

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010059

Appendix CA.5 - Compulsory Acquisition – Affected Persons and Effects on Human Rights - WQ CA.1.11

Planning Act 2008

Rule 8(1)(b)(i)

Infrastructure Planning (Examination Procedure Rules) 2010

Infrastructure Planning

Planning Act 2008

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

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

Development Consent Order 20[xx]

**Appendix CA.5 - Compulsory Acquisition – Affected Persons and
Effects on Human Rights - WQ CA.1.11**

Regulation Reference:	Rule 8(1)(b)(i)
Planning Inspectorate Scheme Reference	TR010059
Author:	A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England

Version	Date	Status of Version
Rev 0	January 2021	Deadline 1 submission

PART A

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Applicant's Response to ExA Written Questions CA.1.11
1(a)	Taylor Wimpey	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) N/A (b) 1-5b (c) 1-5a (d) N/A	(a) N/A (b) N (c) Y (d) N/A	<p>The relevant plots comprise grassland, woodland, hedgerow and verge and the extent of powers sought include temporary acquisition of land and rights.</p> <p>This land is temporarily necessary to enable improvement of the existing road known as West View and in order to provide for access to Warreners House properties.</p> <p>The temporary acquisition of this land and the associated rights is considered to be in the public interest as it will help to deliver a new access for the current and any future occupiers of the properties at Warreners House where direct access onto the A1 is being stopped up on safety grounds.</p>
2	Mr Robson (Land Agent is George F White)	Category 1 - Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 1-6b, 2-6a (b) 1-6d, 1-6e, 1-6f (c) 1-6a, 1-6c, 1-8a, 2-6b (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise open farmland, grassland, hedgerow and verge and the extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent acquisition of land and rights is needed for the alteration of the existing A1 Trunk Road to provide the southbound dual carriageway and the construction of a new access provision to the Warreners House properties.</p> <p>The minimal land take required allows for a safer private access means, limits private loss and can be easily outweighed by both private benefit as well as the increased safety for public users of the A1. The extent of private loss in this area is de minimis and so it is in the public interest for the delivery of a nationally significant infrastructure scheme supported by the RIS.</p>
3	Mr & Mrs Teasdale (Land Agent is Tim Michie GFW)	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) N/A (b) 1-7b, 1-7c (c) 1-7a, 1-7d (d) N/A	(a) N/A (b) N (c) Y (d) N/A	<p>The relevant plots comprise an area of field boundary hedgerow encompassing an agricultural access across the Coting Burn, its environs, as well as an area of open grassland bounded by trees screening the A697. The extent of powers sought include temporary acquisition of land and permanent acquisition of rights over land.</p> <p>This land is temporarily necessary to enable improvement of the existing road known as West View and in order to provide for access to Warreners House properties.</p> <p>The minimal land take required which allows for the road widening and a safer private access means for the agricultural use, limits private loss and can be easily outweighed by both</p>

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						private benefit as well as the increased safety for public users of the A1 and improvement to West View. The extent of private loss in this area is de minimis and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS
4	Mr & Mrs Mason	Category 3 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) N/A (b) N/A (c) N/A (d) N/A	(a) N/A (b) N/A (c) N/A (d) N/A	N/A
5	Mr Davidson	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 2-7a (b) 2-7c (c) 1-9a, 1-9b, 2-7b (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise an area of woodland and tree-line bounding the A1 between Capri Lodge and Strafford Hall. A further area of land in the vicinity of Capri Lodge comprising grassland. The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent acquisition of land and rights is required for the alteration of the existing A1 Trunk Road to provide the southbound dual carriageway and the construction of a new access provision to the Warreners House properties.</p> <p>The minimal land take required allows for the road widening and a safer private access to the property and woodland. It also limits other private loss that would be necessary if this plot were not acquired and can be easily outweighed by both private benefit as well as the increased safety for public users of the A1. The extent of private loss in this area is de minimis and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>
6	Mr Bennison (Land Agent is James McDonald (S&P))	Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) N/A (b) N/A (c) 1-7a (d) N/A	(a) N/A (b) N/A (c) Y (d) N/A	<p>The relevant plot comprises an area of open grassland with trees bounding the A697 overbridge slip road. The extent of powers sought include rights.</p> <p>This land is necessary to enable improvement of the existing road known as West View and to provide for access to Warreners House properties. The extent of private loss in this area is de minimis and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>

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7	Mr & Mrs Hawes (Land agent is Tim Michie (GFW))	Category 1 - Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 1-6b, 2-6a, 2-7a (b) 1-6d, 1-6e, 1-6f, 2-7c (c) 1-6a, 1-6c, 1-8a, 1-8b, 1-9a, 1-9b, 2-6b, 2-7b (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise open agricultural land, hedgerow and verge bounding the existing A1 carriageway, woodland. The plots also encompass an agricultural access across the Cotting Burn, its environs, as well as an area of open grassland bounded by trees screening the A697. Trees on the boundary of Capri Lodge and Warreners House are also identified within the relevant plots, while there are also some areas of land at Capri Lodge and Northgate Farm over which access rights are required.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent acquisition of land and rights is required for the alteration of the existing A1 Trunk Road to provide the southbound dual carriageway and the construction of a new access provision to the Warreners House properties, including temporary land for the construction of a new culvert and hedgerow.</p> <p>The minimal land take required allows for a safer private access to the property and agricultural access, limits private loss and can be easily outweighed by both private benefit as well as the increased safety for public users of the A1. The extent of private loss in this area is de minimis and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>
8	Mr Stephenson (Deceased)	N/A	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) N/A (b) N/A (c) N/A (d) N/A	(a) N/A (b) N/A (c) N/A (d) N/A	N/A
9	Mr Howarth (Emma Smith (Youngs RPS))	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 1-4c, 2-4b (b) 1-4a, 1-4d (c) 1-4b, 2-4a (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise open grassland west of the A1, as well as associated field boundary hedgerows and treelines.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent acquisition of land and rights is required for the construction of a new northbound carriageway adjacent to the existing A1 and construction of a new drainage swale. Temporary land acquisition is also required for a storage area</p>

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						<p>and utility diversions to enable construction activity to be undertaken.</p> <p>The extent of private loss in this area is needed for this nationally significant infrastructure supported by the RIS and without the use of this land, the scheme and thus benefits are undeliverable. The use of the land in its current form is not, on balance, of comparable importance when compared to the public benefit that can be derived from the completed scheme which would deliver the benefit to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
10	Messrs Renton (Graeme Bruce (Youngs RPS))	Category 1 - Owner and/or Occupier Category 1 – Lessee/Tenant	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 1-4c, 2-1b, 2-2a, 2-2c, 2-3b, 2-3d, 2-4b (b) 1-4a, 1-4d, 2-1a, 2-1d (c) 1-4b, 2-1c, 2-2b, 2-3a, 2-3c, 2-4a (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise grassland, hedgerows and open fields to the west of the A1, including some hedgerows which bound individual fields. Further to this, the relevant plots also include associated hedgerow, verge and grassland at High Highlaws. A short section of the unclassified road here is also identified to be permanently acquired.</p> <p>The extent of powers sought include permanent acquisition of land and rights, as well as some temporary possessions.</p> <p>Permanent acquisition of land and rights is required for:</p> <ul style="list-style-type: none"> • the construction of a new northbound carriageway adjacent to the existing A1, • construction of slip road single lane carriageways for northbound access and egress at the Highlaws Junction. • alteration and alignment of the existing road known as High Highlaws Road to create single carriageway two lane connection to Highlaws Junction • construction of a new access track for private access and maintenance of detention basin. • construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways. <p>The extent of private loss in this area is needed for this nationally significant infrastructure supported by the RIS. and without the use of this land, the scheme and thus benefits are undeliverable. The use of the land in its current form is not, on balance, of comparable importance when compared to the</p>

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						public benefit that can be derived from the completed scheme which would deliver the benefit to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).
11	Mr Carter (Tim Michie (GFW))	Category 1 - Owner and/or Occupier Category 2 – Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 2-8a, 2-8c, 2-8f, 2-9a, 2-9e, 2-11a (b) 2-8b, 2-8e, 2-8g, 2-9b, 2-9d, 2-9f, 2-9g (c) 2-8d, 2-9c (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots hedgerow and treeline along the eastern boundary of the A1 (south of Strafford Hall). A small area of woodland bounding the A1 and Strafford Hall is also a relevant plot. A temporary possession of the access road to Strafford Hall is also identified. Meanwhile some hedgerow and field boundary are also included for permanent and temporary acquisition along the southern highway boundary of the unclassified road from the A1 towards Hebron and Cockle Park. A short section of the road itself east of the A1 is included to be permanently acquired.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent acquisition of land and rights is required for the widening and resurfacing of the existing road known as Hebron Road as part of the Highlaws Junction works, the construction of the slip road for southbound on-access to the A1 from Highlaws Junction and construction of a new private access.</p> <p>The minimal land take required allows for a safer private access to the property and minimise tree loss and can be easily outweighed by both private benefit as well as the increased safety for public users of the A1. The extent of private loss in this area is de minimis and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>
12	Hebron Hill Partnership (Tim Michie)	Category 1 - Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 2-12a, 2-13a, 2-13c, 3-7a, 9-3a, 9-10b, (b) 2-13d, 2-13e, 2-13f, 2-13h, 3-7c, 3-7d, 9-10a	(a) Y (b) N (c) Y (d) N/A	The relevant plots comprise hedgerow and treeline east of the A1. An area of open grassland is also included, which is also identified as being partially used as a pond, as well as some small areas of agricultural land. A further separate small area of grassland east of the A1 is also included. Permanent acquisition of a section of unclassified road at West Moor is

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				(c) 2-12b, 2-13b, 2-13g, 3-7b (d) N/A		<p>also included, as well as some woodland bounding the western side of the A1, immediately south of the junction.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent and temporary acquisition of land and rights is necessary for:</p> <ul style="list-style-type: none"> • The alteration of existing A1 Trunk Road to provide a southbound carriageway; • Construction of the Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways; • Construction of slip road single lane carriageway for southbound off-access to Highlaws Junction; • Construction of new access track for private access • Construction of a new detention basin; and • Alteration and realignment of the existing local roads to tie in with the A1 realignment. <p>The land take required allows for essential infrastructure for the A1. The extent of private loss in this area is de minimis and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS</p>
13	Messrs Kelcher (James McDonald)	Category 1 - Owner and/or Occupier Category 1 – Lessee/Tenant	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 2-11a, 2-12a, 2-13a, 2-13c, 3-7a (b) 2-13d, 2-13e, 2-13f, 2-13h, 3-7c, 3-7d (c) 2-12b, 2-13b, 2-13g, 3-7b (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise hedgerow and open grassland to the east of the A1. An area of open grassland is also identified, which includes a pond, as well as some small areas of agricultural land. Meanwhile the unclassified road from the A1 towards Hebron and Cockle Park is identified for permanent acquisition. A further separate small area of grassland east of the A1 is also included, as well as hedgerow and treeline on the eastern A1 boundary.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent and temporary acquisition of land and rights is necessary for the alteration of existing A1 Trunk Road to provide southbound dual carriageway, including construction of new detention basin. Construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways. Construction of slip road single lane</p>

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						<p>carriageway for southbound off-access to Highlaws Junction. Construction of new access track for private access. Widening and resurfacing of the existing road know as Hebron Road as part of Highlaws Junction works.</p> <p>The land take required allows for a safer private access as well as essential infrastructure for the A1. The extent of private loss in this area is minimal and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>
14	Mr Dungait	Category 1 – Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 2-7a, 2-8a, 2-8c, 2-8f, 2-11a, 2-14b, 2-15a, 3-1b, 3-4a, 3-6a, 3-6b, 4-5e, 4-5i, 4-6a, 4-7c, 4-8a, 4-8b, 4-10b, 4-10e, 4-10f, 5-4c, 7-4b, 8-7a, 8-9c, 9-15a, 9-17a (b) 2-7c, 2-8b, 2-8e, 2-8g, 2-15b, 4-4a, 4-4b, 4-5a, 4-7a, 4-7b, 4-7d, 4-7f, 4-7h, 4-8c, 4-10a, 4-10d, 5-4a, 5-4d, 7-4a, 7-4d, 7-4f, 7-4h, 8-7b, 8-9b, 9-15b, 9-15d, 9-17c (c) 2-7b, 2-8d, 2-14a, 3-1a, 3-2a, 4-5h, 4-7e, 4-7g, 4-10c, 5-2b, 5-4b, 7-4c, 7-4e, 8-9a, 9-15c (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>There are a large number of relevant plots, which mainly comprise grassland and agricultural fields with some hedgerows and treelines marking field boundaries. Areas of land bounding highways are also included, which may be demarked by hedgerows and/or trees. There are also some small boundary areas of woodland adjacent to the A1 included in the list of relevant plots – these are found to the east of the A1 carriageway. The relevant plots also include the unclassified road from the A1 towards Hebron and Cockle Park, which is identified for permanent acquisition. Hedgerows and open land to the south of this unclassified road are also included. Mr Dungait's land is also located to the west of the A1, including an area of agricultural fields and land around Floodgate Burn. Agricultural land around Fenrother is also included, while land bounding Fenrother Burn is designated for permanent acquisition.</p> <p>Relevant plots are widespread and include some plots located either side of the A1, around Longdike Burn, close to Felmoor Park and further areas of grassland and agricultural land in the vicinity of Eshott Airfield. Further agricultural land is also included which is located adjacent to the southern entrance to West Thirston near Thirston New Houses.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent and temporary acquisition of land and rights is necessary for the construction of new offline northbound and southbound carriageways of the A1 dual carriageway. The land is also required to allow for alteration and alignment of Fenrother Lane West to create a single carriageway two lane connection to Fenrother Junction and the construction of slip</p>

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						<p>road single lane carriageways for northbound off-access to Fenrother Junction and northbound on-access to the A1 from Fenrother Junction.</p> <p>The options for dualling the A1 have been assessed and the proposed Scheme is considered to represent the best available route (e.g. to move away from sensitive local uses such as Tritlington Primary School) and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p> <p>The extent of private loss in this area is needed for this nationally significant infrastructure supported by the RIS and without the use of this land, the scheme and thus benefits are undeliverable. The use of the land in its current form is not, on balance, of comparable importance when compared to the public benefit that can be derived from the completed scheme which would deliver the benefit to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
15	University Of Newcastle Upon Tyne	Category 1 – Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 3-3b, 3-3d, 3-9a, 3-11a (b) 3-11b (c) N/A (d) N/A	(a) Y (b) N (c) N/A (d) N/A	<p>The relevant plots comprise grassland and fields between Floodgate Burn and the River Lyne at Priest Bridge, located mainly to the west of the A1. A small area of treeline adjacent to the eastern boundary of the A1, at Floodgate Burn is also included.</p> <p>The extent of powers sought include permanent and temporary acquisition of land.</p> <p>Permanent and temporary acquisition of land is required for the construction of a new northbound carriageway adjacent to the existing A1 as well as the construction of new offline northbound and southbound carriageways of the A1 dual carriageway. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.</p> <p>The benefit attributable to the current use of the land to be acquired does not outweigh the prospective benefits to the wider public resulting from the scheme. The options for dualling the A1 have been assessed and the proposed Scheme is considered to represent the best available route and so it is in</p>

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						the public interest for delivery of nationally significant infrastructure supported by the RIS.
16	Mr Bell (agent Graeme Bruce, Youngs)	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 3-3a, 3-3b, 3-3d, 4-9a (b) N/A (c) 3-3c (d) N/A	(a) Y (b) N/A (c) Y (d) N/A	<p>The relevant plots comprise grassland and fields between Floodgate Burn and the River Lyne at Priest Bridge, located to the west of the A1. Some land at the southern edge of the River Lyne, west of the A1 is also included.</p> <p>The extent of powers sought include permanent acquisition of land and rights.</p> <p>Permanent and temporary acquisition of land is required for the construction of a new northbound carriageway adjacent to the existing A1 as well as the construction of new offline northbound and southbound carriageways of the A1 dual carriageway. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.</p> <p>The extent of private loss in this area is de minimis and so it is in the public interest for delivery of nationally significant infrastructure supported by the RIS. The benefit attributable to the current use of the land to be acquired does not outweigh the prospective benefits to the wider public resulting from the scheme.</p>
17	Messrs Dobson (Tim Michie)	Category 1 – Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 4-5e, 4-5f, 4-5i, 4-6a, 5-2c (b) 4-1a, 4-5a, 4-5b, 4-5c, 4-5d, 4-5j, 4-7b, 4-7d, 5-2a (c) 4-5g, 4-5h, 4-7e, 5-2b, (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise agricultural land and highway boundary to the west of the A1.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights.</p> <p>Permanent and temporary acquisition of land is required for the construction of a new online northbound carriageway adjacent to the existing A1, construction of Fenrother junction as well as adjustments of the existing road alignment approaching the new junction. Associated temporary working area and southbound carriageways of the A1 dual carriageway and creation of essential mitigation landscaping will also be required. De-trunking works to the existing A1 Trunk Road includes for Fenrother free-flow link and works associated to crossing the River Lyne to Fenrother Lane East.</p>

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						<p>The benefit attributable to the current use of the land to be acquired does not outweigh the prospective benefits to the wider public resulting from the scheme. The extent of private loss in this area is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>
18	Mr & Mrs Givens	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 5-3b (b) 5-3a, 5-3c (c) N/A (d) N/A	(a) Y (b) N (c) N/A (d) N/A	<p>The relevant plots comprise agricultural land and small areas of woodland to the west of the A1.</p> <p>The extent of powers sought include permanent and temporary acquisition of land.</p> <p>Permanent and temporary acquisition of land is required for the construction of new offline northbound and southbound carriageways of the A1 dual carriageway.</p> <p>The extent of private loss in this area is significant and is of high impact to the owners whose land ownership this would represent a major part of. However, because of the offline section required for the proposed scheme, without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
19	Messrs Hogg	Category 1 – Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 5-1b, 5-1g, 6-1a, 6-2a, 6-2e, 6-2i, 6-2t, 6-4a, 6-5a, 7-3a, 7-6a, 7-6f, 7-7a, 7-8a, 7-12a (b) 5-1a, 5-1d, 5-1f, 5-1i, 5-1j, 5-7b, 6-2d, 6-2f, 6-2g, 6-2h, 6-2j, 6-2m, 6-2p, 6-2q, 6-2s, 6-3c, 6-3d, 7-6e, 7-6g, 7-6h, 7-6j, 7-7b, 7-7c, 7-8b, 7-8e, 7-8f, 7-8g	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise agricultural land and small areas of woodland to the west of the A1, as well as some sections of unclassified road to the west of the A1 and adjacent agricultural land.</p> <p>The extent of powers sought include permanent and temporary acquisition of land and rights</p> <p>Permanent and temporary acquisition of land and rights is necessary for the</p> <ul style="list-style-type: none"> • Construction of the new offline northbound and southbound carriageways of the A1 dual carriageway. • New access track from Causey Park Road to the existing access track to New Houses Farm.

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				(c) 5-1c, 5-1e, 5-1h, 6-2b, 6-2c, 6-2k, 6-2l, 6-2n, 6-2o, 6-2r, 6-3b, 6-3e, 7-6b, 7-6c, 7-6d, 7-6i, 7-6k, 7-8c, 7-8d, 7-8h, 8-16a (d) N/A		<ul style="list-style-type: none"> • Construction of new detention basin and access • De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge. • Diversion underground of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main under the (new) A1 carriageway. <p>The land take required allows for a safer private access as well as essential infrastructure for the A1. The extent of private loss in this area is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>
20	Mrs Clark	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 8-10a, 8-11a (b) N/A (c) N/A (d) N/A	(a) Y (b) N/A (c) N/A (d) N/A	<p>The relevant plots comprise a section of unclassified road to the east of the A1, as well as an area of agricultural land contained therein.</p> <p>The extent of powers sought include permanent acquisition of land.</p> <p>Permanent acquisition of land is required for the construction of new offline southbound carriageway of the A1 dual carriageway, de-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge and construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge.</p> <p>The land take required allows for essential infrastructure for the A1. The extent of private loss in this area is in the public interest for delivery of nationally significant infrastructure supported by the RIS.</p>
21	Mr Henry	Category 1 – Owner and/or Lessee/Tenant and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 8-1b, 8-2a, 8-2c, 8-3b, 8-3d, 8-11a (b) 8-1a, 8-3a (c) 8-1c, 8-2b, 8-3c, 8-5c, 8-5d (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise an area of agricultural land to the west of the A1 and a section of associated hedgerow. A section of unclassified road to the west of the A1 is also included.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus permanent acquisition of rights of access over land.</p> <p>Permanent and temporary acquisition of land and rights is necessary for the construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge, construction of two new detention basins, construction of a new access</p>

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						track for private access off Bywell Road and alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. The provision of new infrastructure on this plot delivers wider public benefit than the existing use of the land and is essential for delivery of nationally significant infrastructure supported by the RIS.
22	Mr Milner	Category 1 – Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 7-2a, 7-3a, 8-14a (b) 8-15a (c) 8-15b (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise open grassland with some woodland to the west of the A1 near the Burgham Park Golf Club. The adjacent unclassified road (to Longhorsley) is also included for permanent acquisition. A strip of agricultural land west of the A1 is also included to the north of the Golf Course.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is necessary for the construction of the new offline northbound and southbound carriageways of the A1 dual carriageway and construction of an underbridge at Burgham Park as an integral single span bridge.</p> <p>The extent of private loss in this area is needed for this nationally significant infrastructure supported by the RIS. and without the use of this land, the scheme and thus benefits are undeliverable. The use of the land in its current form is not, on balance, of comparable importance when compared to the public benefit that can be derived from the completed scheme which would deliver the benefit to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
23	Millhouse Developments	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 7-3a, 7-4b, 7-7a, 8-9c (b) 7-4a, 7-4d, 7-4f, 7-4h, 7-7b, 7-7c, 8-9b (c) 7-4c, 7-4e, 8-9a (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise the unclassified road (to Longhorsley, plus woodland to the south of the road. Agricultural land west of the A1 is also included to the north of the Golf Course.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p>

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						<p>Permanent and temporary acquisition of land and rights is necessary for the construction of the new offline northbound and southbound carriageways of the A1 dual carriageway and construction of an underbridge at Burgham Park as an integral single span bridge.</p> <p>The extent of private loss in this area is needed for this nationally significant infrastructure supported by the RIS. and without the use of this land, the scheme and thus benefits are undeliverable. The use of the land in its current form is not, on balance, of comparable importance when compared to the public benefit that can be derived from the completed scheme which would deliver the benefit to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
24	Mr Henry	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 8-1b, 8-2a, 8-2c, 8-3b, 8-3d, 8-11a (b) 8-1a, 8-3a, 8-6a (c) 8-1c, 8-2b, 8-3c, 8-5c, 8-5d (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise woodland, agricultural land, and associated hedgerows to the west of the A1, an unclassified road west of Eshott Airfield, as well as an area of agricultural land to the east of the A1.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is necessary for the:</p> <ul style="list-style-type: none"> • construction of new offline northbound carriageway of the A1 dual carriageway; • construction of a new access track for private access off Bywell Road; and • alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. <p>The land is required to physically deliver the Scheme, as well as provide a new roundabout and access track for a private access road off Bywell Road. It is considered in the public interest to permanently acquire this land in the interests of delivering nationally strategic infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other</p>

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						road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).
25	Mr Clarehugh	Category 1 – Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 8-8a, 8-10a, 8-12a, 9-15a (b) 8-8b, 8-8d, 9-15b, 9-15d (c) 8-8c, 9-15c (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise woodland located on the eastern boundary of the A1, agricultural land and an unclassified road east of the A1.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is necessary for the:</p> <ul style="list-style-type: none"> alteration of the existing A1 to provide northbound dual carriageway; construction of a new southbound carriageway adjacent to the existing A1; construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge. Construction of a new culvert and open engineered ditches; and De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge. <p>The land is required to physically deliver the Scheme, as well as provide a new roundabout and access road at West Moor Junction. The acquisition is also required to provide a new detention basin and associated outfall, which is an essential part of the mitigation strategy for the Scheme.</p> <p>It is considered in the public interest to permanently acquire this land in the interests of delivering nationally strategic infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
26	Unknown	Freehold	(a) Permanent	(a) 8-6b	(a) Y	The relevant plots comprise an area of woodland adjacent to the A1 (west of the road).

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			(b) Temporary (c) Rights (d) Airspace	(b) 8-6a (c) N/A (d) N/A	(b) N (c) N/A (d) N/A	<p>The extent of powers sought include permanent and temporary acquisition of land.</p> <p>Permanent and temporary acquisition of land is required for the:</p> <ul style="list-style-type: none"> alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road; and private property access tie-in to new section of existing road known as Bywell Road. <p>The extent of loss in this area is minimal and is essential for the delivery of nationally significant infrastructure supported by the RIS which is considered to be in the public interest.</p>
27	Vernal Agricultural Enterprises Ltd.	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 8-4b, 9-1b, 9-1f, 9-3a, 9-11b (b) 8-4a, 9-1a, 9-1c, 9-1e, 9-1g, 9-11a (c) 9-1d (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise agricultural land, woodland and an unclassified road to the west of the A1.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the:</p> <ul style="list-style-type: none"> alteration of the existing A1 to provide northbound dual carriageway; alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road; and landscaping and ecological mitigation works. <p>The land take required allows for essential infrastructure for the A1 in the form of the physical delivery of the Scheme as well as essential landscaping and ecological mitigation works. The extent of private loss in this area is in the public interest for delivery of nationally significant infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>

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28	Mr Bennett	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 9-3a, 9-7a (b) 9-7b (c) N/A (d) N/A	(a) Y (b) N (c) N/A (d) N/A	<p>The relevant plots comprise an unclassified road and woodland located west of the A1.</p> <p>The extent of powers sought include permanent and temporary acquisition of land.</p> <p>Permanent and temporary acquisition of land is required for the:</p> <ul style="list-style-type: none"> alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road; construction of a slip road single lane carriageway for northbound off-access to West Moor Junction; and alteration and realignment of West Moor Road to create a single carriageway two-lane connection to West Moor Junction. <p>The land is required to physically deliver the Scheme, as well as provide a new roundabout and access road at West Moor Junction. The acquisition of is also required to provide a new detention basin and associated outfall, which is an essential part of the mitigation strategy for the Scheme.</p> <p>It is considered in the public interest to permanently acquire this land in the interests of delivering nationally strategic infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
29	Mr Brown	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 8-7a, 9-14a, 9-14b, 9-15a, 9-17a, 9-17b, 9-17e, 9-8c, 9-19a (b) 8-7b, 9-15b, 9-15d, 9-17c, 9-17d, 9-20a, 9-8b (c) 9-8a, 9-15c (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise agricultural land east of the A1, an area of grassland, hedgerows and an unclassified road junction. Plots west of the A1 include grassland and hedgerows.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights are required for the:</p> <ul style="list-style-type: none"> construction of a new southbound carriageway adjacent to the existing A1;

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						<ul style="list-style-type: none"> • construction of a roundabout carriageway at West Moor Junction and Felton Moor Road • construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge; • realignment and resurfacing of the existing road know as Felton Road as part of West Moor Junction works; • construction of a slip road single lane carriageway for southbound on-access to the A1 from West Moor Junction; and • construction and access rights to new outfall from detention basin. <p>The land is required to physically deliver the Scheme, as well as provide a new roundabout and access road at West Moor Junction. The acquisition of is also required to provide a new detention basin and associated outfall, which is an essential part of the mitigation strategy for the Scheme,</p> <p>It is considered in the public interest to permanently acquire this land in the interests of delivering nationally strategic infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
30	Ms Ions	Category 1 – Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 9-16a, 9-18a (b) 9-16b, 9-18b (c) 9-16c (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise woodland and grassland to the eastern edge of the A1, situated south of the River Coquet.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the construction of a new detention basin and maintenance access track.</p> <p>The land is required deliver and maintain an attenuation basin in this location. This attenuation basin is an essential part of the mitigation strategy to minimise the environmental impacts of the Scheme and is therefore required to help deliver the dualling of the A1 in this location, which is nationally significant</p>

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						infrastructure project, the delivery of which is supported in the RIS.
31	Mr Henderson	Category 1 – Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 9-9a, 10-2b, 10-2f, 10-2h, 10-2i (b) 10-2a, 10-2d, 10-2g, 10-2j, 10-6a (c) 10-1j, 10-8a, 10-2c, 10-2e (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise open grass fields on either side of the A1, situated north of the Coquet bridge. These plots include areas of hedgerow and woodland.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the widening of the A1 northbound to provide the required width for the dual carriageway and landscaping and ecological mitigation. Access rights required for access to the Parkwood Subway and River Coquet Bridge.</p> <p>This land is required both to physically deliver the Scheme and also provide the landscaping and ecological mitigation measures that are an essential and integral part of the Scheme, and therefore required to help deliver and mitigate the impacts of, the scheme. As this is nationally significant infrastructure project, the delivery of which is supported in the RIS, this is considered to be in the public interest. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
32	Mr Pattinson	Freehold	(a) Permanent (b) Temporary (c) Rights (d) Airspace	(a) 10-5a, 10-5c (b) 10-5b, 10-7a (c) 10-5d (d) N/A	(a) Y (b) N (c) Y (d) N/A	<p>The relevant plots comprise woodland to the east of the A1, plus some areas of open fields. A small section of the B6345 is also included for temporary possession.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the:</p> <ul style="list-style-type: none"> • construction of a new southbound carriageway adjacent to the existing A1; • construction of a new detention basin;

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						<ul style="list-style-type: none"> • construction of a new access for maintenance of detention basin; and • extension of the existing culvert 10-5d: Construction and access rights to new outfall from detention basin and associated works. <p>The land represents a relatively large percentage of the overall land holding. These plots are required both to physically deliver the Scheme and provide and maintain an attenuation basin in this location, which is an integral part of mitigating the impacts of the Scheme. The land is required to help deliver and mitigate the impacts of the scheme, which is a nationally significant infrastructure project, the delivery of which is supported in the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>

Part B

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Applicant's Response to ExA Written Question CA.1.11
1(a)	Northumberland Estates Land agents are Louis Fell/ Robert Thompson	Category 1 - Owner and/or Occupier Category 2 – Rights	(e) Permanent (f) Temporary (g) Rights	a) 11-1c, 11-1d, 11-1i, 11-4a, 12-3l, 12-3o, 12-3p, 12-3z, 13-1m, 13-1o, 13-5b, 13-5c, 15-5a, 15-12a, 16-16a b) 11-1b, 11-1e, 11-1f, 11-1k, 11-1n, 11-4b, 11-4c, 11-4d, 11-4e, 12-3m, 12-3q, 12-3u, 13-1q	(e) Y (f) N (g) Y	<p>The relevant plots comprise woodland bordering the A1 (west of the road). Areas of hedgerow on both sides of the A1 are also included, as well as areas of agricultural land and local watercourses to the east of the road. Further agricultural and open land are also present to the west of the A1, as well as a section of unclassified road.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the:</p> <ul style="list-style-type: none"> • construction of the new northbound and southbound carriageways of the A1 dual carriageway;

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				c) 11-1a, 11-1g, 11-1h, 11-1j, 11-1k, 11-1l, 11-1n, 11-4f, 12-2a, 12-3a, 12-3aa, 12-3bb, 12-3cc, 12-3ff, 12-3n, 12-3t, 12-dd, 13-1n, 13-1p, 13-5a, 13-5d, 18-2a, 18-2b, 18-3a, 18-3b		<ul style="list-style-type: none"> • construction of a southbound slip road at the Charlton Mires junction; • construction of the Heckley Fence Accommodation Overbridge and associated ramps over the widened A1; • realignment of the 66kV electrical cable to service the Middlemoor Wind Farm; • construction of a new detention basin, new access points and maintenance track to detention basin; and • temporary land required for a construction compound. <p>The Applicant believes it is in the public interest to acquire the land as it is required to deliver the physical widening of the A1 and the provision of associated statutory utilities and attenuation basins associated with the Scheme. This land comprises a relatively small percentage of the overall landholding of the estate and is considered essential to enable the delivery of the Scheme which is a nationally strategic infrastructure project that is identified in the Road Investment Strategy (RIS) as a 'Key Investment' in the national network. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
2)	Mr Robson - Goldenmoor Farm Land agent is Robert Thompson	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights	a) 11-1i, 11-4a b) 11-1f, 11-4b, 11-4c, 11-4d, 11-4e, 11-1k c) 11-1j, 11-1l	a) Y b) N c) Y	<p>The relevant plots comprise hedgerow and agricultural land to the east of the A1, plus land adjacent to local watercourses.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the:</p> <ul style="list-style-type: none"> • construction of the new southbound carriageway of the A1 dual carriageway; • construction of a new detention basin and maintenance track; and • realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.

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						<p>The Applicant believes it is in the public interest to acquire the land as it is required to deliver the physical widening of the A1 and the provision of associated statutory utilities and attenuation basins associated with the Scheme. The land is considered essential to enable the delivery of the Scheme which is a nationally strategic infrastructure project that is identified in the Road Investment Strategy (RIS) as a 'Key Investment' in the national network. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
3	<p>Mr Thompson - Broxfield Farm Land agent is Robert Thompson</p>	<p>Category 1 - Owner and/or Occupier</p>	<p>(a) Permanent (b) Temporary (c) Rights</p>	<p>(a) 12-3e, 12-3r, 12-3v, 12-3w, 13-1l (b) 12-3f, 12-3g, 12-3i, 12-3j (c) 12-3b, 12-3d, 12-3hh, 12-3ii, 12-3k, 12-3s, 12-3x, 12-3y, 13-1f, 13-1k</p>	<p>(a) Y (b) N (c) Y</p>	<p>The relevant plots comprise agricultural land and hedgerows on both sides of the A1. Some field access points and access tracks are also included within the relevant plots. Woodland located to the west of the A1 is included, which forms the boundary of the A1.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the:</p> <ul style="list-style-type: none"> • construction of the new southbound carriageway of the A1 dual carriageway; • realignment of the 66kV electrical cable to service the Middlemoor Wind Farm; • alteration of the existing A1 to provide the northbound carriageway of the A1 dual carriageway; • construction of Heckley Fence Accommodation Overbridge and associated ramps over the widened A1; • construction of culvert extension (Whitehouse Burn) under the new southbound carriageway of the A1 dual carriageway; and • creation of a new byway, a new bridleway and a new public right of way. <p>The acquisition of this land is considered to be in the public interest as it will be used to help deliver the Heckley Fence Accommodation Overbridge will accommodate vehicular</p>

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						<p>movements as well as accommodating WCH users. Improving a safe means of crossing the A1 for WCH users and enhancing connectivity in the area is considered to be an important public benefit of the Scheme. The works are considered to be an important part of delivering this nationally strategic infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
4	Mr & Mrs Holland - Heckley Fence	<p><i>Category 1 - Owner and/or Occupier</i></p> <p><i>Category 2 – Rights</i></p>	<p>(a) Permanent</p> <p>(b) Temporary</p> <p>(c) Rights</p>	<p>(a) 12-3e, 13-1l</p> <p>(b) 12-3f, 12-3g, 13-3h</p> <p>(c) 12-3c, 12-3b, 12-3d, 12-3k, 13-1f, 13-1k</p>	<p>(a) N/A</p> <p>(b) N</p> <p>(c) Y</p>	<p>The relevant plots comprise agricultural land, woodland and hedgerows, as well as rights of access over several access tracks in the corridor of the route.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the:</p> <ul style="list-style-type: none"> • alteration of the existing A1 to provide the northbound carriageway of the A1 dual carriageway; • construction of the Heckley Fence Accommodation Overbridge and associated ramps over the widened A1. Environmental mitigation works; and • creation of a new byway, a new bridleway and a new public right of way. <p>A relatively small amount of land is required to be able to deliver enhanced Public Rights of Way that will maximise the utilisation by WCH users of the Heckley Fence Accommodation Overbridge. Enhancing PRow connectivity and promoting the safe means of crossing the A1 are considered important public benefits in their own right, and additionally the works are considered to be an important part of delivering this nationally strategic infrastructure supported by the RIS.</p>

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5	Rock Estate <i>Land agent is Louis Fell</i>	<i>Category 1 - Owner and/or Occupier</i> <i>Category 2 – Rights</i>	(a) Permanent (b) Temporary (c) Rights	a) 13-2a, 13-2b, 13-3a, 14-1c, 14-1e, 14-1h, 14-4a, 14-4c, 14-4d, 14-4f, 14-4h, 14-4k, 14-4m, 14-4n, 14-6a, 14-6d, 15-18b, 15-18f, 15-18g, 15-18i, 15-18j, 15-18k, 15-24a, 15-24f, 15-26b, 15-26d, 15-26e, 15-26f, 15-26g, 15-26h, 15-27b b) 14-1a, 14-1b, 14-1d, 14-1g, 14-2a, 14-4b, 14-4g, 15-18a, 15-18d, 15-18e, 15-20a, 15-26a c) 13-2c, 14-1f, 14-4e, 14-4i, 14-4j, 14-4l, 14-6b, 14-6c, 15-18c, 15-18h, 15-24b, 15-24c, 15-24d, 15-24e, 15-26c, 15-27a	a) Y b) N c) Y	<p>The relevant plots comprise open grassland, agricultural land as well as hedgerows and woodland alongside the A1 (on both sides). Sections of road in the A1 corridor are also included as plots.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>Permanent and temporary acquisition of land and rights is required for the:</p> <ul style="list-style-type: none"> • construction of the new southbound carriageway of the A1 dual carriageway; • alteration of the existing A1 to provide the northbound carriageway of the A1 dual carriageway; • construction of a detention basin and access track to detention basin; • realignment of the 66kV electrical cable to service the Middlemoor Wind Farm; • construction of a new local access road linking Rock Midstead and Rock South Farm; • realignment and resurfacing of the Rock Midstead access road; • construction of a new culvert (Rock Culvert) under the new access road linking Rock Midstead and Rock South Farm; • construction of a culvert extension (Whitehouse Burn) under the new southbound carriageway of the A1 dual carriageway; and • creation of a new public right of way. <p>The land is required in order to be able to physically deliver the Scheme by widening of the A1 and the provision of associated statutory utilities. Land is also required to remove an existing, direct, access to the A1 and replace it with a safer alternative access route via the B6347 for property owners. Land is also required for storage on a temporary basis that will see the land returned to the landowner on completion.</p> <p>Delivering the Scheme which is a nationally significant infrastructure project that is identified in the Road Investment Strategy (RIS) as a 'Key Investment' is considered to be a considerable public benefit, as is removing the existing direct</p>

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						access onto the A1 and replacing it with a safer indirect route via the B6347. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).
6	Mr Shaun Robinson - Rock Lodge Land agent is Robert Thompson	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights	a) 15-19a, 15-21a, 15-21c b) 14-2a, 15-19b, 15-20a, 15-21b c) N/A	a) Y b) N c) N/A	The relevant plots comprise a section of adjacent roadway (the B6341), hedgerow and treeline boundary, for both this road and the A1. In addition, an area of grassland immediately north of Rock Lodge is also included for temporary acquisition. The extent of powers sought include permanent and temporary acquisition of land. A relatively small amount of land is required in this location for the temporary storage of material. This land will be returned to the current landowners on completion. A further amount of land will be required to remove the existing, direct, access onto the A1. The removal of these direct accesses to the A1 is an identified Scheme Objective and the land is required to help with the delivery of this nationally significant infrastructure supported by the RIS.
7	Mr Purvis - Rock Nab Land agent is Louis Fell	Category 1 - Owner and/or Occupier Category 2 – Rights	(a) Permanent (b) Temporary (c) Rights	a) 15-10c, 15-10d, 15-10e, 15-11b, 15-13a, 15-13b, 15-14b, 15-15a, 15-19a, 15-9b b) 15-9a, 15-10a, 15-10b, 15-11a, 15-19b c) N/A	a) Y b) N c) N/A	The relevant plots comprise areas of hedgerow, agricultural land and property access roads, including some sections of the B6347. Open grassland to the west of the A1 is also included. The extent of powers sought include permanent and temporary acquisition of land. This land is required to provide an enhanced access to Rock Nab. This enhanced access will directly benefit the current landowner. Mitigating the impacts of the Scheme on local landowners is an integral part of the Scheme.
8	Messrs Beal - Charlton Mires Land agent is Tim Michie	Category 1 - Owner and/or Occupier Category 2 – Rights	(a) Permanent (b) Temporary (c) Rights	a) 15-1c, 15-1k, 15-2a, 15-2b, 15-2d, 15-2f, 15-4b, 15-5a, 15-6a, 15-8a, 15-12a, 15-	a) Y b) N c) Y	The relevant plots comprise agricultural land (including an area being used for a private plane) Hedgerows alongside the A1 and acting as field boundaries are also included, as well as some sections of roadway (B6347). Grassland alongside the A1 is also included, as are small clusters of trees. The relevant plots also include some parts of the farm property at Charlton

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				22a, 15-23a, 16-5b, 16-11b b) 15-1a, 15-1b, 15-1d, 15-1h, 15-2c, 15-2e, 15-4a, 15-4c, 15-4d, 15-6d, 15-6f, 15-6g, 15-8b, 15-8c, 15-22b, 15-23b, 15-23d, 15-25, 16-5c, 16-5f, 16-5h, 16-11c c) 15-1j, 15-6c, 15-6e, 15-6b, 16-5a, 16-11a		<p>Mires as well as some land used for agriculture to the east of the A1. The farmhouse building is not included in the acquisition. Further agricultural land to the west of the A1 is also relevant.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access. Permanent and temporary acquisition of land is required, but not limited to, the:</p> <ul style="list-style-type: none"> • construction of new northbound and southbound carriageways of the A1 dual carriageway; • construction of a northbound slip road from realigned A1; • construction of a new grade separated junction at Charlton Mires; • realignment and resurfacing of B6347; • construction of local access road linking Charlton Mires Junction and West Linkhall; and • Construction of two new detention basins. <p>It is accepted that the land required to deliver Charlton Mires Junction will have a significant impact on the landowners, and that the land comprises a relatively large percentage of the overall landholding. The land is however required to provide a new grade-separated junction that is an integral part of the Scheme and that would include a footway to facilitate safe, pedestrian access.</p> <p>The junction is an integral part of the Scheme and it is considered to be in the public benefit to provide a junction in this area that will give local residents a safe access to the A1 and will enhance connectivity in the area.</p> <p>It is considered in the public interest to permanently acquire this land in the interests of delivering nationally strategic infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>

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9	Mr & Mrs Hester Land agent - Originally Strutt & Parker and now Louis Fell/Robert Thompson.	<i>Category 1 - Owner and/or Occupier</i> <i>Category 2 – Rights</i>	(a) Permanent (b) Temporary (c) Rights	a) 15-4b,15-12a, 15-16a, 15-17a, 16-5b b) 15-4a, 15-4c, 15-4d, 16-5c, 16-5f, 16-5h c) 16-5a	a) Y b) N c) Y	<p>The relevant plots comprise grassland west of the A1, agricultural land to the east of the A1, a section of road (the B6347), a track access and the western boundary of the A1, which comprises hedgerows. The farm house at Charlton Mires is included for permanent acquisition.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access.</p> <p>It is accepted that the land required to deliver Charlton Mires Junction will involve the acquisition of the entirety of the landholding. The land is however required to provide a new grade-separated junction that is an integral part of the Scheme. The new junction would include a footway to facilitate safe, pedestrian access and would also give local residents a safe access to the A1 and will enhance connectivity in the area.</p> <p>It is considered in the public interest to permanently acquire this land in the interests of delivering nationally strategic infrastructure supported by the RIS.</p>
10	Messrs Grahamslaw - East Link Hall Land agent is Robert Thompson	<i>Category 1 - Owner and/or Occupier</i> <i>Category 2 – Rights</i>	(a) Permanent (b) Temporary (c) Rights	a) 15-4b, 16-5b, 16-8a, 16-11b b) 15-4a, 15-4c, 15-4d, 16-5c, 16-5f, 16-5h, 16-11c c) 16-5a, 16-11a	a) Y b) N c) Y	<p>The relevant plots comprise grassland west of the A1, hedgerows west of the A1 boundary and a section of property access track to the east of the A1. Further property accesses to the west of the A1 are also included, as are further accesses to the eastern side. Some agricultural land east of the A1 is also included,</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access. Permanent and temporary acquisition of land is required, but not limited to, the:</p> <ul style="list-style-type: none"> • construction of new northbound and southbound carriageways of the A1 dual carriageway; • construction of new local access road linking Charlton Mires junction and East Linkhall; • realignment of the 66kV electrical cable to service the Middlemoor Wind Farm • essential environmental mitigation and landscaping works • construction of a new agricultural track and temporary access to adjacent works

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						<p>The required land is a relatively small percentage of the overall land ownership, and it comprises some of the land located on the periphery of the landholding adjacent to the A1. The Applicant believes it is in the public interest to permanently acquire these plots, which are required to physically deliver the Scheme, which is supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).</p>
11	Messrs Gray - West Link Hall Land agent is Louis Fell	<i>Category 1 - Owner and/or Occupier</i> <i>Category 2 – Rights</i>	(a) Permanent (b) Temporary (c) Rights	a) 15-4b, 15-4e, 16-5b, 16-5d b) 15-4a, 15-4c, 15-4d, 16-5c, 16-5f, 16-5h, 16-5i c) 15-4f, 16-5a, 16-5e, 16-5g	a) Y b) N c) Y	<p>The relevant plots comprise grassland west of the A1, open field (agricultural) to the east of the A1. Hedgerows along the road boundary to the western side of the A1 were also included. Some areas of woodland to the east of the A1 are included in the relevant plots. Property accesses west of the A1 are also included.</p> <p>The extent of powers sought include permanent and temporary acquisition of land, plus rights of access. Permanent and temporary acquisition of land is required, but not limited to, the:</p> <ul style="list-style-type: none"> • construction of new northbound and southbound carriageways of the A1 dual carriageway; • construction of new local access road linking Charlton Mires junction and East Linkhall; • realignment of the 66kV electrical cable to service the Middlemoor Wind Farm • extension of existing culverts; • essential environmental mitigation and landscaping works • construction of a new agricultural track and temporary access to adjacent works <p>The Applicant believes it is in the public interest to permanently acquire a relatively small amount of land in this location to physically deliver the Scheme. The delivery of a nationally significant infrastructure project is considered to be a significant public benefit. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for</p>

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						them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).
12	Mr Shell - Charlton Hall Land agent is Tim Michie	<i>Category 1 - Owner and/or Occupier</i> <i>Category 2 – Rights</i>	(a) Permanent (b) Temporary (c) Rights	a) 16-9b, 16-9c, 16-10a b) 16-9d, 16-9e, 16-10b c) N/A	a) Y b) N c) N/A	The relevant plots comprise areas of grass verge and hedgerow close to West Lodge. The access to Charlton Hall Road was also included in the relevant plots. The extent of powers sought include permanent and temporary acquisition of land. The Applicant believes it is in the public interest to permanently acquire this land, which represents a relatively small amount of the overall landholding, to provide an improved access for the landowner, the diversion of the high voltage wind farm cable as well as the delivery of important ecological mitigation measures. The delivery of a nationally significant infrastructure project is considered to be a significant public benefit.
13	Mr Armstrong - North Charlton Land agent is Tim Michie	<i>Category 1 - Owner and/or Occupier</i> <i>Category 2 – Rights</i>	(a) Permanent (b) Temporary (c) Rights	a) 16-4a, 16-4e, 16-6a, 16-6b, 16-6c, 17-6c, 17-6f b) 16-4c, 17-1a, 17-2d, 17-6a, 17-6d, 17-6e, 17-6h c) 16-4b, 16-4d, 17-6b, 17-6g	a) Y b) N c) Y	The relevant plots comprise areas of grassland along the eastern boundary of the A1, as well as hedgerows close to West Lodge. Sections of unclassified road and access track alongside the A1 corridor are also included. Hedgerows along both the eastern and western boundaries of the A1 are also included close to North Charlton. Areas of agricultural land alongside the A1 were also included in the relevant plots. The extent of powers sought include permanent and temporary acquisition of land, plus rights of access. The land represents a relatively small percentage of the overall land holding, and is required in this location for the construction of the new southbound carriageway, realignment of the existing carriageway and the diversion high voltage wind farm cable and other utilities as it will be where the Scheme ties back into the existing A1 and the land is required for the physical delivery of the Scheme which is a nationally significant infrastructure supported by the RIS. Without this land, the scheme would be undeliverable and would not achieve the resulting benefits to surrounding commercial and farming operations, safety for them and other road users as well as wider economic benefits (refer to the content of the Statement of Reasons [APP-018], and the Case for the Scheme [APP-344]).

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