

**From:** Amanda Brown [REDACTED]  
**Sent:** 12 February 2021 20:49  
**To:** [REDACTED]@planninginspectorate.gov.uk>  
**Subject:** DCO Morpeth to Ellingham A1. Deadline submission 12th Feb 2021

Dear [REDACTED],

Please accept our sincere apologies for contacting you with regards this deadline of Feb 12<sup>th</sup> 2021, we are doing this completely on our own & have no experience in these procedures.

As to the options 1 to 4 of the Charlton Mires Junction, we were unaware that there were in fact 4 options. All 4 considerably blight my farm. Had we not been lead down the path of lift & shift by HE & the then DV we would have objected in its entirety the mainline version & supported & fought for the offline version to the west.

In the **Compulsory Acquisition Schedule** it states that a land take of 23.40 acres of permanent land take (Rights & access) & a temporary land take of 11.49 acres yet HE have blighted & are proposing to buy 42.40 acres of my farm. We have asked for & still await clarification about the actual land take & how much of this is required for the wind farm cable.

**Environmental Statement Figures:** On plan 5 it describes the line of 40 year old very well established large trees directly in front of our cottage at West Mires, as hedgerow clearance! Even though we have in writing from HE that theses trees would not be felled. Are HE trying to hide the fact that these are very large trees by describing them as a hedge??

Whilst we appreciate this is not part of this element of the DCO we would also like to comment on the following: In the **Consultation report:** On page 114 (no 2) it states that the land interest requested the enlargement of the Kitty Carter culvert to enable access under the A1 for livestock. It fails to mention that the "culvert" is already used for the passage of livestock. The applicant assessment states that the culvert was originally designed to enable the flow of the Kitty Carter burn is entirely correct however again, fails to mention that HE converted it approximately 40 years ago to enable the passage of livestock through because they deemed the A1 at that time, to have too high volume of traffic to safely allow livestock to cross yet now, with a significantly increased volume of traffic hence the duelling, HE are refusing to provide this vital facility for us as they confirmed in a meeting in December 2020. This leaves our remaining farmland completely severed by 8 lanes of traffic.

We thank you for taking the time to read this.

Kind regards  
Martin Beal M E  
Beal & Sons.

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