Y	

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Traffic			
Traffic speeds	Concern of speed at which traffic will pass in front of their property (Rock Lodge). Road will have a longer stretch to gather speed - speed limit needed.	N	The Applicant confirms that the closure of the existing junction and amended highway alignment required to tie-in with the new Charlton Mires junction, is compliant with current design standards and is in keeping with the local road characteristics of the area. The Applicant confirms that the B6347 is subject to the national speed limit for single carriageway roads (60mph for cars, 50mph for HGVs and 40mph for HGVs over 7.5 tonnes in weight). As this road will be maintained by Northumberland County Council, any speed limit reviews will be undertaken by them. The Applicant is not aware that there are any current plans to review this speed limit.
Traffic impact	Road passing Drythroppe will become much busier, especially with current service tracks being closed as part of the scheme – Safety, additional noise and dust damage are concerns.	N	The Applicant has assessed the potential effects of the proposal on noise, vibration and dust. The results of the assessment have shown likely significant adverse effects relating to vibration during construction. The main contractor will at all times apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act and carry out all work in such a manner as to avoid or reduce any disturbance from noise (and vibration) as far as is practicable – see the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> and the <b>Statement Relating to Statutory Nuisance (Application Document Reference: TR010041/APP/6.15)</b> for further

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>details. Monitoring of noise and vibration is to be confirmed by the main contractor once a detailed programme of works has been produced.</p> <p>However, the proposal would not give rise to any significant adverse effects on noise and therefore noise screening is not required. It is proposed that temporary acoustic barriers and other noise containment measures such as screens and acoustic hoarding at the boundary of the proposed development will be erected where appropriate to minimise noise breakout and reduce noise levels at potentially affected receptors. Over the longer term, the proposed development will provide Low Noise Road Surfacing along the full length of the proposal, except on structures.</p> <p>In, addition, there would be no significant effects on air quality. Further details can be found in <b>Chapter 5: Air Quality</b>, and <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p> <p>The Applicant confirms that the traffic modelling assessment and accident statistics do not provide sufficient evidence to support that there is an accident problem at Drythroppe. As this section of road is managed by Northumberland County</p>

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			Council, the Applicant has raised this matter with them to draw their attention to the issue.
Traffic speeds near to Drythroppe Farm	Traffic currently uses a right-angle junction which reduces speed of traffic passing the property at Drythroppe Farm. The slip road will allow traffic to pass at greater speeds, so a speed limit near property is needed.	N	The Applicant confirms that the proposed merge and diverge slip roads are designed to enable vehicles to safely adjust their speed before joining or exiting the A1 dual carriageway. The amended highway alignment required to tie-in with the new Charlton Mires junction, is compliant with current design standards and is in keeping with the local road characteristics of the area. The Applicant confirms that the B6347 is subject to the national speed limit for single carriageway roads (60mph for cars, 50mph for HGVs and 40mph for HGVs over 7.5 tonnes in weight). As this section of road is managed by the local authority, this will be a matter to be reviewed by Northumberland County Council. Traffic exiting from the A1 mainline will be required to make a 90 degree turn on the bend at the end of the slip road, which will naturally reduce traffic speeds.
Speed limit	Concerns regarding access following closure of the current A1 access at Rock Lodge. New straighter arrangement of old A1 from proposed roundabout resulting in faster traffic speeds. Will mean potential conflicts with HGVs and an increased risk of accidents. Request for a speed limit	NY	The Applicant confirms that no speed limit changes are required for the proposal, which has been designed in accordance with current design standards. The Applicant confirms that the B6341 is subject to the national speed limit. limit for single carriageway roads (60mph for cars, 50mph for HGVs and 40mph for HGVs over 7.5 tonnes in weight). The issue of HGV movements was raised by the landowner in correspondence and the Applicant

**Table N.8: Statutory and Targeted Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	from Rock Lodge to Charlton Mires junction.		subsequently enlarged the junction mouth used to access the landowner's premises. Given the large number of HGV movements, this was done to aid the movement of HGVs and allow improved access and egress onto the B6341.

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Overall support			
Journey times	The scheme will improve journey times along the route and allow potentially higher travel speeds for traffic using the A1 (increased from 60mph to 70mph).	N	No response required.
Safety	Safety improvements are needed on this section of the A1 and the dualling of the A1 between Alnwick and Ellingham will deliver these.	N	
	The existing Charlton Mires junction is unsafe.	N	
Access roads	Support for the proposed access roads.	N	



**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Funding	Funding is being spent elsewhere (e.g. Crossrail) and so money should also be spent on improvements here.	N	
General support	Support the dualling of the road to improve road safety, especially where numbers of junctions and private accesses are reduced.	N	No response required.
Support A1 improvements	Transport North East are fully supportive of the scheme proposed as it is consistent with the North East's Strategic Economic Plan and will enhance regional connectivity. A1 in the area currently suffers issues with resilience, safety and congestion, as well as air quality problems.	N	No response required.
General opposition			
Need for the scheme	The road does not need to be dual carriageway	N	The Applicant confirms that previous studies have identified several existing issues with the current A1, including a lack of safe overtaking opportunities, and the high number of side roads and private accesses which produce conflict points and cause delays. The proposal will contribute towards achieving a route of consistent dual carriageway standard from Newcastle to Ellingham. Further details can be found in the <b>Case for the Scheme (Application Document Reference:</b>

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			TR010041/APP/7.1).
	There is insufficient traffic on the A1 north of Alnwick to justify dualling the road.	N	The Applicant confirms the proposal will improve road safety and is forecast to improve journey times on the A1. The proposed dual carriageway will also improve network resilience by allowing the road to still be used in the event of maintenance and lane closures – for example using a contraflow traffic management arrangement or single lane operation. The economic case for the proposed development can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>
	Should be making improvements to the rail network instead of dualling the A1.	N	The Applicant notes that the proposal does not preclude rail improvements which could be run in parallel, however further consideration of this would be outside the remit of the Applicant. The dualling of the A1 will deliver specific benefits, such as increased capacity on the highway network and reducing the number of private accesses operating directly onto the A1 between Alnwick and Ellingham, that could not be delivered by improvements to the rail network alone. Further details can be found in the <b>Case of the Scheme (Application Document Reference: TR010041/APP/7.1)</b>
	There is a lack of solid evidence that this scheme is needed, so it appears the case is	N	The Applicant confirms that the dualling of the A1 is a longstanding aspiration. The benefits of dualling the A1

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	based on anecdotal evidence.		have been identified in a number of studies, including the A1 Multi-Modal Study published by the Secretary of State in December 2002 and the A1 North of Newcastle Feasibility Study published in March 2015 and the subsequent announcement of the dualling of the A1 between Morpeth and Ellingham in the Government's Roads Investment Strategy (RIS). Further details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>
Funding and cost	The scheme will incur a large cost for very little benefit in terms of time saved by businesses and people	N	The Applicant confirms that the proposal is a ' <i>committed</i> ' scheme in RIS for the period 2015-2020 and for the period of 2020 - 2025 and will deliver a series of benefits both to motorists using this stretch of the A1 and to the wider region. Further details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>
Consultation			
Quality of consultation	Consultation prior to the roadshow was very poor.	N	The Applicant undertook a non-statutory consultation in November and December 2016 to obtain public and stakeholder feedback on the proposed options, which was then used to inform the preferred route announcement decision in September 2017. <b>Chapter 2</b> of the <b>Consultation Report (Application Document Reference: TR010041/APP/5.1)</b> provides further detail

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>on the non-statutory consultation activities undertaken, as well as ongoing engagement undertaken outside the statutory consultation period.</p> <p>The approach to all statutory consultations held has discussed and agreed with Northumberland County Council, as set out in the Statement of Community Consultation (SoCC). The consultation included a variety of methods to view the consultation materials and for consultees to provide their comments on the proposals, including a roadshow which was undertaken in addition to the activities set out in the SoCC. Statutory consultations have been undertaken in compliance with requirements set out in the SoCC. Further details on the statutory consultation can be found in <b>Chapter 3</b> of the <b>Consultation Report (Application Document Reference: TR010041/APP/5.1)</b></p>
Views on proposal	Impressed when attending the A1 consultation event at Rennington.	N	No response required.
Continued engagement	Request to be engaged with the decision-making process, and, if an application is made under s.55 of the 2008 Act, to be afforded the opportunity to submit further evidence and to appear before the Examining	N	The Applicant confirms that there will be continued opportunity to engage with the proposal, including once the DCO application is submitted. The consultee will be able to register as an interested party to be kept up to date as well as participate in the examination process,

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	Authority at any relevant hearings.		including any relevant hearings.
Community / landowners impact			
Impact on local residents	New A1 alignment north of West Linkhall is very close to properties and the narrow lanes will make farm access difficult for large machinery, which will now be forced to use these access lanes.	N	The Applicant confirms the design of the new A1 alignment north of West Linkhall would be suitable to accommodate all vehicles includes large agricultural vehicles.
	Regrettable that at least one dwelling, airstrip and hanger will be lost as part of the Charlton Mires junction construction.	N	The Applicant confirms the proposal will require the demolition of properties to accommodate the construction of the new junction at Charlton Mires. However, the proposal will not affect the existing airstrip and hangar. The Applicant has worked with those directly affected, to minimise the impact of the proposed development on their land interest. The Applicant also confirms that discussions would take place to agree appropriate compensation.
Access to A1	Additional distance will be involved for those living at Rock South Farm when accessing the A1 (current access will be closed).	N	The Applicant confirms the need to close the direct access from Rock South Farm to the A1 on safety grounds, as a consequence of the proposal. However, alternative access routes will be provided which may mean the need to travel additional distances but would be safer than the current access directly onto the A1. The Applicant has engaged with the landowner throughout

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			the pre-application process to discuss the proposals.
	Some local residents will need to travel further to reach the A1, which has meant there are concerns about the potential for increased travel costs associated with this extra distance.	N	The Applicant confirms that direct access to the A1 will need to be closed for safety reasons. There will be a need to travel additional distance to access the A1, but the access at this point will be safer and more convenient due to the use of slip roads, the new junction and Charlton Mires and the Heckley Fence accommodation overbridge.
	Concern that Charlton Mires junction will be confusing for some drivers.	N	The Applicant confirms it has designed the new junction to appropriate design standards and guidance, and where required will be suitably signed to prevent confusion.
	Concern about use of long access roads and the accessibility of these during snow conditions – concerned County Council will be unlikely to give these a high level of priority.	N	The Applicant has discussed the proposals with Northumberland County Council throughout the pre-application process. This has included confirmation of the proposed access roads for their adoption which in the long term will be included in Northumberland County Council's bad weather maintenance programme.
Adoption	Please confirm whether Northumberland County Council will be adopting the replacement access roads.	N	The Applicant confirms the maintenance liability for the proposed access roads to West Linkhall and East Linkhall are currently in discussion with Northumberland County Council. The Applicant confirms the new access road to Rock South will be adopted by Northumberland County Council.

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Impact on businesses	Concern about impact of road closure on small holding business, which relies on passing trade.	N	The Applicant has engaged closely with affected landowners and businesses to mitigate impacts of the proposal. An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application which sets out how the main contractor will minimise disruption including minimising road closures during construction. This will be developed into the CEMP prior to construction commencing. The main contractor will at all times apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act and carry out all work in such a manner as to avoid or reduce any disturbance from noise (and vibration) as far as is practicable. See the <b>Outline CEMP (and the Statement Relating to Statutory Nuisance (Application Document Reference: TR010041/APP/6.15))</b> for further detail. Monitoring of noise and vibration is to be confirmed by the contractor once a detailed programme of works has been produced.
	Roadworks will affect business where this involves farming on both sides of the A1.	N	
	Would like to see tarmac parking area provided in front of Patterson's cottage (Kennels)	N	The Applicant confirms that the parking area will remain following construction of the Scheme. However, this already has a gravel surface area which is sufficient and therefore an improvement to a tarmac parking area would be outside of the remit of these proposals.
Bus operations	Scheme will have little impact on users of our bus services, except during construction.	N	An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application



**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	Would like to discuss mitigation to ensure a reliable and punctual service is maintained during the works.		<p>which sets out how the main contractor will minimise disruption during construction. This will be developed into the CEMP prior to construction commencing.</p> <p>The main contractor will also further develop the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> which sets out how traffic will be managed during construction along with proposals to minimise disruption to bus services using the A1.</p>
Severance	Concern about the Scheme severing the at-grade unclassified road between Broxfield and Heckley House.	N	The Applicant confirms that the proposals would close all existing accesses to the A1 between Alnwick and Ellingham, which would include the unclassified road at Broxfield, following dualling on safety grounds. Access would be maintained for walkers, cyclists and horse-riders (WCH) between Broxfield and Heckley House via a proposed public right of way diversion that would cross the A1 at Heckley Fence using the new accommodation overbridge.
	Concerns about the unclassified road at Broxfield which crosses the A1 presently	N	
Construction			
Construction disruption	Concern over the impacts of the construction on their business operation in Stamford. Requested a meeting to discuss.	N	The Applicant met with the consultee to discuss any impact of the Scheme onto their business. At the meeting the Applicant confirmed that the proposals would close all existing accesses to the A1 between Alnwick and

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>Ellingham following dualling on safety grounds. However, alternative access to the A1 will be provided which will be accessible at all times and accommodate two-way traffic.</p> <p>On the eastern side of the A1 only minor access roads are being closed for safety reasons. Access to Stamford will not be affected and will be maintained and improved by the increased capacity and the new junction at Charlton Mires.</p> <p>The Applicant explained at the meeting that access south on the A1 via Denwick would remain unchanged but that traffic travelling northbound would access the A1 via the new Charlton Mires junction. The Applicant confirms there are no proposals for significant diversions from Stamford.</p> <p><b>An Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application which sets out how the main contractor will ensure access is maintained and to minimise disruption during construction. This will be developed into the CEMP prior to construction commencing. The main contractor will at all times apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act and carry out all work in such a manner as to avoid or reduce</p>

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>any disturbance from noise (and vibration) as far as is practicable. See the <b>Outline CEMP</b> (and the <b>Statement Relating to Statutory Nuisance (Application Document Reference: TR010041/APP/6.15)</b> for further detail.</p> <p>Monitoring of noise and vibration is to be confirmed by the main contractor once a detailed programme of works has been produced.</p> <p>Furthermore, traffic management systems and, potentially, diversion routes will be put in place to maintain access to the identified community facilities, residential properties / communities, businesses/commercial facilities and private land holdings during construction and operation. Further details are provided in the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b></p>
Access	Ensure that there is sufficient notice of access changes for residents – including for deliveries and emergency services.	N	The Applicant is committed to maintain access during construction. An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application, which sets out how the main contractor will ensure access is maintained and to minimise disruption during construction. This will be developed into the

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			CEMP prior to construction commencing.
	Keep access across the A1 as much as possible during construction, to reduce the extra travel time and associated costs.	N	The Applicant confirms that access across the A1 during construction will not be possible as it will introduce additional safety implications for traffic movements, particularly those turning across the live carriageway.
	Ensure that access is maintained to businesses in the area at all times.	N	<p>The Applicant is committed to maintain access to all businesses during construction, where possible. An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application which sets out how the contractor will ensure access is maintained and to minimise disruption during construction. This will be developed into the CEMP prior to construction commencing.</p> <p>Traffic management systems and, potentially, diversion routes will be put in place to maintain access to the identified community facilities, residential properties / communities, businesses/commercial facilities and private land holdings during construction and operation. Further details are provided in the <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b></p>
Materials	Concerns about the materials used in construction and the impact on watercourses.	N	The Applicant confirms that all materials used in construction will be industry standard products. An

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application which sets out how the main contractor will manage the use of resources in construction of the Scheme. It is proposed to minimise works in the watercourse channels and locate plant, stockpiles and other materials 10 m from the watercourse. No cementitious materials will enter watercourses. Appropriate sediment management systems will be deployed and maintained throughout the works to prevent suspended sediment being transported downstream (potentially affecting spawning grounds or causing wider pollution). Earthworks will be completed in accordance with a Contaminated Land: Applications in Real Environments (CL:AIRE) compliant Materials Management Plan (MMP) to ensure any contaminated materials are re-used suitably as part of the cut and fill earthworks.
Environment			
Emissions reduction	We should be looking to reduce emissions. Increasing capacity will mean an increase in pollution.	N	The Applicant has assessed the potential effects of the proposals on climate change. The assessment concluded that the Scheme would not have a significant effect on climate change as a result of greenhouse gas emissions. In addition, the Applicant has undertaken an air quality assessment which indicates that the proposals would have no significant effects on air quality. Further details

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			can be found in <b>Chapter 5: Air Quality</b> and <b>Chapter 14: Climate, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Visual impacts	Charlton Mires split level junction will be noticeable in the landscape (i.e. visually intrusive). Concern over the impact on the beauty of the surrounding area.	N	As part of the environmental assessment the Applicant has assessed any visual impacts, including the new Charlton Mires Junction. Woodland tree planting has been proposed along the embankments of Charlton Mires Junction as part of the landscape mitigation plan to minimise the impact. A landscape design has been developed and further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and <b>Figure 7.10: Landscape Mitigation Masterplan, Volume 8</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.8</b> ).
	Access roads will mean covering the land in more tarmac.	N	The Applicant confirms the proposed Scheme will increase the area of land hardened due to construction of new access roads. The Applicant confirms the impact of the proposals on watercourses has been assessed and planting and mitigation measures have been specified accordingly, as documented in <b>Volume 3</b> the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ). Detention basins will be used to manage water runoff from the increased impermeable

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			surface area resulting from the proposed scheme. Water quality would be monitored throughout works and appropriate sediment management systems (e.g. filter drains) would be deployed to manage run off.
	Concerned about the visual impact of any lighting included as part of the Charlton Mires junction, especially on the night sky (light	N	The Applicant confirms that the proposals, including the new Charlton Mires junction, would not be lit following completion.
Drainage	Proposed drainage arrangements should be an improvement near Patterson's Cottage.	N	<p>Surface water run-off from the proposals would be controlled in accordance with national policy and best practice, with the intention to improve and modernise water management in the vicinity of Patterson's Cottage. Water quality would be monitored throughout works and appropriate sediment management systems (e.g. filter drains) would be deployed to manage run off. Further details can be found in <b>Appendix 10.4: Drainage Strategy Report, Volume 8</b> of the ES (<b>Application Document Reference TR010041/APP/6.8</b>).</p> <p>The Applicant has also assessed flood risk in relation to the proposals, which includes an assessment of existing flood risk. The FRA (see <b>Appendix 10.1, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>)) demonstrates that the proposals would not increase flood risk.</p>



**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	Water retention design appears sensible as a means of handling run off from the A1 and minimising the risk of flooding to the adjacent farmland.	N	No response required.
Detention basins	Hope that consideration of making the detention basins attractive to reptiles and aquatic species.	N	<p>The Applicant has incorporated grassed detention basins with marginal planting within the surface water drainage design. Further details can be found in <b>Appendix 10.4: Drainage Strategy Report, Volume 8</b> of the ES (<b>Application Document Reference TR010041/APP/6.8</b>) and <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES (<b>Application Document Reference: TR010041/APP/6.6</b>).</p> <p>Surveys undertaken have not found the presence of reptiles except for a single common lizard. It is therefore considered that reptile populations are very small in discreet habitats. For further detail of the assessments, see <b>Chapter 9: Biodiversity, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p>
Environmental impacts	Concerned about noise, speed and traffic increasing near local properties.	N	The Applicant has assessed the potential effects of the proposals on noise levels. The assessment concluded that the Scheme would not give rise to any significant adverse effects and therefore noise screening is not

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			required. Further details can be found in <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
	Ensure that there are suitable levels of environmental mitigation (e.g. planting).	N	The Applicant has undertaken an assessment to identify suitable mitigation measures during the construction and operation of the Scheme. Further details can be found in Volume 3 the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ) and the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> which accompanies the DCO application.
	Keen to see planting along the edge of the carriageway to reduce road noise and screen the road for local residents.	N	The Applicant confirms that planting has been proposed at the edge of the carriageway. Further details can be found on <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.6</b> ) which shows the landscape design .
Noise impacts	Noise mitigation (acoustic barriers) needed for residents at North Charlton, given the increases in traffic speed and noise.	N	The Applicant has assessed the impacts of the proposals on noise at residential properties. The assessment concluded that the proposals would not give rise to any significant adverse effects and therefore noise screening is not required. Further detail can be found in <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Water	Concerns about the impact on watercourses	N	The Applicant has assessed the impacts of the proposals

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	(habitat disruption and severance, and water quality).		on water quality during construction and operation. Mitigation measures, such as detention basins, are proposed to ensure that the impact on water quality is reduced and where possible enhanced. Further details can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Heritage	Concerned about the impact of the Scheme on heritage assets in the local area (e.g. listed buildings and remnants of medieval villages).	N	<p>The Applicant has assessed the potential effects of the proposals on heritage assets, including archaeological trial trenching at two sites adjacent to the A1. Assets in the vicinity include the camp at West Linkhall and the North Charlton Medieval Village and open field system. The trial trench evaluations have established that there are no archaeological remains within the Order Limits.</p> <p>Further details can be found in <b>Chapter 8: Cultural Heritage, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p>
Ecology	Concerned about potential for disruption to habitats and species in the area.	N	The Applicant has assessed the potential effects to ecology including ecological habitats and species. With mitigation measures, such as habitat creation and erection of bat boxes, in place there are anticipated to be no significant effects on ecology. Further details can be

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			found in <b>Chapter 9: Biodiversity Volume 3</b> of the ES ( <b>Application Document Reference: TR010041/APP/6.3</b> ).
Design			
Support for overbridge location	Overbridge is sited in the only suitable location.	N	No response required.
Concern with overbridge	Overbridge means covering more land with concrete and is unsuitable in the Northumberland countryside.	N	<p>The Applicant has undertaken a Landscape and Visual Impact Assessment. Further details can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>).</p> <p>The Applicant has developed a landscape design which has sought to protect and enhance locally valued landscapes where possible. <b>Figure 7.10: Landscape Mitigation Plan, Volume 6</b> of the ES (<b>Application Document Reference: TR010041/APP/6.6</b>) sets out the proposed landscape design.</p>
	Relocate overbridge near B6341 towards Alnwick, leading to B6347 towards South Charlton. Single turn offs north of the bridge, linking to the new route of the B6347 at either ends of the overbridge. Closure of the B6347	N	The Applicant confirms that alternative junction locations were explored as part of the design process. The junction location at Charlton Mires is deemed to be the optimal position based on connectivity with the surrounding local road network and access considerations for the

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	between the A1 and suggested East Linkhall access route. At proposed roundabout linking the B6347 to the Rock South Farm access road – new road from roundabout leading directly to relocated bridge, skirting the copse of trees east of the A1. Complicated roundabout system is unnecessary – B6347 from South Charlton would join new West Linkhall access road at a T Junction.		<p>residents, properties, and businesses at East Linkhall and West Linkhall.</p> <p>The roundabout system proposed offers benefits to road user safety, improved journey times compared with alternative options such as staggered T-junction arrangements, and less pollution to the local area due to there being fewer stationary vehicles.</p> <p>Where possible local landscaping features such as trees and hedgerows will be maintained however if any loss occurs all will be replaced in another available location .</p>
	Suggest that an overbridge of the A1 from Rock South Farm would be preferable, with access onto the B6341.	N	The Applicant confirms an overbridge from Rock South Farm does not form part of the proposed design, as access to the A1 will be facilitated via the proposed new junction at Charlton Mires.
Overbridge location	<p>Prefer Broxfield overbridge option as offers links to cycle route as well as being a good route for equestrian users. Heckley Fence overbridge option has little in its favour, being further from Alnwick. It also does not link to any public rights of way.</p> <p>Suggest alternative overbridge should be north of Heckley Fence and link to Rock</p>	N	<p>The Applicant confirms that the feedback received from the statutory consultation identified the Heckley Fence location as being the public preference. The Applicant also confirms that the existing public rights of way would be diverted to ensure connectivity is maintained.</p> <p>The suggested option for an overbridge at Rock South Farm is not viable, as this location would not provide the necessary access across the A1. The new access road</p>

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	South Farm – acting as the new access road.		from Rock South Farm provides access to the A1 via the new junction at Charlton Mires.
	Preferred location is for an overbridge at Broxfield	N	The Applicant confirms that following feedback received during the statutory consultation, the Applicant considers the responses received in relation to the preferred location of the proposed overbridge. The majority of respondents identified Heckley Fence as the preferred location.
Designation	The A1 should be built to motorway standard between Newcastle upon Tyne and Edinburgh.	N	The Applicant confirms that consideration of A1 becoming motorway standard between Newcastle upon Tyne and Edinburgh is outside the remit of the Scheme. The Scheme will contribute towards achieving a route of consistent dual carriageway standard from Newcastle to Ellingham. Further details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>
Slip roads	Slip roads onto the dual carriageway should be sufficiently long to allow safe exit from and entry to the A1. Concerns these will not be full length slip road exits, especially for HGV access.	N	The Applicant confirms that all slip roads proposed are designed to standards which fully consider the local users, as well as HGVs.
Access roads	Access arrangements to Linkhall Farms and Charlton Hall are excellent.	N	No response required.

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Charlton Mires junction	Suggest that Charlton Mires junction be realigned to the west using the existing A1 as the southbound carriageway.	N	<p>The Applicant confirms that several factors influenced the road geometry design around Charlton Mires. The proposed A1 alignment deviates from that of the existing A1 around Charlton Mires Junction due to the poor geometry of the existing road further north, near Patterson's Cottage, making the use of simple 'online widening' techniques undesirable on the grounds of road user safety. The proposed A1 alignment deviates to the east to avoid the grade II listed building of Patterson's Cottage and cater for the provision of an access road from Charlton Mires Junction to West Linkhall (the proposed design uses the existing A1 as the new access road).</p> <p>Alternative junction locations were explored as part of the design process. The junction location at Charlton Mires is deemed to be the optimal position based on connectivity with the surrounding local road network and access considerations for the residents, properties, and businesses at East Linkhall and West Linkhall.</p>
	Could the whole junction layout be moved southwards by 100 metres to minimise disturbance of the occupiers of Charlton Mires – use the current A1 as the access road for West Linkhall.	N	
	Charlton Mires crossing will open up a cycle route from NCN1 (Coast and Castles) to NCN68 and would allow better access to Alnwick. With exception of the loss of the	N	No response required.



**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	Georgian farmhouse, the split-level junction is great. Will open new cycling opportunities.		
	Query over how the location for the Charlton Mires junction was selected and why could it not be moved further north or south to avoid demolishing the buildings there.	N	<p>The Applicant confirms that there were several factors considered for the location of the new Charlton Mires junction which included:</p> <ul style="list-style-type: none"> <li>a. Connectivity to the existing network;</li> <li>b. The topography of the land;</li> <li>c. Protected areas of significant interest;</li> <li>d. Owners/Leasers of land in and around the Scheme area;</li> <li>e. Current land use;</li> <li>f. Availability of land; and</li> <li>f. Existing private access to properties.</li> </ul> <p>Taking the above into account Charlton Mires was identified as the preferred location for the new junction as it provided a central location with good access to both the A1 and the local road network. It also ensured that access roads to East and West Linkhall would be limited in length. In addition, locating the new junction at Charlton Mires ensured that protected heritage assets to the north would not be affected.</p>
Suggestions	The Scheme needs to go further and look at the Mousen Bends and the junctions north of	N	The Applicant confirms that improvements to Mousen Bends and junctions north of Belford are outside the

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	Belford (Chatton, Wooler etc.) Proposed junction improvements will not significantly reduce the safety risk.		scope of this these proposals.
	Consider using an underpass at Charlton Mires, rather than an overbridge – would mitigate a number of noise, visual and traffic safety issues.	N	The Applicant confirms that in comparison to an overbridge, an underpass would have additional cost and maintenance issues as well as drainage related issues which would be exacerbated by existing drainage challenges in this area of land. These additional costs would mean the Scheme would be unaffordable within the budget set. As a result, an overbridge was selected as the most suitable option in the Preferred Route Announcement made in September 2017.
	Improve the B6347 east of Charlton Mires as this will now become the main link to the A1 from Rock South.	N	The Applicant confirms that the B6347 is part of the local road network, which is owned and maintained by Northumberland County Council as the local highway authority. Therefore, improvements to the B6347 are outside the remit of these proposals.
Further improvements	Transport for North East would like to see a strategy for further dualling of the A1 to reach as far as Edinburgh.	N	The Applicant confirms that additional dualling of the A1 north of Ellingham to Edinburgh is outside the remit of these proposals.
Traffic			
Safety	Improvements will have safety benefit in making it easier to cross the A1 east/west.	N	No response required.

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Congestion	The scheme will reduce the bottleneck where the A1 goes from dual carriageway to single carriageway.	N	No response required.
	Improvements will mean an extension of the Newcastle commuter belt, affecting the rural character of the area. But this is not the worst section of the A1 – traffic build-up occurs north of North Charlton towards Berwick.	N	<p>The Applicant confirms that improvements to the A1 north of Newcastle have been considered and assessed over a number of years. The A1 North of Newcastle Feasibility Study that was published in 2015 considered the issues on the A1 to the north of Newcastle and various schemes to address these issues. The Study concluded that the dualling of the A1 up to Ellingham: <i>“would address the problems and issues on the most heavily trafficked single carriageway section of the route while providing a consistent carriageway standard as far north as Ellingham”</i>.</p> <p>Dualling of the A1 north of North Charlton towards Berwick is outside the scope of these proposals.</p>
	Can see no way in which traffic will be reduced by dualling the A1.	N	The Applicant confirms that the Scheme is required to improve road safety, improve journey times and improve network resilience rather than reduce traffic using the A1. It is acknowledged that traffic volumes increase each year, therefore the traffic volumes on the A1 will increase irrespective of the Scheme being implemented. Further

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Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>
	Concerned about the increased use of the road outside Drythroppe Cottage – increased traffic from Rock South Farm and from the Woody Fuel / Rock Midstead timber lorries – traffic which currently access the A1 via Rock South Farm.	N	The Applicant confirms that traffic modelling undertaken for the proposals does not forecast an increase in flows on the B6347. There is a new junction arrangement proposed at the B6347 and the A1 near Drythroppe Cottage, and this has been shown would operate with substantial spare capacity so therefore could accommodate higher traffic flows if they occur. Further details can be found in the <b>Case for the Scheme (Application Document Reference: TR010041/APP/7.1)</b>
Visibility	Concerned about visibility when pulling out onto a busier, straighter section of road (the B6341) a wider access is necessary for large vehicles using the access to Rock Haulage.	Y	The Applicant confirms that the B6341 is outside the proposals' extent. Following feedback received during the statutory consultation, the Applicant has amended the design to provide an improved access entrance to accommodate for a larger movement of HGVs at the entrance to this property.
Passing places	Passing places are needed on the access roads – need to accommodate two-way traffic.	N	The Applicant confirms that passing places are included within the proposals for East and West Linkhall plus Rock South Farm access road to ensure two-way traffic can be accommodated.

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Cycle, pedestrian and equestrian facilities			
Walking, cycling and horse riding	Transport for the North East Highways England's work to maintain the existing facilities for pedestrians, cyclists and equestrians as well as HGVs and agricultural vehicles. Encourage this through detailed design.	N	The Applicant confirms that the existing public rights of way would be diverted to ensure that connectivity is maintained. An <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> has been submitted with the DCO application which sets out how the main contractor will ensure access is maintained and to minimise disruption during construction.
Access to bus services	Visits by bus will be improved as it will be no longer necessary to walk alongside grass verge of a 60mph road for several hundred metres.	N	No response required.
Public rights of way	Opportunities for increased access through footpath provision and upgrades to bridleway at Heckley Fence.	N	The Applicant confirms that public rights of way have been identified and would be improved to ensure all networks remain. The condition of some routes would be improved to make them more useable and safer in some instances than currently exist, such as the Heckley Fence accommodation overbridge.
	Expect that the overbridge at Broxfield would remain a public road for use by all users as it is presently (a byway open to all traffic) If overbridge is situated at Heckley Fence, expect that diverted road to the bridge and the bridge itself remains an unclassified public	N	The Applicant confirms that the feedback received from the statutory consultation identified the Heckley Fence location as being the public preference for the new accommodation overbridge. The Applicant also confirms that the existing public rights of way would be diverted to ensure connectivity is maintained.

**Table N.9: Statutory and Targeted Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	road (byway open to all traffic) and remains a through route.		
Footpaths	<p>Footpaths 129/014 and 110/004 at the southern end of the proposals should be removed as it has no suitable crossing of the A1 and there is a small stone culvert which would need repairs.</p> <p>Footpath 129/013 near Rennington is well used and can be a shortcut for walkers if the Broxfield overbridge option is chosen.</p> <p>Note that byway 110/013 and 129/022 (part of Broxfield overbridge option) has visibility issues for motor traffic and is used as a 4x4 club route.</p> <p>Network of footpaths on Rock Estate which should be upgraded to bridleways.</p>	N	The Applicant thanks the consultee for the additional information provided on public rights of way in the area and confirmed that the existing public rights of way would be diverted to ensure connectivity is maintained.

## A1 in Northumberland: Morpeth to Ellingham

**Tables N.10 to N.14** sets out how the Applicant has had regard to the responses received to the statutory consultation and targeted statutory consultations on the A1 in Northumberland: Morpeth to Ellingham.

Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
<b>General/Requests</b>				
Request for Information	Request for plans showing the land-take resulting from the proposals.	Northumbrian Water	N	The Applicant confirms that it has provided Northumbrian Water with a simplified plan and advised that a detailed plan could be viewed on the Applicant's Scheme website.
Request for Information	Requested details of the postcodes and grid references for the proposals	Northern Powergrid	N	The Applicant confirms that it has provided Northern Powergrid with details of the postcodes and grid references for the start and end of each section of the proposals.
Request for Information	Requested a map of the affected land	Virgin Media	N	The Applicant confirms that a copy of the Preliminary Environmental Information Report (PEIR) and copies of plans showing the Scheme extents was provided as part of the consultation materials.
<b>Specific Queries</b>				



Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
Whole Scheme	Acknowledgement of proposed over bridges included as part of Scheme design.  Queries whether there are any new underbridges to be constructed or if existing under bridges are to be altered.	Northumberland Joint Local Access Forum	N	The Applicant confirms that Heckley Fence & Charlton Mires overbridges will account for non-motorised user crossings (including equestrian parapets). Details of under and over bridges are provided in the <b>Structures Engineering Drawings and Sections (Application Document Reference: TR010041/APP/2.8)</b> .
Whole Scheme	Query surrounding PEIR and effect on scheduled monuments. Request amendments made to PEIR in line with Historic England advice.	Historic England	N	The Applicant acknowledges the response and advice provided by Historic England and confirms that the PIER will not be amended as it sets out the level of assessments undertaken at the time of the statutory consultation The Applicant confirms that they will keep the advice under consideration for the detailed design stage of the Scheme
Whole Scheme - Land use planning and electrical Hazards	Notification of response from consultation. Queries around land use planning and comments on electrical safety from a planning perspective such as consultation distances.	Health and Safety Executive	N	The Applicant confirms that their proposals do not fall within the defined HSE consultation distances and is not located near any specific hazard sites. The Applicant considers that the proposals will not introduce a conflict with electrical safety.

Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
Whole Scheme	<p>Comment on components of the PEIR including further discussion of likely strategies.</p> <p>Comment on environmental elements to consider during construction.</p> <p>Comment on road facilities for road users and non-motorised units.</p> <p>Positive response in support of Scheme.</p> <p>.</p>	Transport for North East	N	<p>The Applicant confirms that they will keep the strategies under consideration for the detailed design stage of the Scheme.</p> <p>The Applicant acknowledges the support for the Scheme.</p> <p>The Applicant confirms that measures to control impacts from the construction of the Scheme will be included within the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b>.</p>
Whole Scheme	<p>In regard to the statutory consultation, NGG still express an interest in the proposed Order.</p> <p>NGG will continue to work with Highways England to facilitate the diversion works.</p>	National Grid Gas	N	The Applicant confirms that consultees will continue to be kept informed of progress on the proposals and will continue to hold further discussions regarding facilitation of the diversion works.
<b>Utility Diversions</b>				
Middlemoor Wind Farm	Innogy own a majority stake and manage the day to day operation of	Innogy	N	The Applicant agrees in principle that access to the wind farm site via the northern

Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	<p>Middlemoor Wind Farm.</p> <p>Two routes to the wind farm, one is for use by abnormal loads (from A1). Requested details on access and utilities.</p>			<p>entrance point (off the junction at North Charlton) will be maintained during construction, although there may be delays to journey times due to traffic management measures on the A1.</p> <p>The Applicant confirms that the proposed 'Highlaws Junction' on the A1 at Low Espley can accommodate A1 southbound to A1 northbound manoeuvres for long abnormal load vehicles, for which a swept path analysis has been undertaken as part of the proposals. It is located approximately 21.5 miles south of the Middlemoor Wind Farm abnormal load access.</p> <p>Regarding additional notice for abnormal load access, the Applicant notes that it is likely that greater notice will be required during certain phases of construction, but this is to be agreed with the main contractor as part of the development of the Construction Traffic Management Plan (<b>Application Document Reference: TR010041/APP/7.4</b>) .</p>

Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
<b>Access arrangements</b>				
Middlemoor Wind Farm	<p>Confirmation of meeting and meeting notes</p> <p>Concerns around access to Middlemoor Wind Farm for day-to-day use by operational traffic is via an existing access from the A1 at North Charlton (the 'northern access ').</p> <p>Concerns around access to Middlemoor Wind Farm for occasional use by abnormal indivisible loads (AILs) is via an existing access from the A1 south of North Charlton (the 'southern AIL access').</p> <p>Concerns surrounding utilities noting it is critical that connections to power, communications and water supply are maintained to the wind farm at all times. Notes preference surrounding the operation of Middlemoor Wind Farm that any outages occur during the summer months.</p>	Innogy	N	<p>The Applicant acknowledges the details from a previous meeting which took place on 12 May 2020 and formal response.</p> <p>The Applicant confirms the consultees queries are for the detailed design and construction stages of the Scheme and will be addressed at that point.</p> <p>The <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> will be further developed and maintained by the main contractor. The main contractor will be responsible for communicating and informing in advance with local businesses such as Middlemoor Windfarm of any closures required during the construction period.</p>

Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	Requires further conversation on compensation and losses			
<b>General opposition</b>				
Objection – diversion works	On behalf of Northern Power Grid, I would like to object formally to the proposals subject to receiving a written undertaking that all of our costs will be met should we need to carry out any diversion works as a result of the CPO.	Northern Power Grid	N	<p>The Applicant's response notes the position and confirms that provisions have been included within the protective provisions contained in the <b>draft DCO (Application Document Reference: TR010041/APP/3.1)</b> for the protection of electricity undertakers infrastructure during diversion works.</p> <p>Any diversion works required as a result of the Scheme will be funded by the Applicant.</p>
<b>Overall support</b>				
General Comment	Consultee still expresses an interest in the proposed Order and will continue to work with Highways England to facilitate the diversion works.	National Grid Gas plc	N	The Applicant confirms that it will continue to keep the consultee informed of progress on the proposals and hold further discussions regarding facilitation of the diversion works.

Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
<b>Access arrangements</b>				
Access to communication sites	<p>Consultee notes two electronic communication mast sites at Black Plantation and Castle Morpeth Hebron Hill</p> <p>Consultee wants to see details on provision of same access rights and suitable alternative provisions made for current communication sites. Consultee requires the Applicant to also agree their acceptability and to ensure that any new access is provided on no worse terms than existing rights as stipulated in previous correspondence.</p> <p>Consultee requires formal access agreement to be put in place, with any associated legal / other costs to establish such an agreement to be met by The Applicant.</p> <p>Query surrounding underground services (like power and fibre) will be affected during the road dualling construction. The communications sites</p>	Arqiva Ltd	N	<p>The Applicant confirms that the existing direct access onto the A1 would be removed as a result of the proposals. However, access to the mobile phone mast will be maintained via the existing access track adjoining the B6341.</p> <p>The Applicant confirms that the existing track will be upgraded with unbound surface material, suitable for vehicular use and a turning head will be constructed. The track will also provide access to the proposed detention basin required to manage surface water runoff from the A1 dual carriageway.</p> <p>The Applicant will maintain the track once the proposal is operational.</p> <p>The Applicant confirms that the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> includes measures to control construction activities including the control of noise and vibration.</p> <p>The Applicant confirms that the main</p>

Table N.10: Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Topic Area and Consultation Responses:		Prescribed Consultee(s):	Change (Y/N):	Applicant's Response (inc. the regard had to the consultation response):
	<p>are reliant on such services for their 'continuous' operation and significant power outages would essentially mean that the masts would not be operational.</p> <p>Concerns over major loss of mobile coverage along the A1 which would be detrimental to their network obligations and public interest. Consultee requires understanding on how power and fibre connectivity will be maintained to the sites and if this cannot be continuously met, mitigation which might include a temporary generator.</p> <p>Consultee wants to establish how the stationing of tall construction apparatus (diggers, cranes etc) within proximity of the masts, which can affect their operation (interference with antennas, vibration etc) and also the safety of personnel operating construction machinery might be properly mitigated and reflected in any construction methodology or risk assessment.</p>			contractor will be required to liaise with all statutory undertakers to agree measures required for the protection of statutory undertakers' plant and, if required, any measures necessary to address any potential loss of supply



Table N.11: Statutory Consultation under section 42(1)(b) of the Planning Act 2008 with Local Authority Consultees				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
Overall support				
General Support	<p>Broad agreement provided however noted there is an impact on climate change and may have other environmental impacts.</p> <p>The Council notes they will give detailed comments on the proposals following their internal review of the EIA report at a later date once details have been provided.</p>	Northumberland County Council	N	<p>The Applicant acknowledges the broad agreement expressed</p> <p>The Applicant confirms that further details of Scheme impact on climate can be found in <b>Chapter 14: Climate</b>, in <b>Volume 2</b> of the ES (<b>Application Document Reference : TR010041/APP/6.2</b>) for Part A and <b>Chapter 14: Climate</b>, in <b>Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
<b>Groundwater Rain/Run-off</b>			
Concerns raised on Groundwater Rain/Run-off to the Northumberland Woodland Burials site.	<p>Concerned about ground water rain / runoff when we have a heavy downpour. Concerns that issue will get worse following the construction of the road.</p> <p>Queries whether it would it be possible for a culvert to be diverted to the settlement pond that is to be constructed in the land in the current Bockenfield lay-by field or south of consultee property.</p> <p>The consultee queries previously discussed the new proposed site entrance/drop kerb that will form the entrance to the new Crematorium project so the road layout can be designed correctly and the entrance located in a safe area for turning vehicles.</p> <p>Consultee requests sound attenuating fence constructed along boundary of property to reduce the traffic noise once the road is opened.</p>	N	<p>The Applicant confirms that as part of the works, there will be new channel works that will feed into a new culvert under the A1 carriageway and the Scheme will maintain the existing flood risk (both upstream and downstream) of the proposed carriageway.</p> <p>The Applicant confirms that the design of accesses and kerbing will be completed at detailed design stage which has yet to start and notes that, the specific requirements have been recorded and will be passed to the appropriate team.</p> <p>The Applicant notes that most of the assessed area in the locality is predicted to experience a non-significant negligible increase in noise levels as a result of the proposals therefore, noise mitigation in the form of a barrier or bund was not considered to be required. Further details can be found in <b>Chapter 6: Noise and Vibration. Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
<b>Land use</b>			
Comments on PEIR surrounding confirmation of land and bridge at River Coquet	<p>Queries regarding the PEIR and whether documentation is still up to date.</p> <p>Queries regarding proposed rights to be permanently acquired and the length of time and purpose of proposed land to undergo temporary possession.</p> <p>Queries regarding the location of a temporary compound, clarification requested on the precise location of compound.</p> <p>Question relating to the accuracy of the construction schedule.</p>	N	<p>The Applicant confirms that the draft Land Plans and Schedule that were previously provided to the landowner in January 2020 are still accurate and in line with the proposals and that these plans provide details of the land to be permanently acquired and the land required for temporary possession. Further details can be found on the Land Plans <b>(Application Document Reference: TR010041/APP/2.2)</b></p> <p>The Applicant confirms the current proposals do not locate any of the proposed construction compound sites within the landowner's property</p>
<b>Design</b>			
Scheduled Monument – Bockenfield Cottages	<p>Query regarding property boundary - is the road being moved any closer to the burial site or is the easterly most carriageway in the same place.</p> <p>The Consultee queried on whether the level of the road along their boundary is</p>	N	The Applicant confirms that the eastern boundary of the highway has not changed since the Morpeth to Felton consultation and as set out on site for the Consultee on 4 February 2019. The Applicant confirms the design has not changed from the previous information and discussions held.

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	being lifted at all or will the road surface be at the same level.		The Applicant confirms that the proposed A1 dual carriageway will closely match the levels of the existing A1 single carriageway, but the new link road to be constructed parallel to it, between the existing A1 and the burial site, will require the existing ground levels to be raised slightly.
Proposed new split-level junction at Charles Mires, Water Runoff, Impact on Cultural Heritage, Soil management and land restoration	<p>Query regarding the proposed new-split junction with bridge at Charlton Mires. Clarification on incorporation of bridge into design and access arrangements requested.</p> <p>Query if design has taken surface water flood risk to adjoining property into account.</p> <p>Comment that noise and visual pollution from construction and operation must be mitigated to minimise impacts to property.</p> <p>Positive comments in support of soil management strategy. Comments outlining important measures to ensure soil management best practice.</p> <p>Comments regarding the importance of</p>	N	<p>The Applicant confirms that the proposed split-level junction at Charlton Mires will have a 2-metre footway for use by non-motorised user and will form part of the local highway network under the ownership of Northumberland County Council.</p> <p>The Applicant confirms that a flood risk assessment has been undertaken and the drainage design will be developed at detailed design stage to capture surface water from the proposals. Refer to <b>Appendix 10.1: Flood Risk Assessment, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>) for Part A and <b>Appendix 10.1: Flood Risk Assessment, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>) for Part B.</p> <p>The Applicant confirms that the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> sets out how impacts from noise and vibration will be minimised during construction.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land		
Topic Area and Consultation Responses		Change (Y/N):
	landscape restoration and reinstating interrupted or severed drainage systems.	<p>The Applicant confirms that further details of the Scheme impact on cultural heritage can be found in and <b>Chapter 8: Cultural Heritage, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B.</p> <p>The Applicant confirms that further details of the Scheme impact on water runoff can be found in <b>Chapter 10: Road Drainage and the Water Environment, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B.</p> <p>The Applicant confirms that further details of the Scheme impact on Landscape can be found in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B.</p> <p>The Applicant confirms that further details of the Scheme impact on Soil Management can be found in <b>Chapter 11: Geology and Soils, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B.</p> <p>The Applicant confirms that a soil management strategy would be developed prior to construction when further details of specific construction and earthworks methodologies are finalised. Further details are provided in <b>Chapter 11: Geology and Soils, Volume 3</b> of the ES</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p><b>(Application Document Reference: TR010041/APP/6.3)</b> for Part B.</p> <p>The Applicant confirms that the drainage design is not yet at a detailed level. Further consideration will be given at the detailed design stage of the Scheme in order to address concerns regarding land drainage</p>
<b>Environment – Screening</b>			
Concerns surrounding Removal of conifer trees and affected property at Warreners	<p>Concerns over removing any of the large conifer trees screening the A697 bridge. Noted that the trees provide screening from the A1 and would leave the property completely exposed and remove a large amount of the quiet enjoyment. Confirmation sought that the trees will be retained and will object if removed to accommodate access road.</p> <p>The Consultee suggests if the Red Line Boundary (RLB) is extended to take out all of the current wooden garage at Warreners House this would then definitely accommodate the road into Warreners Court to serve and miss the Conifer trees.</p>	N	<p>The Applicant acknowledges the concerns raised and confirmed that efforts will be made to minimise the impact to existing trees / plantings wherever possible.</p> <p>The Applicant also proposes a tree-lined hedgerow along the proposed access track to Northgate Farm and Capri Lodge to provide screening to the land parcel in question. Proposed mitigation measures embedded in the proposed design are shown in the <b>Landscape Mitigation Masterplan (Figure 7.8, Volume 5 of the ES (Application Document Reference: TR010041/APP/6.5))</b> for Part A.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	The Consultee states detail has not yet been provided on screening and construction for second road surrounding property and has requested that this road is completely screened from Warreners House, and the trees along the current boundary are left in situ.		
<b>Water/Drainage</b>			
Detention Basin and Civil Works	<p>The Consultee pointed out a number of alternative Drainage Basin locations which the Applicant has dismissed.</p> <p>The Consultee raises concerns about other drainage locations not being suitable due to construction issues.</p>	N	<p>The Applicant confirms that the reasons why the alternative detention basins proposed weren't suitable were presented to the consultee. The alternative locations proposed were outwith the Scheme boundary and were in wooded areas which, if pursued, would have required an additional environmental impact assessment and the acquisition of additional land to provide compensation planting for the loss of the woodland. The Applicant considers the proposed location of the Detention Basin as being the most suitable and can confirm that this option will be included in the proposals.</p> <p>The Applicant confirms the construction of the proposed Detention Basin will be considered fully at detailed design, in line with safe working practices as to mitigate any hazards during construction.</p>



Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
<b>Access Arrangements</b>			
Access Gates at Stafford House	<p>Concerns that the current entrance to property is being cut off and the proposals indicate installing a new access to Strafford House from the Hebron road which will run around the western boundary of the property joining into the existing drive. Notes there will be a new gated access built off the Hebron Road and a second set of electric gates build down near the property to link the new road onto the old drive.</p> <p>Confirmation from previous discussions that the track into Stafford House will be a tarmac road with passing places and a turning spot will be installed so things like the bin wagon can come down to the property and turn around without accessing the front of the house. There will be low level lighting installed all the way up the drive to the Hebron road.</p> <p>Confirmation from previous discussions that the current access has large electric</p>	N	<p>The Applicant acknowledges the queries surrounding the details of the electric gate and confirms the level of information is not available at this stage.</p> <p>The Applicant confirms specific requirements have been recorded and will be used to inform the detailed design.</p> <p>The Applicant confirms the PEIR looks at the high-level environmental impacts of the Scheme.</p> <p>The Applicant confirms that it is unlikely that the issues surrounding noise and visual impact as set out in section 5 of the PEIR will affect the property as the Scheme design currently stands.</p> <p>Further details on the assessment of noise and vibration and landscape and visual impacts can be found in <b>Chapter: 6 Noise and Vibration</b> and <b>Chapter 7: Landscape and Visual, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	<p>gates. These will be repositioned on the new access road down close to the property. There will also be a spur off the new road into Strafford House to access in behind the garages installed.</p> <p>Raises concerns that the new road will have to cut through woodland to provide the new access. Discussions had taken place to try and preserve as many of the trees as possible and not to cut through the large conifer hedge.</p> <p>References PEIR document and wants to know whether Strafford House is one of the properties referred to in section 5 around the visual impacts and the noise impacts and whether Strafford House is considered one of the properties benefitting or not.</p>		
<b>Environment</b>			
Fenrother Farm	References PEIR Document and queries whether there are noise barriers around the proposed Fenrother over pass structure.	N	<p>The Applicant confirms that there are no plans to provide noise barriers around the Fenrother over pass and that the junction will not be lit with streetlights.</p> <p>The Applicant explains that third party rights over retained</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land		
Topic Area and Consultation Responses		Change (Y/N):
<p>The Consultee requires confirmation whether the junction in question will have street lights.</p> <p>Query surrounding previously discussed third party rights and whether information on the third-party rights is available and how will it be documented on their retained title.</p> <p>A query on how the upkeep and maintenance of the track be recorded.</p> <p>Refers to current plan that the proposal is intended that there is a wetland wildlife area created on land they are losing. This is going to be created next to prime arable land which is currently used for growing veg and cereal crops. Queries the certainty from the Applicant that the wetland area doesn't affect the retained land.</p> <p>Query around losing land to accommodate their neighbours' access into one of his severed fields, whereby the access is currently proposed to be in the middle of their arable field. Requires confirmation on</p>		<p>land will be determined and agreed once the DCO has been approved and that this will likely be discussed with the affected parties through negotiations with the Applicant.</p> <p>The Applicant confirms that the drainage design has a proposed detention basin to the north west of the junction and there will be a small area within the basin that will remain underwater but the majority of the basin area will only have water in it temporarily when there is rainfall. The Applicant confirms that as the design stands, there is no reason why the detention basin would adversely impact the arable land.</p> <p>The Applicant acknowledges on the concerns surrounding the access track and confirms that the access track is proposed in its current location as the detention basin was repositioned and reshaped to reduce land take and the alignment of the track also has to follow the perimeter of proposed environmental mitigation planting.</p> <p>The Applicant confirms that they would be happy to organise a meeting when safe and appropriate to do so.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	why this can't this run along the current proposed A1 to reduce land take.		
Business and Operation Impact			
Charlton Hall and Doxford Barns	<p>Concerns surrounding the ongoing operation of the Wedding Venue businesses at Charlton Hall and Doxford Barns and how the traffic will be able to access the properties during construction phase.</p> <p>Concerns surrounding Charlton Hall venue where the design proposes the removal of tree lined private drive. Suggesting also the current secondary road into Charlton Hall is not suitable as an alternative. Requires confirmation whether the design will incorporate upgrading the secondary road to make it suitable if there is a need to close the front entrance during construction.</p> <p>Queries whether the Charlton Mires Junction is going to be built first and the new access road down to East Link Hall and Charlton Hall opened before the dualling takes place.</p>	N	<p>The Applicant acknowledges the concerns surrounding the ongoing operation of the Wedding Venue businesses at Charlton Hall and Doxford Barns during construction.</p> <p>The Applicant acknowledges the disruption during construction and confirms that a Construction Traffic Management Plan (<b>Application Document Reference: TR010041/APP/7.4</b>) has been developed which sets out the principles that will be followed to manage traffic throughout the construction of the proposal including the provision and maintenance of access to properties. The Construction Traffic Management Plan will be further developed and maintained by the main contractor. The main contractor will be responsible for communicating in advance with local residents and businesses.</p> <p>The Applicant confirms that the order of constructing the proposals will be confirmed by the main contractor but that the construction sequence will take cognisance of the Construction Traffic Management Plan (<b>Application Document Reference: TR010041/APP/7.4</b>) in terms of</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	<p>Requires confirmation and a plan showing that the road from the new Charlton Mires over pass down to East link and Charlton Hall will be a double lane road.</p> <p>References the PEIR document and require confirmation to understand the visual impact on the Charlton Hall entrance and how this will be affected as mentioned in section 5.4.</p> <p>Queries whether any of the trees in front of the Charlton Hall entrance are being removed by the construction.</p>		<p>maintaining access to properties.</p> <p>The Applicant confirms that the plans currently provide for a single lane with regular passing bays and that there is flexibility in the order limits to facilitate an upgrade to two lanes if considered necessary.</p> <p>The Applicant confirms that the visual impact of the proposals has been assessed. The findings of the landscape assessment are presented in <b>Chapter 7: Landscape and Visual, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B</p> <p>The Applicant confirms that it is necessary for the area of trees forming a wooded area to the front of the Charlton Hall entrance to be felled to enable construction of the Scheme.</p>
<b>Design</b>			
Cook Hemels at Causey Park	<p>Query on the need for the further consultation and the combined DCO application.</p> <p>General comments on proposed land take and queries regarding the design selection process.</p> <p>Queries over provision of new access</p>	N	<p>The Applicant confirms that originally, the A1 in Northumberland: Morpeth to Felton was several months ahead of the A1 in Northumberland: Alnwick to Ellingham in preparation for submission of two separate DCO applications. However, due to various factors which led to the A1 in Northumberland: Morpeth to Felton DCO application being delayed the decision was taken to combine the two proposed applications to form one DCO application</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land		
Topic Area and Consultation Responses		Change (Y/N):
<p>tracks and bridges with reference to historic denial of requests for installation of an access bridge at New Houses Farm.</p> <p>Requests understanding of rationale for northern and southern section. Comments that currently, a north-south route for New Houses Farm is not provided.</p> <p>Comment that the Green route was changed subsequent to consultation.</p> <p>Concerns over the environmental impact on ancient woodland and watercourses.</p> <p>General comments on proposed land take on the scheme proposals and the proposed local road being end stopped after the main consultation.</p>		<p>for the A1 in Northumberland: Morpeth to Ellingham. There are a number of benefits in combining the application including reduced costs and only one examination into the proposals.</p> <p>As a result of combining the DCO applications, the Applicant is required under section 48 of the Planning Act 2008 to consult on the proposed application, hence the current consultation on the A1 in Northumberland: Morpeth to Ellingham.</p> <p>The Applicant acknowledges details on environmental impact on ancient woodland and watercourses. The risks to watercourses from construction and in operation have been assessed as part of the Environmental Impact Assessment and are reported in <b>Chapter 10 Road Drainage and The Water Environment, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>). The Applicant confirms that Ancient Woodland cannot be replaced, and extensive discussion has taken place with Natural England on this matter.</p> <p>The Applicant notes that compensation planting has been agreed in principle for the area of ancient woodland that would be unavoidably lost as a result of the proposals. The Applicant sets out that the new woodland would be planted</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land		
Topic Area and Consultation Responses		Change (Y/N):
		<p>The Applicant's Response (incl. the regard had to the consultation response)</p> <p>adjacent to the existing ancient woodland at a ratio of 12 hectares to be replanted for every hectare lost. The assessment and proposed mitigation are presented in <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A.</p> <p>The Applicant notes the response on the highways design and decision regarding the proposed local road being 'end stopped.' and confirms that access to New Houses Farm and surrounding fields will now be via Causey Park Road to the north, as the existing access from the A1 to be de-trunked is severed by the new offline A1 dual carriageway. This access provision was the favoured option for maintaining access to properties and fields to the west of the new dual carriageway rather than providing an additional accommodation bridge for the existing access road being severed. The Applicant's proposed overbridge on Causey Park Road is only a short distance to the north and an additional overbridge in close proximity to this could not be justified in terms of value for money.</p> <p>The Applicant notes that once the Scheme is completed, it is proposed that local traffic will use the de-trunked A1 to access the new A1 dual carriageway via either Fenrother Junction or West Moor Junction.</p>



Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			The Applicant confirms that the Scheme proposes to stop up all existing direct access to the A1, including all private accesses, with access instead provided via grade separated junctions.
<b>Environment</b>			
Northgate Farm	<p>The Consultee notes various ongoing queries on the following issues, based on current proposals and previous correspondence with the Applicant these are:</p> <ul style="list-style-type: none"> <li>• Impact of Covid-19 on the business case for the scheme and the construction programme</li> <li>• Air Quality impacts on the property</li> <li>• Noise and Vibration impacts during construction and operation</li> <li>• Landscape and Visual impacts from the property</li> <li>• Population and Human Health impact on the consultees from the design and planning process</li> <li>• Combined Effects on the consultees</li> </ul> <p>Construction Duration query now</p>	N	<p>The Applicant acknowledges the ongoing dialogue with the owners of Northgate Farm, and the numerous detailed queries that have been raised. The Applicant will continue to liaise with owners of Northgate Farm to resolve the issues raised.</p> <p>Whilst noting that COVID 19 has impacted on the way that people travel, the need for the scheme is well established in local and national planning and transport policy. The applicant remains confident that the construction programme for the proposal remains realistic and deliverable, even accepting the potential requirements for social distancing. The latest consultation was conducted in a manner to avoid increasing risks to consultees by allowing them to respond online or electronically. Construction of the Scheme will also be undertaken, using government guidance, in a manner to minimise risk of Covid-19.</p> <p>The Applicant confirms that air quality assessment and</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land		
Topic Area and Consultation Responses		Change (Y/N):
	the proposals are combined	<p>impacts have been baselined in 2015 and an assessment undertaken for the Scheme opening year (2023) and over the operational phase. The Applicant confirms that the assessment outcome is no significant effects are likely and therefore no monitoring would be required. During construction, mitigation would be required to reduce dust from construction works. This would be based on appropriate measures for reducing emissions with monitoring to ensure its effectiveness as set out in the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b></p> <p>The Applicant confirms that further details of the noise impact of the proposal on Northgate Farm can be found in <b>Chapter 6: Noise and Vibration, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A. This chapter confirms that with low noise surfacing and the proposed protective noise barrier in place the impacts on Northgate Farm is mitigated, to the extent that this receptor will not experience a significant adverse noise impact.</p> <p>The Applicant confirms that a full assessment in accordance with the Noise Insulation Regulations (NIR) will be carried out for the Scheme. An <b>Outline CEMP (Application</b></p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p><b>Document Reference: TR010041/APP/7.3)</b> accompanies the DCO application. This document also sets out typical monitoring that will be carried out during construction, including noise and vibration monitoring undertaken by the main contractor.</p> <p>The Applicant acknowledges that this property will experience large adverse visual effects during construction, but this is anticipated to reduce in magnitude during operation as the proposal's landscape mitigation planting matures during operation. Proposed mitigation measures embedded in the proposal design are shown in the <b>Landscape Mitigation Masterplan (Figure 7.8, Volume 5 of the ES (Application Document Reference: TR010041/APP/6.5) for Part A.</b></p> <p>The Applicant acknowledges the stress that the planning process may bring but endeavours to continue to work with the consultee.</p> <p>The Applicant notes that combined effects methodology is set out in <b>Chapter 16: Assessment of Cumulative Effects, Volume 4</b> of the ES (<b>Application Document Reference: TR010041/APP/6.4</b>) and draws together the different aspects of the EIA assessment.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			The Applicant confirms that combining of the two applications will have no impact on the overall construction timescales, as the proposals are programmed to be open to traffic in phases.
<b>Environment – Screening</b>			
Hebron Hill Partnership	<p>Comments that entirety of the land holding will be acquired as part of the proposals.</p> <p>Request to organise a meeting post COVID-19 lockdown with the Applicant to agree a draft claim for land within ownership.</p>	N	The Applicant's acknowledges the response that the impact of the proposals as set out in the PIER are not applicable for this consultee and is in agreement with the consultee with regards to organising a meeting when safe and appropriate to do so to discuss any existing or outstanding queries.
<b>Business and Operation Impacts</b>			
Middlemoor Farm	<p>Meeting requested with Highways England to discuss finer; site specific details not provided in PEIR.</p> <p>Queries regarding road, drainage, polluted surface water and location of site compounds.</p> <p>Clarification sought regarding classification of agricultural land at Middlemoor Farm</p>	N	<p>The Applicant acknowledges the request for a meeting and the details provided regarding farming practices</p> <p>The Applicant notes that the PEIR mentions in section 5, under Road Drainage that there won't be any significant impact from polluted surface water runoff. It is currently proposed that the drainage system including the detention basins will provide for treatment of the surface water prior to entering a watercourse and that the detention basins are proposed to provide storage and limit the discharge to the watercourse.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land		
Topic Area and Consultation Responses		Change (Y/N):
	<p>and further information required on origins of contamination.</p> <p>Further discussion and plans requested to identify extent of land take required for proposals.</p>	<p>The Applicant notes regarding the road drainage that there is no longer a requirement for a detention basin on the land owned by the consultee.</p> <p>The Applicant responding to queries on 5.8.7 of the PEIR confirms that as the design currently stands, there are no site compounds located on the land in question.</p> <p>The Applicant referring to the clarification being sought with regards to the agricultural assessments, notes that the Agricultural Land Classification (ALC) survey was completed for the areas within the redline boundary as set at the time of the survey and that the majority of the land in question is classed as non-agricultural given its current use as a track.</p> <p>In response to the queries surrounding sources of contamination, The Applicant notes that the identified sources of contamination largely relate to made ground associated with the construction of the existing A1, infilled ponds, quarries and pits identified across the proposals and specific localised historical land uses within the proposal area for example smithies and lime kilns. The Applicant confirms that there were no specific sources of contamination identified in relation to the permanent and temporary land take associated with Middlemoor Farm.</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>In response to a request for compensation and land negotiations the Applicant confirms they are in a position to continue land negotiations, subject to Development Consent being granted by the Secretary of State, with all affected landowners. These discussions will include all aspects of permanent and temporary land take and will also provide an opportunity to discuss any land issues.</p> <p>Refer to <b>Chapter 11: Geology and Soils, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A and <b>Chapter 11: Geology and Soils, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B, for assessment of effects upon Agricultural Land Classification.</p> <p>Refer to <b>Chapter 12: Population and Human Health, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A and <b>Chapter 12: Population and Human Health, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B for assessment of effects upon agricultural land holdings.</p>
<b>Water/Drainage</b>			
Detention Basin Location	Concerns around detention basin feeding into the designed outflow.	N	In response to the queries on the detention basin outfall, the Applicant confirms that the runoff from the carriageway is

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	<p>Queries surrounding whether access road is going to be kept available and how the outfall on the Earsdon Burn can be accommodated.</p> <p>Queries around what environmental measures are going to be taken regarding the detention basin and where the pollution run off from the roads.</p> <p>Queries regarding access arrangements to and from the property off the proposed service road and access maintenance to the south of the property.</p>		<p>proposed to be collected by the drainage system and directed towards the local watercourse (in this location Earsdon Burn) via a detention basin. The Applicant confirms that the flow of water discharge into the watercourse will be restricted to the greenfield runoff rate (the measure for limiting discharges of surface water runoff). During heavy rainfall, water will be stored in the detention basin.</p> <p>In response to the concern regarding environmental measures The Applicant confirms that the detention basin not only provides water attenuation for surplus runoff but also treatment before the water returns to the local watercourse through any pollutants settling out within the detention basin rather than being discharged to the Earsdon Burn.</p> <p>In response to the concerns surrounding the current access routes, the Applicant confirms that the southern access to the land in question has not been detailed at this stage of the design. The access provision for this gate will be developed at detailed design stage where the existing access from the A1 will be extended across the widened verge, to tie into the realigned side road.</p>



Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
<b>Design</b>			
Road Levels	Query surrounding the final level of the road in the vicinity of Bockenfield Cottages and whether this will be any higher or will it be same as existing level.	N	<p>The Applicant confirms that the proposed A1 dual carriageway will closely match the existing A1 single carriageway level, but the new link road to be constructed parallel to it, between the existing A1 and the burial site, will require existing ground levels to be raised slightly.</p> <p>The Applicant adds that further information on levels will emerge at detailed design stage of the Scheme at which point further detail can be communicated.</p>
<b>Environment – Landscape visual</b>			
Tindall Hill	Seeking confirmation as to whether Tindall Hill is one of those listed in 5.3.7 of the Preliminary Environmental Impact Report (PEIR) and further information on the visual impacts.	N	<p>In response to the query surrounding section 5.3.7 of the PEIR, the Applicant confirms that the PEIR considers the high-level environmental impacts of the Scheme. The Applicant has undertaken an Environmental Impact Assessment to assess the impact of the proposals on adjacent properties including landscape and visual impacts. Further details can be found in <b>Chapter 7: Landscape and Visual, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>). <b>Figure 7.8: Landscape Mitigation Masterplan, Volume 5</b> of the ES (<b>Application Document Reference: TR010041/APP/6.5</b>) for Part A sets out the proposed landscape design for the proposals. The Applicant confirms that the property in question at Tindall</p>

Table N.12: Statutory Consultation under section 42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>Hill, is not one of the 16 properties identified within Section 5.3.7 of the PEIR as no significant adverse or significant beneficial effects are predicted.</p> <p>In response to the query surrounding section 5.4 of the PEIR, the Applicant confirms that it is likely that the land in question would be subject to views to the west and north west in the direction of the offline section of the proposals. Views west and south west are anticipated to be screened by existing mature vegetation.</p> <p>The Applicant confirms that visual impact is likely during construction due to earthworks and temporary stockpiling of material. Once complete, the proposed earth bunds may impact views. These earth bunds are intended to provide ecological mitigation and screening of the road. Woodland planting is intended to establish and provide further screening of the proposals, which overtime will blend in with the wider landscape.</p> <p>Refer to <b>Chapter 7: Landscape and Visual, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for further details.</p>

Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
<b>General opposition</b>			
<b>Environment – Heritage</b>			
Cultural Heritage	Request if Comby Hills has been considered and whether they will be affected by the proposals.	N	<p>The Applicant confirms they are aware of Comby Hills and that this has been considered in the assessment of archaeology and cultural heritage. As Comby Hills is in proximity to the section of the A1 which is already dualled there would be no direct impact from the proposals.</p> <p>Further details of the Environmental Impact Assessment in connection with archaeology can be found in <b>Chapter 8: Cultural Heritage, Volume 3 of the ES (Application Document Reference: TR010041/APP/6.3)</b> for Part B</p>
<b>General/Request</b>			
Request for Information	A request for updated plans.	N	The Applicant confirms further details, including the plans requested, can be found on the Applicants Scheme webpage.
<b>Highways, Junctions and Overbridges</b>			
Back Burn Bridge	Concerns around lorries including construction traffic being parked on the Back Burn Bridge, blocking resident access and imposing heavy	N	The Applicant confirms that an <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> has been submitted with the application which sets out how the main

**Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	loads on the structure. Hopes A1 proceeds, but requested a 'no construction traffic' sign.		<p>contractor will minimise disruption during construction. This will be developed into the CEMP prior to construction commencing.</p> <p>The Applicant also notes the queries raised regarding the bridge and that it forms part of the local highway network however it is not considered that the Scheme traffic will impact on the bridge with regards to weight limits.</p>
<b>Water/Drainage</b>			
River Coquet	Queries surrounding crossing of River Coquet - what steps are being taken to keep disruption to a minimum and stop substances entering the river. Also, can the bridge include a footpath - for safety, segregated from the main carriageway.	N	<p>In response to the queries raised surrounding the impact on the River Coquet, The Applicant confirms that an Environmental Impact Assessment has been undertaken to determine the impact of the construction of the River Coquet Bridge. Further details can be found in <b>Volume 2</b> the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A The Applicant has produced the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b> to set out how construction activities will be controlled by the main contractor during construction including the prevention of substances from entering the river.</p> <p>The Applicant confirms that environmental statutory consultees including the Environment Agency have been consulted regarding the bridge construction</p>

Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			<p>In response to the queries raised surrounding the pedestrian facilities on the bridge over the River Coquet, The Applicant confirms that there are two PROWs, one north of the River Coquet and one south but that access over the new bridge for pedestrians will not be provided on safety grounds</p> <p>The Applicant notes the safety improvements that are being made by providing segregated crossing points of the A1 which will be beneficial to those walking in the area.</p>
Environment – Screening			
Noise and Pollution	<p>Queries at North Charlton, suggesting that the Consultee and the communities who live alongside the proposals will be subjected to increased noise and pollution.</p> <p>Proposal that trees should be planted to the south of North Charlton</p>	N	<p>The Applicant notes that an Environmental Impact Assessment of the impacts of the proposals have been undertaken, which takes into account a range of environmental considerations, including noise impacts. The assessment is predicting negligible noise level increases in North Charlton, as a result of the proposals, and therefore noise barrier mitigation in this area is not considered necessary. Further details can be found in <b>Chapter 6: Noise and Vibration, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>) for Part B.</p> <p>The Applicant has confirmed that the current proposals incorporate additional hedgerows and tree planting along the western Scheme boundary (the boundary closest to North</p>

Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			Charlton), which will tie in with the existing planting in the area around North Charlton.
Health and Safety at Warreners House and Stafford House	<p>Concerned current proposal incorporates risk during construction period and likely to cause accidents and increased traffic and risk from farming traffic.</p> <p>Concerns expressed that the design has not incorporated HSE principles and CDM regulations</p>	N	<p>The Applicant confirms that the proposals have been developed in accordance with the Construction Design and Management Regulations and that a <b>Construction Traffic Management Plan (Application Document Reference: TR010041/APP/7.4)</b> has been produced to set out how the construction traffic will be managed to minimise disruption and ensure safety along the route is maintained during construction. The Construction Traffic Management Plan will be further developed by the main contractor.</p>
<b>Overall Support</b>			
Support for the scheme	<p>Support for the proposals and hopes it can progress quickly. Queries raised regarding how long it will take for the scheme to start from this point and where construction will start i.e. North or south</p>	N	<p>The Applicant acknowledges the support for the proposals and confirms that if the DCO is submitted in July, the DCO could be consented before the end of 2021 which would enable construction to start in spring 2022 with completion in 2024.</p>
<b>General/Request</b>			

Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Property Purchase on the A1	Query in relation to the potential purchase of a house in proximity to the proposals and requesting a plan confirming the land take required by the proposals in relation to the house.	N	<p>The Applicant confirms that publicly available information in relation to the proposals is contained on the Applicant's website.</p> <p>The Applicant confirms that further information on the proposed land acquisition in relation to the house has been provided to the consultee. The consultee is affected as a portion of the land which they intend to dispose of is to be acquired to form part of the proposals.</p>
Land within scheme limits and visual assessment points	<p>Concerns surrounding whether their land was within the Scheme limits</p> <p>Concerns on what Visual Assessment Points are and whether they would require their land for these.</p>	N	The Applicant confirms the land in question is not within the DCO limits and that the concept of the Visual Assessment points would not require land take including that of the consultee.
<b>Consultation</b>			
Extension of Scheme Consultation	Query seeking clarification on the consultation time period and seeking an extension	N	The Applicant confirms that the consultation period was extended to the 21May 2020 and all responses received within this period would be considered.
<b>Environment – Screening</b>			



**Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
Mitigation and general queries at Earsdon Moor House	Queries around tree planting as elevated screening from the road and to protect wildlife. Support of a green route that protects Coronation Avenue	N	<p>The Applicant confirms that the Environmental Impact Assessment has considered the landscape and visual impacts of the proposals. Further details of the visual assessment and the landscaping proposals can be found in <b>Chapter 7: Landscape and Visual, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A.</p> <p>Proposed mitigation measures embedded in the proposal design are shown in the <b>Landscape Mitigation Masterplan (Figure 7.8, Volume 5 of the ES (Application Document Reference: TR010041/APP/6.5))</b> for Part A.</p> <p>The Applicant confirms that measures for the protection of wildlife is considered within <b>Chapter 9: Biodiversity, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) for Part A and <b>Chapter 9: Biodiversity, Volume 3</b> of the ES (<b>Application Document Reference: TR010041/APP/6.3</b>)</p> <p>The Applicant confirms that for Coronation Avenue mitigation proposals shall include replacement trees to be replanted with trees of advanced nursery stock sizes at the time of planting, in order to better and more quickly integrate the replacement plant stock with that of the existing trees.</p>

Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
<b>Access Arrangements</b>			
Access to Warreners House	<p>Query relating to the proposed access arrangements to the Warreners House and the existing access taken directly from the A1.</p> <p>Suggestion that access for Warreners House could be taken from the A697 Southbound access to the A1 rather than the proposed access from the existing split-level junction with the Morpeth Bypass.</p>	N	The Applicant confirms on the grounds of safety relating to driver visibility and compliance to highway design standards, that it is not possible to upgrade an existing field access from A697 slip road to an adjacent plot at Warreners House. The Applicant concludes that the access route proposed is a more viable and safer option.
<b>General Opposition</b>			
General Comments	<p>Comments relating to cost of Scheme and lack of construction.</p> <p>Comments on the need to commence Scheme construction.</p>	N	The Applicant acknowledges the frustration that the Scheme has yet to commence construction. The Applicant advises however, that due to the scale and nature of this road development, it is a 'Nationally Significant Infrastructure Project' (NSIP) as defined by the Planning Act, 2008. This means that an extensive and thorough process of consultation, environmental assessment, justification and presentation of case needs to be made to gain approval to build and operate the road from the Secretary of State, of which this consultation is part of those actions. Only once Development Consent is granted by the Secretary of State and assuming for no legal

Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
			challenge, after these important steps, construction may begin.
Statutory Undertaker	Plan provided by the statutory undertaker of existing site in proximity to proposals. Contact information provided should a diversion be required.	N	<p>The Applicant's response notes the position and confirms that provisions have been included within the protective provisions contained in the <b>draft DCO (Application Document Reference: TR010041/APP/3.1)</b> for the protection of statutory undertakers' water infrastructure during the works.</p> <p>Any diversion works required as a result of the Scheme will be by the Applicant.</p>
General / Request			
General enquiry	Email to ask for an update on the planned dualling of the Morpeth to Ellingham stretch of the A1.	N	<p>The Applicant confirms that publicly available information in relation to the proposals is available on the Applicant's website.</p> <p>In response to the queries raised the Applicant notes that the</p>

**Table N.13: Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses		Change (Y/N):	The Applicant's Response (incl. the regard had to the consultation response)
	Queries what has led to the delay in submission of the DCO and which date in June is it now scheduled to be submitted.		decision to merge the dualling of the A1 between Morpeth to Felton and Alnwick to Ellingham into a single DCO application, and to extend the consultation process, has resulted in a slight delay to the project timescales and that the DCO submission will be 2 July 2020.

Table N.14: Targeted Consultation Responses				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
Targeted Statutory Consultation under section 42(1)(a) of the Planning Act 2008 with Prescribed Consultees				
Comment on Scheme	Providing no comments on proposals	Canal & River Trust	N	The Applicant acknowledges that there are no comments at this time from the Canal and River Trust.
Health and Safety for Development High Risk Areas	<p>The Consultee confirm that parts of the route fall within the defined Development High Risk Area.</p> <p>Consultee notes that associated site is subject to historic unrecorded underground coal mining at shallow depth and historic unrecorded underground coal mining at shallow depth associated with thick coal seam outcrops.</p> <p>The Consultee comments on the presence of numerous recorded mine entries (shafts and adits) within the proposed route corridor, or very close to it.</p> <p>The Consultee seeks to ensure that a desk based Coal Mining Risk</p>	The Coal Authority	N	<p>The Applicant acknowledges the proposals fall within the defined Development High Risk Area.</p> <p>Mining Risk Assessments (CMRA) have been completed due to the proposals crossing Coal Authority Defined Development High Risk Areas (DHRA). The CMRAs are included within <b>Appendix 11.4 - Coal Mining Risk Assessment, Volume 7</b> of the ES (<b>Application Document Reference: TR010041/APP/6.7</b>) for Part A and <b>Appendix 11.6: Coal Mining Risk Assessment, Volume 8</b> of the ES (<b>Application Document Reference: TR010041/APP/6.8</b>) for Part B. These</p>

**Table N.14: Targeted Consultation Responses**

	<p>Assessment is prepared to support any consultation on this site in order to identify and assess the coal mining risks associated with the proposals and what mitigatory/ remedial measures are considered necessary.</p> <p>The Consultee confirms the ES will address coalmining legacy. The Consultee considers that the proposed site layout should be informed by any coal mining legacy features associated with past surface mining operations (i.e. mine entries).</p>			<p>reports set out the possible stability issues associated with historical shallow coal workings, shafts and adits, and provides potential mitigation measures to suitably mitigate the risks, subject to the detailed design.</p>
Comments on Environmental Statement	<p>The Consultee outlines health and well-being considerations including access, traffic and transport, socio-economic and land use should be included in the Environmental Statement.</p> <p>The Consultee comments that mental health should be addressed within the Environmental Statement.</p> <p>The Consultee suggests they review the draft Health and Wellbeing chapter to ensure satisfactory Environmental</p>	Public Health England	N	<p>The Applicant confirms that they will continue to liaise with Public Health England during the detailed design stage of the Scheme.</p> <p>Details on the methodology adopted for the environmental assessment of the proposal are set out in <b>Chapter 12: Population and Human Health, Volume 2</b> of the ES (<b>Application Document Reference: TR010041/APP/6.2</b>) and <b>Chapter 12: Population and Human Health, Volume 3</b> of the ES (<b>Application</b></p>

**Table N.14: Targeted Consultation Responses**

	Statement.			<p><b>Document Reference:</b> <b>TR010041/APP/6.3</b>). The assessment of population and human health considers potential effects upon vehicle travellers, including driver stress, the community, physical assets and land use, including access and amenity, and the economy and employment. Furthermore, potential effects upon human health as a result of changes in air quality, noise and vibration and the water environment, and also visual changes, are assessed.</p>
Electricity and Gas Infrastructure – Procedure and Health and Safety	Queries regarding access arrangements and health and safety. These are based on specific requirements for electricity and gas line infrastructure throughout the design and construction phase of Scheme Outlines specific instructions to follow when approaching their assets/ near their assets.	National Grid Electricity Transmission Plc and National Grid Gas Plc Joint Venture	N	<p>The Applicants response outlines that they will take cognisance of the requirements for the detailed design and construction stages of the Scheme and that Protective Provisions will be agreed and contained in the draft DCO (<b>Application Document Reference: TR010041/APP/3.1</b>).</p> <p>Specific measures to ensure the safety of electricity and gas line infrastructure are included within the <b>Outline CEMP (Application Document Reference: TR010041/APP/7.3)</b></p>
Request for Information	BNP Paribas on behalf of Royal Mail asked whether they need to send in any new written representations	Royal Mail	N	The Applicant confirms that BNP Paribas on behalf of Royal Mail does not need to send new written representations if they



**Table N.14: Targeted Consultation Responses**

				were provided on previous consultations. The Applicant also confirms that the reason for a new public consultation was due to the combining of the DCOs for the A1 in Northumberland: Morpeth to Felton and A1 in Northumberland: Alnwick to Ellingham proposals and not due to design changes.
Whole Scheme	Query asking where proposals come within 10 metres of the railway boundary.	Network Rail	N	The Applicant confirms that proposals do not come within 10 metres of the railway boundary.
Safeguarding of Assets – Health and Safety	<p>The Consultee comments on the proposals generally and proximity to the Remote Radar Head Brizlee Wood defence asset.</p> <p>The Consultee comments on the need to ensure the Scheme do not reduce operational capacity of defence asset.</p> <p>The Consultee has requested to be informed when detailed design/relevant construction management plans are considered.</p>	The Ministry of Defence	N	<p>The Applicant confirms that it is not anticipated that the works would prejudice these operations, particularly given the distance between them and the A1 and that other access is available (from the A697 to local roads). Nonetheless, the Applicant confirms that the main contractor will be required to liaise and to agree any measures required for the protection of these operations and, if required, undertake any measures necessary to address any potential impacts arising.</p> <p>The Applicant confirms that they will continue to liaise with the Ministry of</p>

**Table N.14: Targeted Consultation Responses**

				Defence during the detailed design stage of the Scheme
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**Table N.14: Targeted Statutory Consultation under section 47 and section 48 of the Planning Act 2008 with the local community & statutory publicity**

Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	The Applicant's Response (inc. the regard had to the consultation response)
Land within scheme limits and visual assessment points	<p>Concerns surrounding whether their land was within the Scheme limits</p> <p>Concerns on what Visual Assessment Points are and whether they would require their land for these.</p>	N	The Applicant confirms the land in question is not within the DCO limits and that the concept of the Visual Assessment points would not require land take including that of the consultee.