

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010059

Applicant's Response to Deadline 1 Submissions

AFPF Rules 2010 Rule 8(1)(c)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

January 2021

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]

Applicant's Response to Deadline 1 Submissions

Regulation Reference:	APFP Regulation Rule 8(1)(c)
Planning Inspectorate Scheme Reference:	TR010059
Document Reference:	7.10
Author:	A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England

Version	Date	Status of Version
Rev 0	January 2021	Deadline 2

CONTENTS

1	APPLICANT'S RESPONSE TO DEADLINE 1 SUBMISSIONS	1
1.1	PURPOSE OF THIS DOCUMENT	1

TABLES

	Table 1-1 – Claire and Christopher Rowlands	2
	Table 1-2 – Alastair and Christina Marrion	2
	Table 1-3 – Winifred Coulson	4

1 APPLICANT'S RESPONSE TO DEADLINE 1 SUBMISSIONS

1.1 PURPOSE OF THIS DOCUMENT

- 1.1.1. This document relates to an application for a Development Consent Order (DCO) made on 7 July 2020 by Highways England (the 'Applicant') to the Secretary of State for Transport via the Planning Inspectorate (the 'Inspectorate') under section 37 of the Planning Act 2008 (the '2008 Act'). If made, the DCO would grant consent for the A1 in Northumberland: Morpeth to Ellingham (the 'Scheme').
- 1.1.2. The Scheme comprises two sections known as Part A: Morpeth to Felton (Part A) and Part B: Alnwick to Ellingham (Part B), a detailed description of which can be found in Chapter 2: The Scheme, Volume 1 of the Environmental Statement (ES) [APP-037].
- 1.1.3. The purpose of this document is to set out the Applicant's response submission made by Interested Parties at Deadline 1.

Table 1-1 – Claire and Christopher Rowlands

Ref. No:	Question:	Applicant's Response:
1	The choices of staying as we are or moving forward with these proposals is stark when you've lived parallel to this road for as long as I have.	1. The Applicant notes this response and welcomes the respondent's support of the Application.
2	My house faces this road and I have been witness to the tragedies because of it over the years.	
3	Tritlington First School is the catchment school for where I live but we chose a school in Morpeth because travelling up and down that A1 stretch is a death trap.	
4	We do use the road to get to Alnwick Garden, Rothbury and the coast which makes me more determined to add my voice to this much needed proposal.	
5	The number of drivers who put their life and they of other A1 road users is staggering. On a journey to Alnwick Garden from my house I can witness approximately 5-6 near misses on this stretch every journey. I cannot overestimate the seriousness of this. Alnwick is approximately 17 miles from my house. I am in the middle of a journey from Alnwick to Newcastle which is also 17 miles in the other direction, but the two journeys cannot be more different.	

Table 1-2 – Alastair and Christina Marrion

Ref. No.	Response:	Applicant's Response:
1	We thoroughly applaud the principle of dualling from the perspectives of efficiency, safety, and benefits to the environment.	1. The Applicant notes this response and welcomes the respondent's support of the Application.
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.	1. Noted
3	The route has inched to the east as the design proceeded, diminishing its attractiveness somewhat; no further creep should be permitted.	<ol style="list-style-type: none"> 1. The Part A and Part B mainline alignments remain within the corridors published at the Preferred Route Announcement in September 2017. The offline section of the Part A mainline alignment (Work Nos. 2A and 2B in the Works Plans [APP-007]) was refined after September 2017, following further topographical survey and environmental assessment input. However, it has remained within the corridors published at the Preferred Route Announcement in September 2017. 2. The Order limits as set out in the Works Plans [APP-007] in the Application confirm the scheme corridor. The Applicant confirms that the mainline alignment can only deviate from the plans within

Ref. No.	Response:	Applicant's Response:
		<p>the Order limits and in line with the Limits of Deviation set out in Part 2 of the draft DCO [REP1-005 and 006] and the Parameters set out in Chapter 2 of the ES [APP-037].</p>
4	<p>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.</p>	<p>1. Noted</p>
5	<p>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.</p>	<p>2. Noted</p>
6	<p>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.</p>	<ol style="list-style-type: none"> 1. With regard to the timing for completion from this point of the proposed Scheme's progress, the Scheme is a Nationally Significant Infrastructure Project (NSIP) which carries a statutory duty to carry out consultation on the proposal. The length of time taken to prepare and consult on this Scheme was dependent on its scale and complexity. The Planning Act 2008 (the "2008 Act") process was introduced to streamline the decision-making process for major infrastructure projects, making it fairer and faster for communities and applicants alike. 2. The Examination commenced on 6 January 2021 following the closure of the second Preliminary Meeting. The Examining Authority (ExA) has a statutory duty to complete the Examination within six months. The Examination process is important to carefully consider all important and relevant matters, including the representations from Interested Parties. Following closure of the examination in July 2021 the ExA produce their Recommendation Report. The ExA has a statutory duty to produce and submit the Recommendation Report to the Secretary of State for Transport within three months following closure of the Examination. It is expected that the Recommendation Report will be submitted in October 2021. The Secretary of State for Transport has a statutory duty to confirm their decision to either grant or refuse development consent within three months of receipt of the Recommendation Report. The Secretary of State for Transport's decision is expected in January 2022. 3. Before works can commence the DCO has a number of conditions (known as Requirements) which have to be consulted on with the local planning authority and other statutory bodies such as Natural England and approved by the Secretary of State for Transport. Once the decision is received the Applicant will seek to complete this process as soon as is practicable to ensure the Scheme can commence construction no later than Spring 2022. 4. Further information on the statutory periods for the Scheme can be found on the National Infrastructure Planning website: https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-morpeth-to-ellingham/?ipcsection=overview

Table 1-3 – Winifred Coulson

Ref. No.	Response:	Applicant's Response:
1	I use the A1 to travel to Alnwick etc and it can be a nerve wrecking experience. There is always at least 1 near miss, usually a commercial vehicle on a tight time schedule running the gauntlet after being stuck behind a farm vehicle for what seems ages.	<ol style="list-style-type: none"> 1. The Applicant notes this response and welcomes the respondent's support of the Application. 2. With regard to the timing for the examination of the Scheme, the Scheme is a Nationally Significant Infrastructure Project (NSIP) which carries a statutory duty to carry out consultation on the proposal. The Planning Act 2008 (the "2008 Act") process was introduced to streamline the decision-making process for major infrastructure projects, making it fairer and faster for communities and applicants alike. 3. The Examination for the Scheme commenced on 6 January 2021 following the closure of the second Preliminary Meeting. The Examining Authority (ExA) has a statutory duty to complete the Examination within six months. The Examination process is important to carefully consider all important and relevant matters, including the representations from Interested Parties. Following closure of the examination in July 2021 the ExA will produce their Recommendation Report. The ExA has a statutory duty to produce and submit the Recommendation Report to the Secretary of State for Transport within three months following closure of the Examination. It is expected that the Recommendation Report will be submitted in October 2021. The Secretary of State for Transport has a statutory duty to confirm their decision to either grant or refuse development consent within three months of receipt of the Recommendation Report. The Secretary of State for Transport's decision is expected in January 2022. 4. Before works can commence there are a number of conditions (known as Requirements and set out at Schedule 2 to the dDCO [REP1-005 and 006]) which have to be complied with. Some of these require consultation with the local planning authority or other statutory bodies such as Natural England, followed by approval by the Secretary of State for Transport. Once the decision is received the Applicant will seek to complete this process as soon as is practicable to ensure the Scheme can commence construction no later than Spring 2022. 5. Further information on the statutory periods for the Scheme can be found on the National Infrastructure Planning website: https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-morpeth-to-ellingham/?ipcsection=overview
2	From my home I can hear the sirens, yet I am amazed there are not more accidents, I am very much in favour of an upgrade to the A1 in Northumberland and I can't understand why it deserves all the soul searching. It really is necessary and long overdue.	

© Crown copyright 2020.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the **Information Policy Team, The National Archives,**

Kew, London TW9 4DU, or email

psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this document
A1inNorthumberland@highwaysengland.co.uk

or call **0300 470 4580***.