

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010059

7.18 Applicant's Response to Further Deadline 2 Submissions

Rule 8(1)(c)

Infrastructure Planning (Examination Procedure) Rules 2010

Planning Act 2008

Infrastructure Planning

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**The Infrastructure Planning
(Examination Procedure) Rules
2010**

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

Development Consent Order 20[xx]

Applicant's Response to Further Deadline 2 Submissions

Rule Reference:	8(1)(c)
Planning Inspectorate Scheme Reference:	TR010059
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1 APPLICANT'S RESPONSE TO FURTHER DEADLINE 2 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 to further submissions made at Deadline 2 by Interested Parties that were not Written Representations.

Table 1-1 – M. E. Beals & Sons

Ref. No.	Response:	Applicant's Response:
1	Please accept our submission to the Planning Inspectorate & our sincere apologies for it being so late as we were unaware of the deadlines. We own & our family has lived & farmed here for 117 years.	1. Not required
2	HE is proposing to demolish our farmhouse & steading along with taking a third of our land plus our caravan store business & our airfield, our major concern is that within 12 to 18 months we are going to be made homeless. We have been trying to discuss, negotiate & resolve these issues with HE for over 6 years.	<ol style="list-style-type: none"> 1. The proposed route of the Scheme results in the demolition of the Charlton Mires farmhouse and farm buildings and also acquires around 40 acres of farmland. In 2019, the landowner served a blight notice in relation to the whole of their farm. The Applicant served a counter notice in July 2019 to only purchase the part required for the proposed design of the scheme at that time. The landowner accepted the counter notice in September 2019. 2. The Blight Counter Notice was discussed with the landowner at a meeting on 14/12/20 and the difference in the plan submitted with the Blight Counter Notice (HE551459-WSP-LLO-ZZ-DR-ZZ-Z-ML-GI-012) and the DCO Land Plans [APP-006] explained. Along with land to be possessed temporarily and over which new rights are to be permanently acquired, the land to be permanently acquired is shown in plots 15-1c, 15-1k, 15-5a, 15-6a, 15-8a and 15-23a on sheet 15 of the Land Plans [APP-006]. Plots 15/1c and 15/6a are required as part of the new Charlton Mires Junction including the construction of a single span single carriageway overbridge crossing the new A1 carriageways, new local access road linking Charlton Mires Junction and West Linkhall, new northbound slip road from the realigned A1 dual carriageway, and two new detention basins. Plots 15/1k and 15/5a are required for the construction of a local access road linking Charlton Mires Junction and West Linkhall, including the construction of a culvert extension (Linkhall) under the new southbound carriageway of the A1 dual carriageway. Plot 15/8a is required for the realignment and resurfacing of the B6341. Plot 15/23a is required as part of the realignment of the 66kV electrical cable to service the Middlemoor Wind Farm, including the realignment and resurfacing of the B6347. 3. The basis of valuation has to be assessed as 'market value' in accordance with Rule 2 of s5 Land Compensation Act 1961. This is the basis on which the Valuation Office Agency (VOA) have been trying to negotiate on behalf of the Applicant the purchase of the property subject to the counter blight notice. 4. The VOA has met with the claimant and their professional representatives on many occasions dating back to 2016. More recently an offer was made to the claimant and their professional representative in May 2020 following acceptance of the Applicant's Counter Notice in September 2019. 5. The Landowners agent requested an unquantified increase to the May 2020 offer and despite numerous requests to the Landowners agent to provide further details including a valuation report to substantiate the claim, no details have been provided to date. As a matter of evidence given the service of a blight notice in this location, the acquisition of the land can be assumed to be acceptable in principle subject to agreeing consideration. 6. The Applicant is aware of the Landowners' desire to build a replacement farmhouse and farm steading and the Applicant has previously put forward a number of contractual proposals in order to provide funding to the Landowner, but these did not progress due to impasse on agreeing the valuation. In this process, it also has to be recognised the Applicant has to work within the statutory framework for compulsory purchase and the governance which is in place to prevent the potential misappropriation of public money. 7. Due to impasse on agreeing the value for the whole, the Applicant put forward a proposal within a letter dated 13 November 2020 that if the valuation could be agreed on part and contracts exchanged on this part, then this would enable the Applicant to make some statutory payments including fees. This included a generous and exceptional extenuating circumstances proposal of paying a 90% deposit on exchange of contracts with a delayed completion date which would be when the property was required for the scheme. The Applicant's usual

Ref. No.	Response:	Applicant's Response:
		<p>policy when purchasing properties under blight is to pay a 10% deposit on exchange of contracts with completion within 28 days. The completion date would be delayed but monies received to facilitate the landowners cash flow in arrangements to build their replacement farmhouse.</p> <p>8. Within the letter of 13 November 2020, it was also made clear that the disparity in market values ascertained by the VOA and the values put forward by the Landowners agents was one of key reasons why matters had not progressed, and the Applicant stated that it would be willing to enter an alternative dispute resolution process to expediate the settlement of the market values to enable it to enter into the contract for the purchase of the property.</p> <p>9. It is also made clear that if the Landowner did not wish to proceed with Applicant's the proposal to use alternative dispute resolution process, then the landowner could refer the matter to the Lands Tribunal.</p> <p>10. A meeting was held on 14 Dec 2020 between the Applicant's representatives, the Landowners and their agents. Part of the discussions were around the valuation and the landowner also raised issue of the reimbursement of fees and costs they had incurred to date.</p> <p>11. Further to the meeting a letter dated 18 Dec 20 was issued by the Applicant to the Landowner, confirming the statutory position regarding blight and the basis of the valuation and the reimbursement of fees and costs. Within the letter the Applicant;</p> <ul style="list-style-type: none"> - Clarified any previous confusion that there may have been over the Basis of Valuation by explaining in plain English how Charlton Mires Farm does not qualify under s5 Land Compensation Act 1961 - Rule 5. The VOA explained that reinstatement is a valuation approach where there is no market for the purpose to which the property is put and gave examples for when an equivalent reinstatement valuation would be appropriate. e.g. a school, hospital or church. - The VOA explained in the case of the land and property at Charlton Mires Farm there will clearly be a market for the property and the Applicant can only consider the valuation being on the basis of the freehold and that this has formed the basis of negotiations for the past 12 months. - Agreed it would arrange for a second valuation of the property and instructed an independent valuer to undertake this. This made it completely independent to the VOA and there was no contact with the VOA by the independent valuer, nor were any previous figures disclosed. - Agreed given the exceptional circumstances to use it delegated authority to make special payments to reimburse the Landowners reasonable fees and costs prior to statutory requirement to pay these. - Reiterated its offer to enter into alternative dispute resolution to settle market value so that matters could progress. <p>12. On 4 Jan 2021, the Landowners agent submitted an outline of fees and costs incurred to date by the Landowner. To date the Applicant has agreed to reimburse their costs incurred to date and there are ongoing discussions between the VOA and the Landowners agent on the 'reasonableness' of some items and also there have been requests for more detailed information to substantiate the figures.</p> <p>13. The second valuation undertaken was submitted to the Landowners and their agents on 12 Feb 2021. The valuation figure was in line with those previously put forward by the VOA and to date no detailed response has been received from the Landowner's agents.</p> <p>14. VOA in an email dated 24 Feb 2021 reiterated the Applicant's offers in its letters of 13 Nov and 18 Dec 2020, that it would be willing to consider alternative dispute resolution to settle the valuation of the property and it is also now willing to make the offer of alternative dispute resolution in relation to the Landowners agents fees. The email also asked the Landowners agents to take client instructions as to whether they would now be willing to resolve all outstanding matters through an alternative dispute resolution process. To date no response has been received.</p>

Ref. No.	Response:	Applicant's Response:
		15. As evidenced above, the Applicant has sought to progress matters and considers the only reason preventing this has been due to the impasse on agreeing the valuation of the property. The Applicant arranged for a new valuation to be undertaken independently of the Applicant and the VOA, and the new valuation supports the original VOA figures. The Applicant has also made offers on three separate occasions to enter into alternative dispute resolution to settle the valuation.
3	We were promised both verbally & in emails from the very start of this process by the then DV, in the presence of HE personnel, our agent & solicitor that HE would provide us with the cost basis of a lift & shift of the farmhouse & steading as they stand at the moment to a new site on our remaining land. They now deny this in its entirety even though they instructed us to get measured drawings & costings done for this exact reason. The fact that we have to stay here to farm the remaining land is why the DV claimed these were exceptional circumstances & why he proposed the lift & shift in the 1st place. After years of meetings & discussions since 2015 we are now faced within the next 12 to 18 months of somehow trying to get planning permission & complete construction before being evicted yet even at this point.	1. Please refer to the section above in respect of the historical development of the claim. The District Valuer (DV) does not accept that it offered a lift and shift option in this case.
4	HE are still refusing to even pay for a pre-planning application or help in any way, to try & relocate our farmhouse & steading or even allow us to find out where access may potentially be available from the highway.	<ol style="list-style-type: none"> 1. In a letter to the landowner dated 13 Nov 2020, the Applicant confirmed it would reimburse the reasonable costs of a planning application including pre-application costs, architect's costs and associated survey costs in establishing a replacement site for what is being lost for the Scheme. Included in this would be the associated costs of a planning advisor who will take application through planning. 2. The District Valuer re-iterated via email dated 25 Jan 2021 to the land agent, that the Applicant is prepared to reimburse the planning costs to the extent that they are reasonable but cannot do so in advance of them being incurred. It is not normal practice to expect professional advisors to ask for pre-payment of their professional fees before their professional advice was provided.
5	We have asked many times for clarification on what will happen if we do not get planning permission or even if it is granted, we do not have time to get the build complete, this is met with complete silence.	<ol style="list-style-type: none"> 1. Ultimately, the availability of planning permission for an alternate dwelling is not germane to the question of Development consent for the Scheme. Whether or not obtained, the interest of the Beals in the affected property would be a matter for compensation. 2. The situation regarding the risk of not obtaining planning permission for the proposals to develop an alternative dwelling and buildings has not changed since the route of scheme was shown to require the existing farmhouse and buildings. It is the role of the Landowners professional advisors to have been advising the Landowner of the impact and the alternatives throughout this period and similarly with respect to any delays to construction of the replacement dwelling and buildings. 3. Whilst Highways England is very keen to work with the landowners to facilitate the construction of, and relocation to, a replacement dwelling and buildings, there will come a time when Highways England will require possession of the land for the construction of the scheme. If the replacement facilities are not ready for occupation by that time, currently expected to be in June 2022, the landowners will be required to give up possession of the property and make alternative arrangements.
6	The remaining land is now going to be split into 2 separate blocks separated by 8 lanes of traffic as HE is also refusing to reinstate my	1. The underpass referred to by the landowner is a culvert which is located beneath the existing A1 which currently allows the landowner to access land plots 15/1a and 15/6a., The culvert is an asset owned by the Applicant. The Landowner has been able to utilise the culvert as a means of access to land with the Applicant's consent.

Ref. No.	Response:	Applicant's Response:
	underpass, this is going to have a huge detrimental effect on the future viability & market value of my farm.	<ol style="list-style-type: none"> As discussed at the meetings in August 2019 and November 2020, there is no option to enlarge the culvert when it is being extended. The level of the proposed A1 carriageway through the new Charlton Mires junction is dictated by the existing A1 and the connections to the local roads. The top of the culvert is dictated by the depth of cover from the new carriageway and clashes with carriageway drainage. The hydraulics of the watercourse dictates that the bed level of the culvert cannot be lowered. The Scheme proposal is to utilise the existing culvert underneath the existing A1 and to increase the length from approximately 20.5m to 70.7m. Therefore, there is no option to enlarge the culvert. Further, the blight counter notice drawing [ref HE551459-WSP-LLO-ZZ-DR-ZZ-Z-ML-GI-012] indicates that land plots 15/1a and 15/6a either side of the culvert will be owned by the Applicant thus cutting off access to the passage for livestock. The Applicant has looked to mitigate the loss of the existing facility currently utilised by the landowner. The Applicant will continue to progress through further dialogue with the landowner and their land agent. Compensation for all Heads of Terms continue to be negotiated between the Interested Party's land agent and the District Valuer appointed on behalf of the Applicant.
7	<p>We have also countless times, asked for a comprehensive drainage plan for my remaining farmland after suffering flooding issues from the last time they upgraded the A1, we have asked for information pertaining to new water supplies needed to my remaining fields & access points to my remaining land & we get nowhere.</p> <p>In the DCO they have also stated that they want permanent rights of access over land & airspace on several areas on my remaining farm & despite repeated requests for what this is for we have yet to receive a reply.</p>	<ol style="list-style-type: none"> It is not necessary for the Applicant to provide a drainage plan for the Beals' farmland. However, the Applicant will seek to mitigate impacts where appropriate. The Applicant's approach for advanced surveys is that they will be undertaken prior to start of works to allow detailed design of land drains to be accommodated within the temporary works and final Scheme proposal as referenced in Action S-W5 of the Outline CEMP [REP3-013 and 014] (and as updated at Deadline 4). In addition, the Outline CEMP will further develop Action B-PH4(e), as set out in the Register of Environmental Actions and Commitments. This confirms that drainage affected by the construction works will be reinstated and any damage to drains will be made good. Permanent acquisition of rights over land in Plot 15/1j is required for the construction and access rights over a utility diversion, as described in the Statement of Reasons [APP-018]. A 10m wide easement over the utility diversion is required by Northern Gas Networks. Permanent acquisition of rights over land in Plots 15/6b and 15/6c is required for the realignment of and access rights over the 66kV electrical cable to service the Middlemoor Wind Farm, as described in the Statement of Reasons [APP-018]. The permanent acquisition of rights over this land will only be required if the realigned 66kV cable is positioned in third party land as described in section 2.5.279 in Chapter 2 of the ES [APP-037]. Through consultation with other landowners on the route and with the utility company, Northern Powergrid, an alternative option to locate the diverted utilities within the permanent highway boundary has been considered as Parameter 3 described in section 2.12.5 of the ES Chapter 2. This location is now preferred by the utility company. This would remove a requirement for rights to be obtained for the cable.
8	We are also concerned that a large portion of the land they are taking from us is for the relocation of the wind farm cable & this is not directly linked to the duelling of the A1. We believe this should be a separate negotiation with the power company. We have tried for many years to discuss this with HE but are again, met with silence or we get told they are not prepared to discuss it!	<ol style="list-style-type: none"> The area required for both utility diversion options are already within the area to be acquired as part of the blight counter-notice] drawing [ref HE551459-WSP-LLO-ZZ-DR-ZZ-Z-ML-GI-012]. The total area required for the diversion of the windfarm within the Interested Party's land is 0.28 hectares. To facilitate the construction of the Scheme, statutory utilities will need to be diverted throughout the Scheme, including at the new Charlton Mires junction. As the diversion is only required as a result of the Scheme, the Applicant has a responsibility to facilitate the diversion, with the relevant power company concerned, of utility apparatus, plant and equipment that are impacted by the Scheme. This also includes securing the land required to facilitate the diversion through the DCO. Due to level changes necessitated by the widening, the cable will need to be located in a position where it can remain whilst the road works are in progress and thereafter. A statutory undertaker corridor outside the highway boundary on third party land (including that of the respondent) was originally devised and easements would have been required for future maintenance. This is shown as Work No. 24 on sheet 15 of 19 on the Works Plans [APP-007]. However, through consultation with the utility company an alternative location to have the stats

Ref. No.	Response:	Applicant's Response:
		<p>corridor within a similar location but inside the permanent highway boundary has been considered as Parameter 3 in the ES Chapter 2 [APP-037]. This location is now preferred by the utility company and will remove the majority of easements over third party land.</p> <p>4. To construct the A1 widening and junction safely whilst maintaining the 66kv operations, the cable needs to be installed in a position where there will be sufficient distance maintained from the main works. It will be diverted into a safe working zone trench outside the proposed new carriageway earthwork, adjacent to the temporary haul road as shown in Appendix 2.2 Technical Drawings [APP-188] in accordance with the Construction Design and Management Regulations (CDM Regs) 2015.</p>
9	<p>We note from the DCO that the Lighting Assessment is classed as confidential & as our farm cottage at is going to be majorly affected by any lights on the flyover or the roundabout, this is of great concern to us. To date we are unable to get clarification on this.</p> <p>This cottage is already going to be severely impacted by the fact HE is removing a large line of well-established trees that currently screen it both visually & from noise pollution from the A1. HE told us in August 2019 that they would come back to us in October of that year to discuss the loss of these trees & how they propose to mitigate this loss. We are still waiting.</p>	<ol style="list-style-type: none"> 1. The lighting assessment document has had the confidential status removed and it has been published at Deadline 1 of the Examination [REP1-011]. Section 2.5.282 of the ES Chapter 2 [APP-037] states that no new lighting is proposed on Part B, including the new overbridge and roundabout at Charlton Mires junction. The assessment of lighting was therefore scoped out of the landscape and visual assessment for Part B, as outlined in paragraph 7.4.31 of Chapter 7: Landscape and Visual Part B [APP-045]. This was on the basis that no operational lighting along the A1 corridor is proposed and Part B is considered as an online improvement scheme, therefore the impact of traffic headlights would not substantially increase the effect on the currently unlit existing A1 corridor. 2. The trees referred to are located within plot 15/3a, which comprises the B6341, the verge and a narrow belt of trees (larch) adjacent to the existing hedgeline and the boundary to the adjacent plot (15/1c). Permanent acquisition of Plot 15/3a is required for the realignment and resurfacing of B6341 and B6347, as part of the new Charlton Mires Junction. Permanent acquisition Plot 15/1c is required as part of the new Charlton Mires Junction, with works including realignment and resurfacing of B6347, construction of a northbound slip road from realigned A1, construction of roundabout, construction of carriageway and northbound slip road, construction of a single span single carriageway overbridge crossing the new A1 carriageways, construction of local access road linking Charlton Mires Junction and West Linkhall, construction of two new detention basins and environmental mitigation works. 3. The Applicant has identified on Figure 7.11 Vegetation Clearance Plan Part B [APP-145] that the existing vegetation to the south west of the proposed Charlton Mire Junction, within plot 15/3a would be removed, in order that the worst-case scenario has been assessed in Chapter 7: Landscape and Visual Part B [APP-045]. 4. However, in practice, the Applicant would avoid the unnecessary removal of this planting to reduce the effects on views to the south-west. The avoidance of vegetation removal is a key consideration of the design along with its replacement, and this is secured through item S-L2 (a – e) of Table 3-1 - Register of Environmental Actions and Commitments: The Scheme in the Outline Construction Environmental Management Plan (Outline CEMP) [REP3-013 and 014] (and as updated at Deadline 4). The identification of vegetation to be removed on site will be under the responsibility of the Ecological Clerk of Works (ECoW), and in line with the S-B10 of Table 3-1 - Register of Environmental Actions and Commitments: The Scheme of the Outline CEMP [REP3-013 and 014] (and as updated at Deadline 4) whereby vegetation clearance and tree felling is to be kept to a minimum, as far as reasonably practicable. The ECoW will identify with the Environmental Manager and Contract Manager, the area or feature to be protected within a works plan that would be agreed with the NCC representative. 5. As indicated on Figure 7.10 Landscape Mitigation Plan Part B [APP-144], the existing roadside verges of the B6341 including Plot 15/3a, the broken out section of the B6341 itself, the area to the south west of the junction, and extending to the south of the junction between the B6341 and the Scheme, would be planted with blocks of woodland alongside vegetation that is retained, and which over time, and by the summer of year 15, would have substantially contributed towards screening views to the north, north-east and east of the Charlton Mire Junction. 6. In addition, and where the design, programme and construction of the Charlton Mires Junction permits, the proposed planting, as identified on Figure 7.10 Landscape Mitigation Plan Part B [APP-144], will be undertaken

Ref. No.	Response:	Applicant's Response:										
		<p>in advance of the main planting works, this is secured in S-L6(k) of Table 3-1 - Register of Environmental Actions and Commitments: The Scheme of the Outline CEMP [REP3-013 and 014] (and as updated at Deadline 4).</p> <p>7. Whilst all reasonable efforts will be made to retain the existing block of woodland, it may be that some or all of it would be removed to allow construction of the realigned B6341 and the new Charlton Mires Roundabout, however the provision of a broader and more extensive block of woodland, as identified on Figure 7.10 Landscape Mitigation Plan Part B [APP-144] would be planted instead of or alongside any retained planting and as a result the views of the Scheme to the north and east would be substantially screened by summer of year 15. The assessment of effects on West Mires would be moderate adverse, as identified on Figure 7.2 Visual Receptors Plan Part B [APP-136] and described in Appendix 7.2 Visual Effects Schedule - Part B [APP-287].</p> <p>8. A site visit by the Applicant and a landscape architect had been planned in Spring 2019 to discuss the creation of a plan for the planting of trees on the landowners land that would provide a level of advanced visual screening of the Applicant's construction works however, the issuance of the blight counter-notice meant this could not take place at that time. West Mires Cottage sits outside the Scheme Order limits and has been included within the assessment of visual effects (refer to receptor 7 on Figure 7.2 Visual Receptors Plan Part B [APP-136]) by the construction of the new dual carriageway and junction. This assessment is set out in Appendix 7.2 Visual Effects Schedule Part B [APP-287] and identified that during construction the residents would be subject to a large adverse effect, which is considered significant. However, the Applicant is keen to work with landowners and he offer is still available for the Applicant to meet with the landowner to discuss offsite planting. The Applicant is prepared to provide a reasonable level of mitigation planting to allow the landowner to feel comfortable that the impacts on their views would be reduced.</p>										
10	HE posted out to the general public a substantial booklet entitled the “Preliminary Environmental Information Report” of April 2020, claiming that all compensations had been agreed with the occupiers of , this is quite clearly a lie as nothing has been agreed. According to the DV we are being “greedy & unreasonable” for not accepting his valuation & were threatened by him if we didn’t accept it he would reduce it yet all we want is for HE to stand by what we were promised. Now we are being pressurized in every email & meeting to agree to complete on the DV’s valuation on even just the farmhouse before they will even discuss the rest of the issues or heads of claims.	<p>1. Appendix C Summary of Likely Significant Effects of the Morpeth to Ellingham Preliminary Environmental Information Report (PEIR) (April 2020) (refer to Appendix L of the Consultation Report Appendices [APP-033]) was incorrect and the wording should have been ‘compensation would be agreed’. This error was communicated as an apology with all relevant landowners via email on 14 May 2020.</p> <p>2. The VOA strenuously denies ever having referred to the landowners as ‘greedy and unreasonable’. The valuers from the VOA have acted professionally throughout in their dealings with the landowners and their agents, to find ways to make progress and mitigate the effects of the Scheme as far as possible. The VOA has always been willing to discuss all heads of claim and has attempted to identify ways to enable the landowners to realise their plans to build a new farmhouse and steading whilst those discussions continue. There is no fixed valuation date in cases of statutory blight – it is the date the valuation is agreed or determined – so it is entirely proper that any offer to agree a settlement should be time limited, particularly in an uncertain market. The VOA will continue to act in an appropriate and professional way to ensure the landowners are properly compensated in accordance with the compensation code.</p>										
11	We have tried throughout this process to be as accommodating as possible & work with HE however, given that HE’s own solicitors kept referring to us as Network Rail & the Gooch Estate it has been difficult to make progress. We have had countless meetings, emails, phone calls, onsite visits, surveys (some all throughout the night with no notice, which resulted in my elderly parents thinking we were being burgled) trial pits dug all over my land, made to move farm stock & horses, remove fences, remove gates, padlocked gated cut off by A1 workmen, meetings cancelled by HE with no notice, meetings with misinformation presented & had to be rescheduled &	<table><tr><th>Date</th><th>Action</th></tr><tr><td>23/10/2020</td><td>Telephone GFW/DV</td></tr><tr><td>30/06/2020</td><td>Telephone GFW/DV</td></tr><tr><td>15/05/2020</td><td>Telephone GFW/DV - Offer made by DV</td></tr><tr><td>30/01/2020</td><td>Meeting GFW/DV</td></tr></table>	Date	Action	23/10/2020	Telephone GFW/DV	30/06/2020	Telephone GFW/DV	15/05/2020	Telephone GFW/DV - Offer made by DV	30/01/2020	Meeting GFW/DV
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30/06/2020	Telephone GFW/DV											
15/05/2020	Telephone GFW/DV - Offer made by DV											
30/01/2020	Meeting GFW/DV											

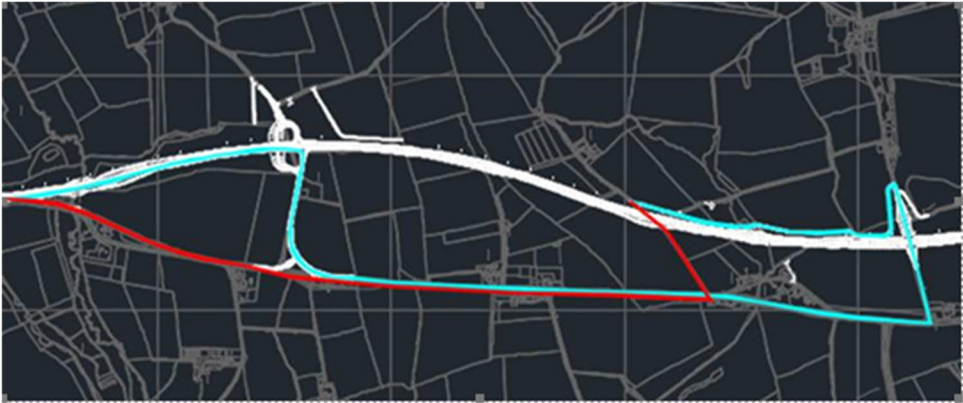
Ref. No.	Response:	Applicant's Response:												
	<p>untold hours of work in relation to this scheme. We have had so many letters of apology from HE regarding their behaviour, misinformation & downright lies that we could decorate the house with them, yet it just keeps happening.</p> <p>HE & the new DV are refusing even now to pay our own, our agents & our Solicitors full legitimate costs relating to all this work over the last 2 years.</p>	<table><tr><td>07/10/2019</td><td>Telephone with J O'Neill/DV</td></tr><tr><td>02/09/2019</td><td>Counter Notice Accepted</td></tr><tr><td>20/08/2019</td><td>Meeting with Claimant</td></tr><tr><td>09/07/2019</td><td>Counter Notice Issued</td></tr><tr><td>24/06/2019</td><td>Blight Notice Received</td></tr><tr><td>20/06/2019</td><td>Meeting with Tim Michie/DV</td></tr></table> <p>1. The landowner has kindly permitted access for surveys. Whilst efforts were made to communicate survey windows, there were occasions where this was not possible.</p> <p>2. Please refer to the full response in row 9, above, which addresses this point.</p>	07/10/2019	Telephone with J O'Neill/DV	02/09/2019	Counter Notice Accepted	20/08/2019	Meeting with Claimant	09/07/2019	Counter Notice Issued	24/06/2019	Blight Notice Received	20/06/2019	Meeting with Tim Michie/DV
07/10/2019	Telephone with J O'Neill/DV													
02/09/2019	Counter Notice Accepted													
20/08/2019	Meeting with Claimant													
09/07/2019	Counter Notice Issued													
24/06/2019	Blight Notice Received													
20/06/2019	Meeting with Tim Michie/DV													
12	<p>The frustration, worry & stress caused by HE with all their lies & deceit is incomprehensible to anyone who has not been forced to go through this for over 6 years. We are being treated appallingly & fail to comprehend given how much we are losing, the lack of cooperation, understanding & transparency we are being shown from HE & the DV.</p>	<p>1. The Applicant is saddened to hear that that the landowners feel that the communication and ongoing negotiations between both parties has caused the landowners some personal difficulties. The Applicant has endeavoured to work closely with the landowners to help them understand the scheme and the impacts upon them.</p> <p>2. The Applicant continues to work closely with the landowners and their agent on all matters regarding the blight counter notice, compensation and also where possible advise on planning and technical matters to assist the landowners with their new build dwelling.</p>												

Table 1-2 – Robin Duckett

Ref. No.	Response:	Applicant's Response:
	<p>Thanks for replying. I am one of many local residents who feel perplexed and thwarted by the complexities of the overall project development system. The consultancy is delegated to many successive sub-contracts, so the baton keeps getting passed. Many points have been made by us over the past few years, in letter, in person, in meetings, and we feel not listened to or responded to adequately, and some are quite serious to us. It is as if there is a veneer of consultation/democracy, whilst the machine is simply left to 'do what it wants.'</p>	<ol style="list-style-type: none"> Mr Duckett is a leaseholder of part of the land at Causey Park Farm to the east of the A1. The access to this land, New Houses Lane, is affected by permanent acquisition of land in plot 5/1b, temporary possession of land in plots 5/d and 5/1j, and permanent acquisition of rights over land in plot 5/1e. The Applicant confirms that conversations with Mr Duckett have been ongoing since 2017. Records show that Mr Duckett's last correspondence was received as part of the A1 in Northumberland: Morpeth to Ellingham consultation in May 2020. The Applicant, supported by their consultants, has made direct contact with all home and landowners including leaseholders, affected by the proposed Scheme. Whilst their consultants are there to support discussions with their technical expertise, this is not distinct from the Applicant's aims and objectives for the Scheme, especially when it is dealing with matters of consultation with local home or landowners. In that sense, although the Applicant appreciates that there are inevitably numerous design developments necessary to ensure that design decisions come to the best solution and to articulate these may require several persons to represent the facts, this has not changed the overall meaning and aim to ensure all persons have been kept informed throughout.

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	<p>I am hoping that, now the project is being tabled and scrutinised at an inspectorate level, voices might be heard. I did read the timetable of opportunities to be present at hearings etc, but that actually seems closed now?</p>	<ol style="list-style-type: none"> 1. As an Interested Party, the respondent can still provide representation during the remaining months of the examination. 2. The Examining Authority will ask Interested Parties to confirm whether they wish to participate as set out by the Rule 6 letter - Notification of the preliminary meeting and matters [PD-006] and Rule 8, 9 and 13 - Examination Timetable and procedure and notification of hearings document [PD-008]. 3. This confirmation process will be repeated for each scheduled (including virtual) examination event. which they must confirm to the Examining Authority if they wish to be a Participant or Observer.
	<p>I am attaching a letter which contains many of the points we've repeatedly made over the past years, in the hope that they'll get a hearing. It is addressed to one of the past A1 Highways England project representatives.</p>	<ol style="list-style-type: none"> 1. No response required
	<p>In response to your letter TR010041 April 2020, I have listed various comments below. They question various of the processes and rationales in the report. I am noting various seeming contradictions, unproven assertions and inconsistencies, in the hope that the general process will be further scrutinised and brought to better account than we were able to do during the 'consultation.'</p> <p>These are all prompted by the basic agenda of disapproving in principle the choice of the Green route for the southern section. My position is one of a local resident and so know the irreparable destruction to the land and environment which this route will make, in my view unnecessarily, as it is the most destructive (and expensive) of the three choices.</p>	<ol style="list-style-type: none"> 1. Each of the comments raised are addressed below by the Applicant, however it should be noted that the Applicant has made extensive efforts with this respondent, as well as all landowners and local residents on Part A and Part B throughout the option selections, as well as on the final Scheme which forms the DCO application. That ongoing conversation and consultation has followed design changes as the Scheme has evolved responding to technical or environmental matters and responses to local land and homeowners over several years. The Applicant appreciates that these are inevitably numerous but have been necessary to ensure that design decisions come to the best solution. These have been underpinned by extensive assessment work that has been shared and presented at all times through this development that includes the Public Consultation report published in 2016, the Scheme Assessment Report (SAR) (2017), Preferred Route Announcement (PRA) (2017) and subsequently the Consultation Report [APP-021] submitted with the DCO application. Please see 3.1.5 below for detail on this body of reporting when addressing the respondent's points. 2. The Applicant notes the responder's disagreement with the previous route selection conclusions. The decision making process regarding the changes to land use, environmental impact and cost, are part of a long term, carefully balanced decision made as reported in the SAR (reference B2104700-OD-247) available on request at the PRA, which needed to include as well as environmental impact and cost: consultation feedback, cost benefit ratio based on economic assessment, ease of construction, road safety (including alignment and geometric standards), impacts on road user satisfaction, impacts on pedestrians, cyclists and horse-riders, impacts on local communities and landowners and environmental impacts. The SAR was issued, upon request, as a hard copy to the landowner at New Houses. 3. Part of this balanced decision-making process includes the impact on community landowners, residents and tenants, in particular ensuring effect on landowners and the potential blight to a number of dwellings along the new route is minimised where at all possible. Please see 3.1.5 below for detail on this body of reporting when addressing the respondent's points. 4. As expressed in the SAR, the implementation of the Green option as the Preferred Route for Part A acknowledged that the route would have the highest new land take however, it would provide the following advantages: <ul style="list-style-type: none"> – The Green route offered the greatest benefits with regards to buildability with regards to efficiency and worker safety. – In addition to safety during construction, the Green route offered a greater level of safety to the road user due to the greatest compliance with geometric standards whilst maintaining the retention of the old A1 as an alternative route. – The Green option offered best network resilience with an alternative route should closures be required.

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		<ul style="list-style-type: none"> – The Green route, by retaining the existing A1, provided a north south route for local traffic and non-motorised traffic. – The Green route affects fewer landowners.
	The accompanying letter TR0100041 April 2020:	
	<p>“an opportunity has been identified ...” . This is a very strange explanation in the introduction to combining the planning applications: identified by whom? What opportunity? When? What is different to before? Did the opportunity not exist before, or is this a new strategy?</p> <p>The letter stated that responses had to be in by midday Thursday 14th May – however the date stated on the HE website and subsequently confirmed by 's email is 21st May.</p>	<ol style="list-style-type: none"> 1. The Applicant confirms that the letter referred to by the respondent is the letter from the Applicant dated April 2020 advising relevant parties of the statutory consultation on the combined DCO application to form the A1 Morpeth to Ellingham Scheme. The statutory consultation was held between 16th April and 21st May 2020. The Applicant identified the opportunity to combine the separate previously proposed DCO applications for Part A and Part B when it became clear in Spring 2020 that the applications would be submitted within a short space of time of each other. 2. The Applicant recognised that there would be cost savings for the public purse in combining the schemes for a DCO application to form one single application. This included the benefit that only one examination process for the whole Scheme would be needed rather than two examinations running concurrently if the DCO applications had been made separately. As set out in the accompanying letter to the consultation held in May 2020 there was originally a time gap of several months between the two DCO applications which if they had proceeded on the basis of the original programme would have resulted in their being no or very little overlap in the respective examinations and would have therefore remained as two separate applications. 3. An error was made within the consultation letter which should have stated the return of responses by 21 May 2020. The Applicant therefore updated the Scheme website and sent a follow up email which confirmed the correct date for return of responses. The Applicant can confirm that it had regard to all responses received up to and including 21 May 2020.
	The Report	
1.1.2	<p>To note: (a) proposes to take 167 hectares of land. (b) proposes to take 74.6 hectares. Nearly 100 hectares more in the case of (a) However this does not take into account additional land which is made marginal through slicing up fields.</p>	<ol style="list-style-type: none"> 1. The Applicant confirms that the respondent's comments relate to the Preliminary Environmental Information Report dated April 2020 (see Appendix L of the Consultation Report [APP-033]) which was a consultation document presented at the statutory consultation on the combined DCO application held between 16th April and 21st May 2020. The Applicant confirms that Part A at 12.6km in length is around 60 percent longer than Part B which is 8km in length and this is the main reason why the land take permanently required for Part A is much greater than that required for Part B. The Applicant also confirms that an additional area will be permanently acquired for Part A for planting to compensate for the loss of ancient woodland and this also contributes to the difference. 2. The Applicant acknowledges that the offline section of Part A will result in additional land take in comparison to the online options and would confirm that it has assessed the impact of Part A on agricultural landholdings and that this assessment is reported in Chapter 12: Population and Human Health Part A [APP-054]. 3. The design of the Scheme has been developed to minimise land-take. Any severed parcels where the residual plot is unsuitable for continued use (such as severed parts of fields) has been acquired by the Scheme and included in the land take value. The District Valuer, acting on behalf of the Applicant, has ongoing negotiations with agricultural landowners on the adaption of the remaining parcels. These are reported at each examination deadline in the Compulsory Acquisition Schedule [REP3-022 and 023]. Pursuant to the Compensation Code, compensation could be sought by the relevant parties whose land would be severed to accommodate the Scheme.

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1.1.5	The proposed local road has been 'end-stopped' in detailed plans which were tabled after the main 'choice' consultation. The reason for this has not been explained. It also means that it will not such a be a local road but will require traffic to join the new envisaged A1 in any case.	<ol style="list-style-type: none">1. The Applicant understands that the local road referred to is the access road from New Houses Farm to the existing A1. The Scheme strategy is to stop up all existing direct access to the A1, including all private accesses, on safety grounds with access instead provided via three grade separated junctions on Part A and one grade separated junction on Part B. The overall approach was presented at the statutory and non-statutory consultations. The non-statutory consultation undertaken between November and December 2016 as set out in the Consultation Report Appendix A [APP- 022] confirmed that for the green option, as the new road would be a dual carriageway, access to the A1 would be via the three new junctions.2. The Applicant confirms that the existing access from New Houses Farm onto the A1 will be closed on the grounds of safety as a result of the Scheme. A replacement access road will be constructed from the existing access road to the new overbridge which carries Causey Park road over the realigned A1 from where access to the A1 would be via the de-trunked A1 and the new grade separated junctions at West Moor if heading north or Fenrother if heading south. The Applicant confirms that the new access road to New Houses Farm will be longer than the existing but otherwise there will be no reduction in provision than currently experienced.3. Table 4 of the Construction Traffic Management Plan [APP-347] confirms that existing accesses and egresses onto the A1 will only be stopped up once temporary or permanent alternative accesses are in place.
1.1.5	'provision of new access tracks and bridges': New Houses Farm tenants have repeatedly been denied requests to have an access bridge. On the current plans this will imply an additional daily 8 mile journey, going north, then south again, (if we are travelling south) for the same destination.	<ol style="list-style-type: none">1. The landowners and affected parties, including the residents and tenants of New Houses Farm tenants, have been included in all consultations.2. The Applicant confirms that a new overbridge crossing the re-aligned A1 is being provided at Causey Park approximately 1.4km North of New Houses Farm and that the access road from New Houses Farm will link with the existing Causey Park Road which will be re-aligned to cross this overbridge. Provision of an additional bridge where the access to New Houses Farm crosses the realigned A1 would not be appropriate given that this is a private means of access.3. The Applicant does not agree with Mr Duckett's submission that the Scheme would result in an 8 mile detour, although it is not clear which precise start and end points are being considered.4. The Applicant has measured the difference in journey distance associated with a trip from New Houses Farm (the point where the current access road and new access road diverge) to the point where the de-trunked A1 and the new A1 diverge.5. The existing route, shown in red, measures 3.6km. The new route, shown in cyan, measures 6.4km. This would add 2.8km to this trip.  <ol style="list-style-type: none">6. The Applicant confirms that the access road from New Houses Farm to Causey Park road will provide for access to the fields to the west of the re-aligned A1.7. The Applicant acknowledges that the residents of New Houses Farm will have a greater distance to travel if heading south on the A1 and that this will be an additional 2.8km. Traffic modelling of the Scheme has been

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		<p>undertaken as described in Chapter 4 of the Case for the Scheme [APP-344]. Section 4.8 of Chapter 4 details the forecast improvements to average journey times on the A1 as a result of the Scheme, which will help to offset any increase in journey time for drivers accessing the A1 from the property. Drivers will also benefit from using the new grade separated junctions at Fenrother if heading south and West Moor if heading north. These junctions will enable safer access through avoiding right turn traffic movements and reduced delays compared with the current at grade junction.</p>
3.1.5	<p>In general, the assertions for the bases of choice are unproven. – and, with the rationales for N and S sections taken together, seem also contradictory (arguments for not tabling choices in the N section would also seem to apply but inversely, to the current Green choice on the S section (cost, value for money, disruption.)</p>	<ol style="list-style-type: none">1. The Applicant considers this to have been a very thorough and detailed process, with significant reporting appropriate to the emerging steps in decision-making starting from the A1 North of Newcastle Multi Modal Study ('A1 MMS') published by the Government Office for the North East (December 2002), and by which through a 'Route Option Selection Process', the then Highways Agency identified five route options for dualling the A1 between Morpeth and Felton before final specific, environmental reporting validated these decisions in the final Scheme as submitted to PINS as this DCO application.2. With regard to the basis of route selection choice, both Part A and Part B have been selected over a long timescale carefully ensuring that not only technical and environmental matters have been assessed, but they have also been given weight in a balanced decision process with evidence based reporting from the stages. This included consultation feedback, cost benefit ratio based on economic assessment, ease of construction, road safety (including alignment and geometric standards), impacts on road user satisfaction, impacts on pedestrians, cyclists and horse-riders, impacts on local communities and landowners and environmental impacts. For reference, the route options are described within in section 2.5.2 of Chapter 2 of the Case for the Scheme [APP-344].3. The latest options public consultation on the Scheme was undertaken from November to December 2016. The consultation sought the view of various interested parties and stakeholders. Information was sent to residents living closest to the Scheme and the consultation was advertised in the local press. Six consultation exhibitions were held so that interested parties could ask questions of the project team, and further information and a feedback form posted on the Applicant's Scheme website.4. The Applicant would also confirm that the selection of the green option as the preferred route was based on a number of factors as set out in the Preliminary Environmental Information Report dated April 2020 (see Appendix L of the Consultation Report [APP-033]) and also as set out in detail in sections 3.3 and 3.4 of Chapter 3: Assessment of Alternatives of the ES [APP-038]. The options consultation undertaken is set out in Chapter 2 the Consultation Report [APP- 021].5. Section 3.3.40 of Chapter 3 : Assessment of Alternatives of the ES [APP-038] confirms that for the consultation undertaken between November and December 2016 for Part A, 41% of respondents stated that the green option was their preferred choice as against 29% for the Blue option and 12% for the Orange option. The Applicant does not accept that the basis of selection for Parts A and B are contradictory, the selection of the Green route for Part A was based on a number of factors as set out in Table 3.2 of Chapter 3 : Assessment of Alternatives of the ES [APP-038] including that the other largely online options would result in a sub-standard highway alignment and would have a greater direct impact on properties immediately adjacent to the existing road.6. Furthermore, the Scheme Assessment Report (SAR) for the A1 in Northumberland dated May 2017 assessed options for both Part A and Part B and confirmed that for both the orange and blue options for Part A, the impact on the community, landowner, residents, and tenants would have a more significant effect on landowners as proposals would potentially blight a number of dwellings as a result of the online options. However, the basis for the selection of the online option for Part B concluded that the alignment of the existing A1 complies with current design standards and that there are very few properties immediately adjacent to the existing road. Therefore, the basis for the selection of the preferred routes for Part A and Part B are based on similar processes, but for

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		the reasons considered as highlighted above, the outcomes of the decision making are different due to the local characteristics of each separate part.
	(a) We contested this at the time as we counted many more submitted objections than did the Land Agency (one response said that several objections had been 'consolidated' or discounted.)	<ol style="list-style-type: none"> Section 2.3.2 of the Consultation Report [APP-021] confirms that for the consultation undertaken between November and December 2016 for Part A, 41% of respondents stated that the green option was their preferred choice as against 29% for the Blue option and 12% for the Orange option. The public consultation in 2017, as described above and referred to by the respondent, contained a series of responses by petition. There were three petitions received which the Applicant used to inform the Preferred Route Announcement as follows: <ul style="list-style-type: none"> Causey Park users - 64 signatures, who preferred Blue and not Green option for Part A. Felton and Thirston Women's Institute - 18 signatures, preferred to maintain connectivity for WCHARs at the River Coquet crossing. Burgham Park residents - 18 signatures, requesting for full junction at Burgham Park. Although the petitions these had multiple signatures, they have been counted as one objection for each as the points raised were the same.
	(d) This does not provide a N-S route for New Houses Farm tenants/residents. In general, the 'provision of an alternative route should closures be required' seems so random as to be irrelevant as a design factor – it is not enacted elsewhere in the dualling scheme (e.g. it is shown as an option but discounted, for the N section.)	<ol style="list-style-type: none"> The Applicant acknowledges that the residents of the New Houses Farm will have a greater distance to travel if heading south on the A1 and that this will be an additional 2.8km. Traffic modelling of the Scheme has been undertaken as described in Chapter 4 of the Case for the Scheme [APP-344]. Section 4.8 of Chapter 4 details the forecast improvements to average journey times on the A1 as a result of the Scheme, which will help to offset any increase in journey time for drivers accessing the A1 from the property. Drivers will also benefit from using the new grade separated junctions at Fenrother if heading south and West Moor if heading north. These junctions will enable safer access through avoiding right turn traffic movements and reduced delays compared with the current at grade junction. The benefit that the de-trunked A1 would offer "provision of an alternative route should closures be required" was just one of the various benefits listed in the selection of the green option and was not the sole or primary reason. Notwithstanding it is a valid benefit in that the de-trunked A1 will provide resilience which would be beneficial to all users in the event that one or more carriageways on this section of the A1 had to close.
	(f) 'affects fewer landowners' this is a disingenuous phrase. The scheme will destroy many hectares of prime farmland. Since when has the number of landowners affected been a factor? The 'more agricultural land' is considerable more than 100 hectares greater than the Alnwick / Ellingham section quoted in the document, as it will render unusable many further hectares to those already identified for direct use by the green route.	<ol style="list-style-type: none"> The Applicant confirms (as stated within section 3.4 of the Environmental Statement, Chapter 3 Assessment of Alternatives [APP-038]), that the Green route will affect fewer landowners than the other largely online alternatives considered given the number of properties in close proximity to the existing road. DMRB guidance (specifically Volume 11, Section 3, Part 6 which is now superseded by LA 112) has been used to complete the Population and Human Health assessment. Under this guidance, it is required within Environmental Impact Assessment (EIA) to assess the impacts of a scheme on demolition and loss of land from private and commercial property, loss of land used by the community and effects on agricultural land. These elements were all scoped into the assessment for the Scheme and are reported in Chapter 12: Population and Human Health Part A [APP-054] and Part B [APP-055]. Online and offline routes would affect different proportions of each type of land and property, which are assessed differently depending on their function under this guidance, and agricultural land holdings are likely in the majority of cases to be fewer in number but larger in holding size than a residential property. Direct effects on residential private properties, which generally occupy smaller plots, are more likely to be significant where loss of dwellings or amenity space is experienced. Agricultural land holdings occupying a larger space are more likely to be able to accommodate changes from land take (where demolition of key infrastructure is not required).

Ref. No.	Response:	Applicant's Response:
		<p>A higher proportion of residential properties and landowners would be affected on largely online alternatives when compared to the number of holdings and landowners affected by the Scheme.</p> <ol style="list-style-type: none"> The Applicant also confirms that Part A at 12.6km in length is around 60 percent longer than Part B which is 8km in length and this is the main reason why the land take which is permanently required for Part A is much greater than that required for Part B. The Applicant would also confirm that additional area will be permanently acquired in Part A for planting to compensate for the loss of ancient woodland and that this also contributes to the difference. The Applicant acknowledges that the offline section of Part A would result in additional land take in comparison to the online options and would confirm that it has assessed the impact of Part A on agricultural land holdings and that this assessment is reported in Chapter 12: Population and Human Health Part A [APP-054]. Severance of agricultural land is a factor considered in determining the overall level of impact on a land holding, and informing the mitigation and design of the Scheme, and has therefore been considered within the EIA of the Scheme. New private accesses for severed land parcels, or those holdings previously accessed directly from the A1 have been incorporated into the Scheme design and are outlined on the Rights of Way and Access Plans, in addition S-PH10 in the Outline Construction Environmental Management Plan [REP013 and 014] (and as updated at Deadline 4) states that mitigation includes maintaining existing access wherever possible, and creating new temporary tracks or access points. Chapter 11: Geology and Soils of the ES Part A [APP-052] assesses the significance of effects of the loss of agricultural land as a result of the Schemes. As part of the assessment an agricultural land classification (ALC) survey was undertaken to determine the extent of best and most versatile (BMV) agricultural land permanently lost as a result of the Scheme [APP-263 and APP-321]. Along the route of Part A approximately 109 ha of agricultural land would be lost, a relatively small area of which (9 ha) is classed as BMV land. The ALC survey determined that although there are limited areas of Subgrade 3a agricultural land (BMV) along the offline route the majority of the proposed offline route crosses Subgrade 3b (not BMV) and to a lesser extent Grade 4 (not BMV).
	NB no mention is made of the two houses/homesteads which have already been swallowed up by the scheme.	<ol style="list-style-type: none"> The Applicant confirmed at Deadline 1 in response to CA 1.18 of the ExA's First Written Question [REP1-032] that there have been three valid blight notices served as set out in section 6 of the Statement of Reasons [APP-018]. This includes one property in an online section of Part A and two properties in Part B. All Affected Parties impacted by the Scheme have been included in the assessment as reported in section 12.10, Chapter 12: Population and Human Health Part A [APP-054] and Part B [APP-055], under the assessment of Private Property. The selection of an entirely online option for Part A could well have resulted in blight notices being served in relation to other properties along the existing A1.
	NB2	
	Comparing 3.1.5 and 3.1.10 the rationales for choice in the two schemes seem entirely opposite. For example, the main reason for not choosing a land-take route on the northern section is that it is 'more expensive' and will have 'an adverse impact on the environment.' These are both obvious factors which will occur in the choice of green on the Southern section. These factors do not seem to be of any significance in the choices made in the southern section. (I am led to wonder whether other factors may be in play, which are	<ol style="list-style-type: none"> The Applicant does not accept that the rationales for the choice of the preferred option for Parts A and B are entirely opposite. The factors which need to be considered in considering a road alignment will generally be the same but whether that factor will be positive or negative for a particular route - and the weight to be attached to that factor - will depend on the site circumstances. As set out in section 3.1.9 of the Preliminary Environmental Information Report dated April 2020 and Table 3.2 of Chapter 3: Assessment of Alternatives of the ES [APP-038] the preferred option for Part A was chosen because the largely online options would result in a sub-standard highway alignment and would have a greater direct impact on properties immediately adjacent to the existing road. The basis for the selection of the on line option for Part B included that the alignment of the existing A1 complies with current design standards and that there are very few properties immediately adjacent to the existing road, therefore an offline route was not necessary for Part B. The factors considered are the

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	not tabled in the consultation – the choices are such inverse mirrors of each other.)	same for the basis of the selection of the preferred routes for Part A and Part B although the outcome was different in relation to whether online or offline was progressed.
4.1.5	The green route was changed subsequent to the main consultation period, taking land which was outside the corridor of the consulted green route. No good explanation for this was made – we did receive a letter that the original map was indicative only, that there may have been an error in the sketch given out for consultation, but that in any case the consultation was non-statutory.	<ol style="list-style-type: none"> 1. Whilst the design development of the Part has progressed since the PRA in September 2017, the Scheme has remained within the green route consulted on in 2016. 2. The design of the Scheme has been iteratively developed with consideration of the integration of the Scheme into the environment through good design following the principles set out within DMRB from the earliest stage and continuing as the EIA has been progressed. 3. The final alignment as shown on the General Arrangement Plans [APP-008] (and as updated at Deadline 4) has been undertaken in accordance with Highways England Design Manual for Roads and Bridges (DMRB) and has been informed by site surveys and in consultation with landowners. This has resulted in a refinement of the main carriageway alignment, but this remains within the study area and preferred route corridor as set out at the PRA and described in Chapter 2 of the Consultation Report [APP-021].
5.6.3	Environmental impact on ancient woodland and watercourses.: We all know that new planting does not equate to 'replacing ancient woodland.'	<ol style="list-style-type: none"> 1. As detailed in the Executive Summary of Appendix 9.21: Ancient Woodland Strategy Part A [APP-247] (and as updated at Deadline 4), the Applicant acknowledges that <i>"compensation [planting] is considered a last resort, that ancient woodland is irreplaceable, and the quality of the compensation habitat would be inferior and would take years to establish."</i> 2. Potential route corridors to avoid the ancient woodland in its entirety were considered (see paragraph 3.3.8 of Chapter 3: Assessment of Alternatives of the ES [APP-038]). However, the only options to avoid the ancient woodland would require a significant length of additional dual carriageway (between 4 to 5 miles), which would negate the objectives of the Scheme. As such, it was not possible to design a Scheme that would avoid ancient woodland entirely. 3. Due to the unavoidable impacts to ancient woodland, a bespoke strategy was developed by the Applicant to address the impacts to ancient woodland (Appendix 9.21, Ancient Woodland Strategy Part A [APP-247] (and as updated at Deadline 4)). The Ancient Woodland Strategy addresses the impacts to ancient woodland habitat and proposes appropriate mitigation and compensation for the loss of ancient woodland. The Ancient Woodland Strategy secures 6.18 ha of woodland planting for the loss of 0.68 ha of ancient woodland (a 12:1 ratio). The Strategy has been agreed in consultation with Natural England and is supported by Northumberland County Council.
	Simply saying that 'effects will not be significant due to appointing an ecologist' will not be taken lightly by anyone who knows the effects that works have on ecological natural systems and stating that 'advice will be taken' seems to simply be an attempt to paper over the likely detrimental effects. Simply stating that 'it would take time to establish a woodland of similar ecological function' seems slightly to be glossing over the effects: "Ancient woodland takes hundreds of years to establish and is defined as an irreplaceable habitat" - (https://www.gov.uk/guidance/ancientwoodland-and-veteran-trees-protection-surveys-licences .)	<ol style="list-style-type: none"> 1. It is important to note that the Preliminary Environmental Information Report dated April 2020, to which Mr Duckett's comments relate to, represents a summary document of the Environmental Statement. The PEIR does not present the detailed impact assessment or an assessment of likely significant effects. For biodiversity, these assessments are presented in full in Chapter 9: Biodiversity Part A [APP-048] and Part B [APP-049]. 2. In relation to impacts on ancient woodland, the impact assessment is presented in Chapter 9: Biodiversity Part A [APP-048]. As detailed in the response to 5.6.3 above, the Applicant has sought to first avoid impacts to ancient woodland through the exploration of different route corridors. As detailed in paragraph 3.3.8 of Chapter 3: Assessment of Alternatives [APP-038], the only option to avoid the ancient woodland would require a significant length of additional dual carriageway (between 4 to 5 miles), which would negate the objectives of the Scheme. As such, it was not possible to design a Scheme that would avoid ancient woodland entirely. 3. Due to the unavoidable impacts to ancient woodland, mitigation and compensation measures have been developed and detailed within a bespoke strategy; Appendix 9.21, Ancient Woodland Strategy Part A [APP-247] (updated at Deadline 4). The Ancient Woodland Strategy has been developed and agreed in consultation with Natural England. The approach taken is in compliance with national and local policy, including the National Planning Policy for National Networks (NPS NN; the national policy for Nationally Significant Infrastructure

Ref. No.	Response:	Applicant's Response:
		<p>Projects (NSIPs) such as the Scheme), National Planning Policy Framework (NPPF) and the Northumberland Draft Local Plan.</p> <ol style="list-style-type: none"> The Applicant confirms that the PEIR does not state “effects will not be significant due to appointing an ecologist.” The appointment of an ecologist, who will act as an Ecological Clerk of Works (ECoW), represents one measure identified within the mitigation package (as detailed in the Outline Construction Environmental Management Plan (Outline CEMP) [REP3-013 and 014] (and as updated at Deadline 4)). The role of the ECoW is to monitor the implementation of mitigation measures during construction. In terms of ancient woodland, the ECoW will monitor the implementation of Appendix 9.21: Ancient Woodland Strategy Part A [APP-247], which details the relevant mitigation and compensation measures for ancient woodland. The ECoW will also identify, throughout construction, any additional ecological constraints, additional mitigation as a result and provide ecological advice and support to the main contractor to implement such mitigation. The Applicant is unable to locate the phrase “advice will be taken” as quoted by Mr Duckett. As detailed in the response to 5.6.3 above, the Applicant has acknowledged that it would take time to establish a woodland of similar ecological function (i.e. hundreds of years). However, the loss of ancient woodland is unavoidable (as detailed above) and so a bespoke strategy has been developed in consultation with Natural England to address the impacts of the Scheme on ancient woodland.
5.9.3	Informing people by newsletter of works does not reduce the negative affect of works.	<ol style="list-style-type: none"> Section 5.9.3 of the Preliminary Environmental Information Report dated April 2020 (see Appendix L of the Consultation Report [APP-033]) acknowledges that there would be disruption to the Public Rights of Way during construction. Section 5.9.3 also states that Northumberland County Council would be consulted on any temporary diversionary works or closures. This is secured by the outline CEMP [REP3-013 and 014] (and as updated at Deadline 4) (reference S-PH6) which confirms that to ensure the negative effects on amenity value and disruption are reduced as far as possible during the construction phase for Walkers, Cyclists and Horse riders (WCH), the measures being implemented will ensure that any temporary diversionary works or closure of (WCH) routes will be undertaken following consultation with affected individuals, groups, and NCC, that the public will be informed of the nature, timing and duration of activities during the construction phase and the duration of any works by newsletter and other forms of appropriate communication and that if alternative access points or routes are required, directions will be clearly communicated in appropriate locations.
5.9.5	‘support to local businesses due to construction-related jobs’: Is there a commitment for materials and jobs/services to be sourced locally? Is this in the procurement brief?	<ol style="list-style-type: none"> Section 12.9 of Chapter 12: Population and Human Health Part A [APP-054] and Part B [APP-055] and the Outline Construction Environmental Management Plan (Outline CEMP) [REP3-013 and 014] (and as updated at Deadline 4) (under S-PH11) states that: <p><i>“Measures will be put in place to maximise the potential for the workforce and project supply chain to be sourced locally. These measures will include:</i></p> <ol style="list-style-type: none"> Working with local people and local businesses to ensure that, wherever possible, investment in the North East, stays in the North East. Engaging with Jobcentre Plus to advertise job opportunities to local people seeking employment and identifying opportunities for work placements, further education, skills training. Opportunities for everybody working on the Scheme to upskill, through experience, training and development programmes.” <p>Section 13.8 of Chapter 13: Material Resources Part A [APP-056] and Part B [APP-057] states in Table 13-14 (Detailed Assessment Reporting Matrix: Construction):</p>

Ref. No.	Response:	Applicant's Response:
		<p>"It is anticipated that in line with good practice, materials would be sourced from local supplies, as far as reasonably practicable."</p> <p>2. Furthermore, mitigation measures to avoid adverse impacts from primary material resources consumption promote the reuse of materials on site, as outlined in the Outline CEMP [REP3-013 and 014] (and as updated at Deadline 4). It sets out the following commitments:</p> <p>S-M2:</p> <p>1. The Scheme will design for recovery and reuse by identifying, securing and using material resources at their highest value, whether they already exist on site, or are sourced from other schemes. For example, the re-use of suitable cut material on the Scheme as fill has already been incorporated within the Scheme design to minimise adverse impacts on virgin material consumption and landfill capacity.</p> <p>2. In addition, Polished Stone Values (PSVs) will be varied across the carriageway to reduce the demand on premium high PSV aggregate and use more local aggregate. (PSVs are used for estimating the skid resistance of the road surface).</p> <p>S-M3:</p> <p>1. As far as possible, material resources from demolition will be re-used in the construction of the new road.</p> <p>2. The use of site arisings (earthworks cut) unsuitable for re-use on the Scheme as fill, will be used on site in specified environmental landscape bunds</p> <p>3. Where suitable, surplus material from Part A will be exported to Part B and others of the Applicant's projects in the North East.</p> <p>4. Should other schemes not be available to use the material, additional bunds and slackened earthworks slopes are proposed within Part A which will accommodate the surplus material except for a quantity of topsoil, some of which will be temporarily stored within topsoil storage areas. The surplus will then either be reused within proposed environmental bunds or sold locally. The viability of this approach will be determined following the results of ground investigations to determine whether the soil is chemically and geotechnically suitable.</p> <p>S-CC7:</p> <p>1. The following measures will be implemented:</p> <p>a. Re-use of site arisings (earthworks, road planings, concrete (through crushing and use on haul roads), vegetation (through mulching and use as temporary footways).</p> <p>b. Minimise transportation of materials and wastes through selection of locally sourced materials and backhauling of arising road waste.</p>

Table 1-3 – Tom Lloyd

Ref. No.	Response:	Applicant's Response:
	I wish to express my frustration at the largely irrelevant Highways England (HE) responses in document REP1-064 (pp29/30 as items 1.2.2 to 1.2.7) to my previous submission that the Fenrother junction on Part A of the proposed A1 dual carriageway should be moved 3km north to Causey Park. Please would the	

Ref. No.	Response:	Applicant's Response:
	Planning Inspectorate consider my further responses to each point raised by HE in turn:	
1.2.2	<p>Under the current proposals, there are only two alternative junction access points to Fenrother for southbound Amble motorists to get onto the proposed A1, each using winding older roads rather than the upgraded wider straighter roads through West Chevington to Causey Park :-</p> <ul style="list-style-type: none"> • West Moor – over 3km and 7min longer via West Thirston according to Googlemaps, and only sensibly used by Amble motorists to CROSS the A1 to travel further west • HighLaws – nearly 1.5km and 6min longer via Widdrington, Ulgham and Hebron according to Googlemaps, and would only make use of 1km of new dual carriageway 	<ol style="list-style-type: none"> 1. The Applicant does not dispute the Google Maps statistics quoted relating to relative journey time and distance, but would reiterate that in reality journey times would vary depending upon prevailing traffic conditions, and that each driver's route choice would be influenced by a number of factors including prevailing traffic conditions, personal preference, nature of the trip and precise start and end points. 2. Drivers approaching the existing A1 from Amble who wish to continue their journey southwards may use the proposed Fenrother junction via the de-trunked section of the existing A1, or may choose to use an alternative route depending on the factors mentioned above.
	These alternatives are just the same whether the intermediate junction is at Fenrother or Causey Park, and therefore largely irrelevant to my proposal. The fact is that ALL satnavs/commuters will select Causey Park as the optimum A1 southbound access point from Amble and so should HE.	<ol style="list-style-type: none"> 1. The Applicant does not agree that all drivers will always choose Causey Park based on satnavs or commonly used routes. As stated in the Applicant's Response to Relevant Representations [REP1-064], in response to item 1.2.2, the choice of route and junction will depend upon various factors, including their specific origin and destination, the purpose of their journey and prevailing traffic conditions. In any event, whatever junction drivers currently use to access the A1 cannot be determinative of what the most appropriate location is for a new junction. A range of factors need to be taken into consideration. Section 3.3 of the Environmental Statement [APP-038] explains how the Applicant has approached this matter.
1.2.3	The time savings referenced in APP-344 4.8 are for through (NOT local) A1 traffic and totally unaffected by where the Fenrother junction is located, so how can this have any bearing on the extra delays for Amble motorists that would be avoided by locating the junction at Causey Park ?	<ol style="list-style-type: none"> 1. The Applicant agrees that the forecast journey times savings stated in 4.8 of the Case for the Scheme [APP-344] refer to through trips on the A1. However, it should be considered that many trips which start or finish in the local area may involve use of the new A1 as part of their trip, thus benefitting from journey time savings whilst travelling on the improved route. Additionally, the Scheme results in significant reassignment of traffic from local routes including the former A1. These reductions in traffic on local routes will reduce delays and improve journey times across much of the local road network, and where there are increases in journey times these will generally be modest increases which will affect a small number of users. 2. For example, the model forecasts that for a journey between Amble and Morpeth, drivers would save around a minute on their existing journey time when the Scheme is in place. For a journey between Amble and Netherwitton, drivers are forecast to experience an increase in journey time of around 30 seconds. These are based on average modelled journey times during the morning and evening peak periods at 2023.
1.2.4	It is obvious that the existing Causey Park T junction would be far less busy once the proposed A1 is built, indeed "Widdrington Road"(which I assume is Chevington Road) at "3vpm" would probably be busier than the old A1 at "20-140pcu" (all HE's own figures) so if Amble traffic has to get on the new A1 at Fenrother, could we please at least have right of way going south at the T junction, and not create a third (at Causey Park) and then fourth junction (at Fenrother) where we will have to give way to less traffic in less than 6km	<ol style="list-style-type: none"> 1. The Applicant agrees that, with the Scheme in place, traffic flows on both the former A1 and the unclassified road to Chevington Moor are forecast to be around 3 vehicles per minute in each direction. and this will help to reduce the delays for drivers approaching from the east to join the new A1 at Fenrother. Given that the forecast flows are relatively low, it is not considered necessary to amend the form of junction priority at Causey Park, as any delays experienced by drivers waiting at give way lines will be minimal, 2. Through consultation with the local highway authority, the junction of Fenrother Lane (East) and the former A1 will have the priority changed, which will further reduce delays for drivers using this route.

Ref. No.	Response:	Applicant's Response:
		<p>The southern end of the detrunked section of the A1 will be stopped up and this arrangement reduces the number of vehicles having to make turnaround manoeuvres. This would benefit drivers travelling southbound along the detrunked A1. The proposed free-flow link is shown on Sheet 4 of the General Arrangement Plans [APP-008].</p> <p>3. This plan also shows on the same sheet that the proposed Fenrother junction on the proposed A1 will be a grade separated compact junction with slip roads. Therefore, there will be no additional T-junctions created along this route.</p>
1.2.5	The accident data is for ALL of Part A (ie Morpeth to Felton) and irrelevant to my point that it would be marginally safer again if the intermediate junction was moved from Fenrother to Causey Park	<p>1. The accident data analysis is described in section 4.10 of the Case for the Scheme [APP-344] and in fact relates to the entire Scheme not just Part A. The Applicant has not explicitly modelled the impact on road safety of the intermediate junction being located at Causey Park rather than Fenrother, however it is anticipated that any change would be negligible, assuming that the proposed junction form would remain similar at both locations.</p> <p>2. The de-trunked section of the A1 will be subject to a Road Safety Audit at detailed design stage.</p>
1.2.6	I have no issues with gritting policies which again are irrelevant to junction location.	
1.2.7	Various numbered points are made here :-	
1	I agree with all of this except the last sentence, which still makes no explanation of why Fenrother was chosen as the intermediate junction, and not Causey Park	<p>1. Following public consultation and assessment the Preferred Route Announcement in September 2017 included for the Fenrother Junction and an overbridge at Causay Park. Details of the considerations used in choosing the Preferred Route and Fenrother junction are set out in 1.27.2 below.</p>
2	At last here is the ONLY attempt to justify the location of the intermediate junction at Fenrother. First of all the irrelevant alternative access points are referenced as under 1.2.2 which I have clarified above. Then there is a spurious point about time savings being less important for long distance tourist – of course they are, but I am far more concerned about the far greater numbers of regular commuters and local residents who do not have that luxury.	<p>1. As stated in response to 1.2.3 above, it should be considered that many trips which start or finish in the local area may involve use of the new A1 as part of their trip, thus benefitting from journey time savings whilst travelling on the improved route. Additionally, the Scheme results in significant reassignment of traffic from local routes including the former A1. These reductions in traffic on local routes will reduce delays and improve journey times across much of the local road network, and where there are increases in journey times these will generally be modest increases which will affect a small number of users.</p> <p>2. For example, the model forecasts that for a journey between Amble and Morpeth, drivers would save around a minute on their existing journey time when the Scheme is in place. For a journey between Amble and Netherwitton, drivers are forecast to experience an increase in journey time of around 30 seconds. These are based on average modelled journey times during the morning and evening peak periods at 2023. As explained in 1.2.4 driver from Amble using the detrunked A1 would also benefit from less traffic on that road and a free-flow link onto the A1 that avoids give way manoeuvres. These benefits would outweigh the marginal increase in journey time.</p>
	There is a long overdue reference to HE's traffic modelling in their report ref. APP-344. They imply that more vehicles per hour use the Fenrother junction than Causey Park, although there are no comparative figures as the modelling for the junction at Causey Park is nowhere to be seen. Please could this modelling data be made available so the actual differences can be studied ?	<p>1. The Applicant would like to clarify that a junction at Causey Park rather than Fenrother has not been modelled. It should also be noted that the previous response to 1.2.7 point 2 stating more vehicles per hour use the Fenrother Junction than Causey Park from traffic model forecasts was referring to the with Scheme scenario rather than current traffic flows.</p>

Ref. No.	Response:	Applicant's Response:																								
	<p>Fig. 7 in the report APP-344 bears out my concerns – although the units of average annual daily traffic flows(AADT) are not explained, the numbers for each existing road junction on Part A from Morpeth to Felton are as follows :-</p> <table><tr><th>Location</th><th>AADT westwards</th><th>AADT eastwards</th><th>Comments</th></tr><tr><td>Highlaws/ Hebron</td><td>746/590</td><td>1309/1083</td><td>Junction to be provided</td></tr><tr><td>Fenrother/Tritlington</td><td>58/63</td><td>194/195</td><td>Junction to be provided</td></tr><tr><td>Causey Park</td><td>149/216</td><td>1157/1574</td><td>No junction provided</td></tr><tr><td>Burgham Park/Helm</td><td>411/492</td><td>181/167</td><td>No junction provided</td></tr><tr><td>West Moor/Felton</td><td>510/466</td><td>1066/756</td><td>Junction to be provided</td></tr></table>	Location	AADT westwards	AADT eastwards	Comments	Highlaws/ Hebron	746/590	1309/1083	Junction to be provided	Fenrother/Tritlington	58/63	194/195	Junction to be provided	Causey Park	149/216	1157/1574	No junction provided	Burgham Park/Helm	411/492	181/167	No junction provided	West Moor/Felton	510/466	1066/756	Junction to be provided	<p>1. The Applicant agrees that the tabulated figures have been correctly extracted from Figure 7 of the Case for the Scheme [APP-344], which in turn have been derived from the SATURN base traffic model.</p>
Location	AADT westwards	AADT eastwards	Comments																							
Highlaws/ Hebron	746/590	1309/1083	Junction to be provided																							
Fenrother/Tritlington	58/63	194/195	Junction to be provided																							
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Burgham Park/Helm	411/492	181/167	No junction provided																							
West Moor/Felton	510/466	1066/756	Junction to be provided																							
	<p>I can't make this any clearer – Causey Park has almost an order of magnitude MORE joining traffic than Fenrother, using HE's own numbers, yet gets ignored !</p>	<p>1. The Applicant agrees that under the existing layout, more traffic currently uses the Causey Park junction than the Fenrother junction. However, this factor considered in isolation does not mean that Causey Park is the most appropriate location for the new junction. Consideration should be given to the overall impact of the Scheme on traffic assignment across the study area, and the resultant impact on average journey times for all users. This in turn feeds into the calculation of a benefit to cost ratio (BCR) for the Scheme, which is one of the factors considered within the option selection process.</p> <p>2. The selection of the junction location prior to Preferred Route Announcement was based on a number of factors. These are set out in the PRA area of the Applicant's project website (https://highwaysengland.citizenspace.com/he/a1-in-northumberland/results/n170030_a1-northumberland_pra---morpeth-to-ellingham_v3_digital.pdf)</p> <ul style="list-style-type: none">– Consultation feedback– Cost– Cost benefit ration based on economic assessment– Ease of construction– Road safety including alignment and geometric standards– Impacts on road user satisfaction– Impacts on WCH– Impacts on local communities and landowners– Environmental impacts <p>3. The Technical Appraisal Report (ref B2104700-OD-051) and Scheme Assessment Report (ref B2104700-OD-2470) were available on request as part of the non-statutory consultation. This document sets out the assessment of the overall routes for Parts A and B and iincludes the junction strategy aims under section 4.8.</p> <p>4. Regarding the choice of junction location at Fenrother rather than Causey Park, there are several factors other than traffic flows which have been taken into consideration:</p> <ul style="list-style-type: none">– The western connection to the A697 at Fenrother is more direct (2.4km compared to 4.4km), less sinuous (straighter) and of a higher standard (generally wider permitting two-way traffic) than the connection at Causey Park. This will improve the east-west connectivity for vehicles																								

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		<p>using the A1 and Fenrother Junction compared to a Causey Park Junction. Local journeys can still use the proposed Causey Park bridge if preferred.</p> <ul style="list-style-type: none"> – There are no environmental constraints within the Order limits around the proposed Fenrother Junction. However, applying a similar footprint for a junction at Causey Park would encroach onto a number of environmental constraints including mine entry locations (which could have the potential for impacts associated with ground instability and release of hazardous mine gas), a Public Right of Way (PRoW) and potentially two non-designated heritage assets. – There would also likely be direct adverse visual impacts on 2no. residential properties at Causey Park Hag Lodge, which are likely to be subject to additional impacts, resulting in significant effects during construction and in winter Year 1. – With respect to the agricultural land classification at each location, the agricultural land within the Order Limits at the Fenrother junction is predominantly of a lower grade (Grade 4) than the land within the Order Limits at Causey Park (predominantly Grade 3b with a lesser proportion of Grade 3a, BMV and Grade 4).
	The next point is that Fenrother has better E-W connectivity than Causey Park, despite only having a third of Causey Park's westward traffic in the fig.7 figures above. The westward traffic at Fenrother is only to the A697, which has a better wider straighter connecting road at Highlaws anyway – again compare the westward numbers from fig.7.	<ol style="list-style-type: none"> 1. The western connection to the A697 at Fenrother is more direct (2.4km compared to 4.4km), less sinuous (straighter) and of a higher standard (generally wider permitting two-way traffic) than the connection at Causey Park. This will improve the east-west connectivity for vehicles using the A1 and Fenrother Junction compared to a Causey Park Junction. Local journeys can still use the proposed Causey Park bridge if preferred.
	The final point is that the local road network is "more suitable" at Fenrother than Causey Park. This is a very generic subjective remark that is difficult to comprehend when NCC have spent significant sums straightening Chevington Road as it approaches Causey Park junction and further west past the opencast reinstatements. I accept the road west from Causey Park to the A697 is more circuitous than from Fenrother, but HE's traffic figures above still show it is more popular, presumably with Longhorsley residents.	<ol style="list-style-type: none"> 1. The previous response to 1.27 point 2 including the statement "more suitable" referred to the western connection to the A697. Please refer to the response directly above regarding the western connection which explains why this is the case. As explained earlier, just because Causey Park is currently the junction which is more commonly used does not make it the most appropriate choice for a new junction.
3	I fully agree that the proposed junction design could "easily accommodate the forecast traffic flows" whether it is built at Causey Park or Fenrother, so this is irrelevant to where the junction is.	<ol style="list-style-type: none"> 1. The Applicant considers that the fact that the proposed Fenrother junction design has been shown to easily accommodate traffic flows is relevant in proving the suitability of the Scheme design.
4	I fully agree that there is no justification for the extra cost of building junctions at BOTH Causey Park and Fenrother, so this is also irrelevant to where the junction is.	<ol style="list-style-type: none"> 1. The Applicant notes that Mr Lloyd agrees that there is only a justification for one new junction in this section of the A1. The Applicant has explained it considers that the Fenrother is the appropriate choice of junction location.

Ref. No.	Response:	Applicant's Response:
	<p>To summarise, I have yet to see a good logical argument to show why the one intermediate junction on Part A (ie between Highlaws and West Moor) should be at Fenrother. Causey Park is logically preferable for the reasons explained above and previously ie</p> <ul style="list-style-type: none">• It gets local traffic onto the new A1 and off the old A1 much more efficiently, increasing safety on the old A1• It spaces the junctions more equally along the new A1 (5.5/4km instead of 2.5/7km), easing driver reaction times and optimising diversion options/ network resilience• There are no significant construction/ environmental differences to my knowledge and could even be a cost saving	<ol style="list-style-type: none">1. The choice of junction location was consulted upon in 2016 and determined in the Preferred Rote Announcement in September 20172. The Applicant considers that local traffic will join and leave the new A1 in a safe and efficient manner in the Scheme as the old A1 will be subject to a detailed design Road Safety Audit The proposed junction spacing is in accordance with design standards and optimises provision. Diversion routes would be agreed with the local highway authority.3. There are no environmental constraints within the Order limits around the proposed Fenrother Junction. However, applying a similar footprint for a junction at Causey Park would encroach onto a number of environmental constraints including mine entry locations (which could have the potential for impacts associated with ground instability and release of hazardous mine gas), a Public Right of Way (PRoW) and potentially two non-designated heritage assets. There would also likely be direct adverse visual impacts on 2no. residential properties at Causey Park Hag Lodge, which are likely to be subject to additional impacts, resulting in significant effects during construction and in winter Year 1.4. With respect to the agricultural land classification at each location, the agricultural land within the Order Limits at the Fenrother junction is predominantly of a lower grade (Grade 4) than the land within the Order Limits at Causey Park (predominantly Grade 3b with a lesser proportion of Grade 3a, BMV and Grade 4).
	<p>I therefore ask the Planning Inspectorate to test the logic of HE's proposals further and if the Fenrother junction cannot be justified, to recommend it is moved to WHERE THE TRAFFIC IS at Causey Park.</p>	<ol style="list-style-type: none">1. The Applicant has shown why Fenrother is the most appropriate location for the new junction on this section of the A1.

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