

From: [REDACTED]
To: [A1 in Northumberland: Morpeth to Ellingham](#)
Cc: [REDACTED]
Subject: RE: A1 in Northumberland - Morpeth to Ellingham
Date: 11 November 2020 15:47:13
Attachments: [image001.png](#)
[A1 dualling feedback, 2004.doc](#)
[A1 dualling feedback, 2016.doc](#)
[A1 Dualling - Response to 2018 Consultation.docx](#)
[A1 Dualling - Response to 2020 Consultation.docx](#)

Dear Ms Patten,

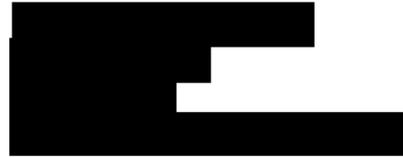
Thank you for your e-mail below. I attach a selection of the submissions we have made to Highways England over recent years. To save your time I can summarise our views as follows:

1. We thoroughly applaud the principle of dualling from the perspectives of efficiency, safety, and benefits to the environment
2. The 'Green' route selected is by far the most desirable, for all the above reasons and because of the benefits to the scattered community blighted by the present A1
3. The route has inched to the east as the design proceeded, diminishing its attractiveness somewhat; no further creep should be permitted
4. We attach considerable importance to the mitigation plans in place – involving embankments and tree planting that will be beneficial to wild life in the whole area
5. The Coronation Avenue is a plantation of trees along the route of the existing A1, undertaken by Women's Institutes to celebrate the last two coronations. We are satisfied that Highways England has recognised its local importance and given every consideration to preserving as many of the trees as possible.
6. Traffic density on the existing A1 is increasing at a dramatic pace. Those of us affected by it would appreciate an expeditious enquiry so that construction can begin as soon as possible.

With very best wishes,

Alastair and Christina Marrion.

Sent from [Mail](#) for Windows 10



27th September 2004

Mr A. Ross
Project Manager
The Highways Agency
PO Box 206
9W City House
New Station Street
Leeds, LS1 4UR

Dear Mr Ross,

A1 Dualling, Morpeth to Felton

I am writing to confirm my support for dualling and, preference for the Green (Western) Route, and to set out my reasons. However, I am conscious that much of the off-line route will run through my neighbour, [REDACTED] to his potential disadvantage. My enthusiasm is therefore conditional on satisfactory arrangements being made for all the affected land owners.

My reasons for wishing to see the dualling go ahead (off-line) as soon as possible are as follows:

- The single carriageway section is dangerous, and my family has witnessed a number of fatal road accidents close to home.
- The noise due to traffic on the road has increased relentlessly over the last twenty years and is now close to unendurable for me, my family, and no doubt for the other "riparian" householders along the route.
- The continuous traffic makes it difficult to cross the road by car or on foot so that southward journeys can be delayed, and the extended community that exists along the sides of the road has become more and more divided.
- Property values in the immediate vicinity of the road are severely affected.
- Large amounts of food are jettisoned from passing cars and must contribute to rat-infestation with its consequences for human health and local wild-life such as the moor-hens that have colonised my pond.

Reasons for preferring the Green route are outlined below:

- The route is straighter and has fewer obstructions than the blue route, so will make the best contribution to road safety and economy.
- It is furthest away from the greatest number of houses (including my own) and should reduce noise-pollution most effectively (the prevailing south-westerly wind notwithstanding).

- The proposed junctions on the blue route appear to be such that a southward journey would (for me) necessitate a northward diversion of possibly five miles.
- The blue route would bisect the old A1 preventing the re-establishment of easy contact between neighbours, and so militate against the re-development of our community.
- It would also necessitate the felling of a large number of the trees in the long plantation of chestnuts and whitebeams that has become such an important local landmark.

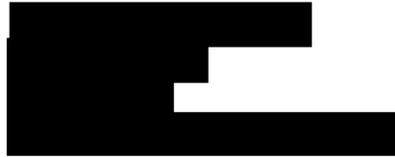
I appreciate the detailed design that has already gone into the road plans, and presume that the green route will not be diverted significantly to come nearer to my house than at present.

I expect that mitigation works such as embankment and tree-planting will be carried out to minimise the visual and audible intrusion of the new road into the countryside as far as possible. It is also highly desirable that extensive planting be undertaken to reduce the amounts of pollutants such as diesel particulates that reach inhabited areas.

I wish you every success with the speedy progress of the project to the point where construction can begin.

Yours sincerely,

Alastair Marrion.



3 June 2016

A1 in Northumberland
Highways England
Lateral
8 City Walk
Leeds, LS11 9AT

Dear Sirs,

A1 Dualling, Morpeth to Felton

Thank you for the helpful exhibition you held in Morpeth Town Hall on 17 May and the patience your officers showed in dealing with those of us who were so deeply concerned with the outcome of your plans.

I am writing to confirm that my wife, Christina, and I are very keen for the dualling to go ahead as soon as possible, and strongly favour the 'green' route to the west of the present road. The tentative route seems little changed from that proposed in 2004, and our conclusions are also unchanged, so I am attaching the letter I submitted then, as you may not have it still on file. Of the three options presented in 2016, we find the 'orange', 'all on line' proposal the least attractive for the reasons I give below.

Economy: The Green route shortens the journey between London and Edinburgh by a significant amount and, in view of the volume of traffic, must bring significant savings over time. It also has the potential to be designed with more acceptable gradients than the present road.

I imagine that the construction process would be greatly simplified on the Green route.

Safety: The Blue and particularly the Orange routes would involve multiple access points or complex schemes to redirect local traffic that might prove hazardous in themselves.

It was pointed out at the exhibition that, if dualling was carried out on line, the new carriageway would necessarily have the same gradient as the present road. The hill at Earsdon Moor is relatively steep for a major highway and we often hear heavy vehicles labouring up it and suspect that the resulting frustration contributed to the excessive number of accidents that have occurred in our vicinity.

Despite moving our entrance south as far as was practicable, we still have a poor sight-line to the north because of the hill, and turning south from our entrance even in

moderate traffic remains dangerous. That problem would not be mitigated by dualling on line.

Environment: The proximity of the A1 creates intolerable noise pollution for us and neighbours in a similar position. It has worsened over the years due to the increasing volume of traffic, continuing since our hopes were raised and dashed in 2004. Removal of the road as far as possible to the west would be a boon.

The shorter Green route with its better gradient would contribute to reduced emissions of carbon dioxide and of pollutants such as nitrogen oxides (and consequent tropospheric ozone) as well as diesel derived particulates.

For thirty years at Earsdon Moor we have been attempting to convert an unpromising narrow strip of land running alongside the A1 (partly 'made' land consisting of rubble with a thin covering of imported sub-soil) into a natural habitat. Over half the two-and-a-half acre site is now mixed woodland with coniferous and broad leaved trees including oak, beech, maple, birch, alder, bird cherry and self-sown ash, some of them approaching maturity. There are shelter belts against wind to the west and noise to the east, as well as a small pond. I believe we have seen an increase in the diversity of wildlife in the vicinity as a result of our efforts, including red squirrels and a wide range of birds including herons, jays, jackdaws, wagtails and several tits. All that would be vitiated by the construction of a new carriageway on the west side of the existing road – a small tragedy from my point of view – and not helped by one to the east. The green route however would bring relief and allow our small natural habitat to flourish.

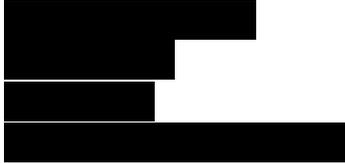
Social: The seven dwellings scattered along a mile or so of the A1 constitute an exploded hamlet, divided by the very road that unites cities! Withdrawal of most of the traffic from that stretch would enable the area to re-establish its social cohesion.

For all those reasons, I hope and expect that you have received almost unanimous support for the green route, and that it will go ahead in short order.

Yours faithfully,

Alastair Marrion.

Ms Tsuwun Bevan
A1 in Northumberland
3rd Floor South, Highways England
Lateral, 8City Walk
Leeds, LS11 9AT
21 July 2018



A1 Dualling in Northumberland – Response to 2018 Consultation

Dear Ms Bevan,

Our response is as follows:

General:

We were very happy to attend the Exhibition at Tritlington School on 2 July 2018, where the staff helped us to understand the scheme in sufficient detail for our needs.

It is clear that 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. Indeed, the environment and convenience of those of us living close to the section that is to be bypassed will be greatly improved. The old route will become a quiet country road that can be joined safely via the existing drives and tracks, whilst the new trunk road will be accessible north and south using either of two modern junctions. The tricky and sometimes impossible manoeuvres that had to be made at Hebron Road End, West Moor / Thurston junctions and our own access will soon be forgotten. A number of businesses along the route will be greatly benefitted by the reduction in noise, air pollution, hazard and unsightly scenes.

Mitigation:

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. We would encourage even larger-scale planting with tall trees (away from the carriageway) as they could only be beneficial to wild-life, whilst screening elevated sections of road and junctions.

We were pleased to learn that there are no plans to install lights along any part of the new road, including junctions, as they would require an altogether higher level of mitigation.

Environment:

In one week in May we saw a hare and an owl (barn owl?) *in our garden*. We had not seen either creature there in the previous thirty three years. It is difficult to resist the notion that nature was providing a foretaste of the benefits to come when the imposition of an overloaded single carriageway trunk road is lifted.

The Coronation Avenue:

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:

- Every effort be made to protect the trees that are not to be removed
- 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).
- New planting of specimen trees along the west side of the new road from Warreners Cottage to Priestbridge and 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.
- 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.

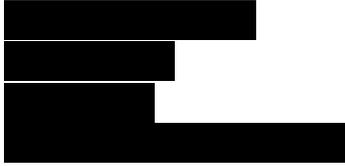
The Bypassed Section:

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.

Yours sincerely,

Alastair and Christina Marrion.

Mr Alex Sharp
A1 in Northumberland
12 May 2020



A1 Dualling in Northumberland – Response to 2020 Consultation

Dear Mr Sharp,

Our response to your call for feedback is, as follows, broadly in line with our previous views on the separate projects – Morpeth to Felton and Alnwick to Ellingham, presuming that inclusion of the more northerly section does not increase the likelihood of the Morpeth to Felton project being rejected. The Preliminary Environmental Information Report is, from our point of view, an excellent document for clarity and detail and, we hope, not compromised by the unconventional spelling of certain place names (e.g. Tindal Hill and Causey Park Bridge on p. 18). We are, however, disappointed that the project has been delayed by eighteen months and hope that time will be made up where possible:

General:

It is clear that 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. As frequent users of the A1, we can confirm that the section in Northumberland is the most deserving of an upgrade in its entire length.

The environment and convenience of those of us living close to the section that is to be bypassed will be greatly improved. The old route will become a quiet country road that can be joined safely via the existing drives and tracks, whilst the new trunk road will be accessible north and south using either of two modern junctions. The tricky and sometimes impossible manoeuvres that had to be made at Hebron Road End, West Moor / Thurston junctions and our own private access will soon be forgotten. A number of businesses along the route will be greatly benefitted by the reduction in noise, air pollution, hazard and unsightly scenes.

Mitigation:

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. We would encourage even larger-scale planting with tall trees (away from the carriageway) as they could only be beneficial to wild-life, whilst screening elevated sections of road and junctions. Our

home is not mentioned in the list of addresses adversely affected visually during or after construction, but we applaud the efforts being made to provide mitigation for others and hope to derive some benefit from it.

We were pleased to learn that there are no plans to install lights along any part of the new road, including junctions, as they would require an altogether higher level of mitigation.

The Coronation Avenue:

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:

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Yours sincerely,

Alastair and Christina Marrion.