

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010059

4.1 Statement of Reasons for Change Request (Clean)

Rule 8(1)(c)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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The A1 in Northumberland: Morpeth to Ellingham

Development Consent Order 20[xx]

STATEMENT OF REASONS FOR CHANGE REQUEST (Clean)

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1 Introduction

1.1 Summary

- 1.1.1 This Statement of Reasons (this “Statement”) relates to an application made by Highways England (the “Applicant”) to the Secretary of State for Transport via the Planning Inspectorate (the “Inspectorate”) under the section 37 of the Planning Act 2008 (the “2008 Act”) for a Development Consent Order (the “DCO”). 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 the Scheme can be found in **Chapter 2, Volume 1** of the Environmental Statement (ES) (**Application Document Reference: TR010041/APP/6.1**).
- 1.1.3 This Statement has been prepared in accordance with the requirements of Regulation 5(2)(h) of the Infrastructure Planning (Applications, Prescribed Forms and Procedure) Regulations 2009 (the “APFP Regulations”) and the “Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land” (DCLG, September 2013) (the “CA Guidance”).
- 1.1.4 This Statement has been updated to take account of the proposed changes to the DCO that affect the land in Part A and Part B. The details of the proposed changes are contained in a covering letter submitted by the Applicant to the Inspectorate at Deadline 4 of the Examination as a formal request to change the DCO (**Document Reference TR010059/7.19**).

1.2 The Scheme

- 1.2.1 The Scheme is a nationally significant infrastructure project (NSIP) within sections 14(1)(h) and 22(1) of the 2008 Act. The Scheme is considered to be “construction” and “alteration” within the meaning of section 22(1)(a) and 22(1)(b) of the 2008 Act. For further information regarding how the Scheme qualifies as a NSIP, please refer to the Explanatory Memorandum (**Application Document Reference: TR010041/APP/3.2**) that accompanies the application.
- 1.2.2 As the Scheme is an NSIP, development consent must be obtained from the Secretary of State to authorise it, and an application for a DCO must be made to the Secretary of State under section 37 of the 2008 Act
- 1.2.3 In summary the Scheme comprises:
- i. Approximately 12.6km dualling of the A1 between Morpeth and Felton, including approximately 6.5 km of online widening and 6.1km of a new offline section.
 - ii. Approximately 8km dualling of the A1 between Alnwick and Ellingham.
 - iii. De-trunking of the old section of the A1 between ‘Priest’s Bridge’ and Burgham Park, which will become a local road and the

responsibility of Northumberland County Council (the “Local Authority”).

- iv. The construction of a new bridge to carry the new carriageways of the A1 over the River Coquet, parallel to the existing structure.

- v. The construction of four new split-level junctions at Charlton Mires, West Moor, Fenrother and Highlaws, each with bridges over the A1 to allow east-west traffic flow.
- vi. Construction of a new bridge over the new offline-section of the A1 at Causey Park and a new underpass for existing road under the A1 at Burgham Park.
- vii. Construction of a new accommodation overbridge at Heckley Fence.

1.3 Compulsory acquisition

- 1.3.1 In its DCO application for the Scheme, the Applicant seeks compulsory acquisition and temporary possession powers in respect of certain land interests. A detailed description of the extent and nature of the powers sought is set out by reference to the DCO application documents in **Chapter 3** of this Statement.

1.4 Land interests

- 1.4.1 The extent of the land interests affected by the compulsory acquisition and temporary possession powers sought by the Applicant in relation to the land (the "Land") is described in **Chapter 4** of this Statement.
- 1.4.2 The Applicant has carried out diligent inquiry, as set out in the APFP Regulations and the CA Guidance, to identify all persons with an interest in the Land (the land shown on the Land Plans (**Application Document Reference: TR010041/APP/2.2**) and persons with a potential claim for compensation as a result of the Scheme. These persons have been consulted pursuant to section 42 of the 2008 Act. The categories of persons identified, and the methods used to identify them are described in **Chapter 4** of this Statement by reference to the categories in the Book of Reference (**Application Document Reference: TR010041/APP/4.3**).
- 1.4.3 The Applicant has entered into negotiations to acquire other parties' interests voluntarily and is progressing those discussions. These negotiations are not yet complete. The current position on these negotiations is set out in **the Compulsory Acquisition Schedule (document reference 7.8.5) submitted at Deadline 4. Changes 2 and 3 require the acquisition of additional land and the status of negotiation with the relevant landowners is set out at Annex B** of this Statement.
- 1.4.4 It is necessary to acquire the land interests by compulsory acquisition in order to enable the Scheme to be delivered. The acquisition of all of the land interests is necessary to enable the Scheme to proceed. Further details are set out in **Chapter 4** of this Statement.
- 1.4.5 The Applicant owns a number of plots which are subject to the rights of others which are incompatible with the construction and operation of the Scheme. In order to

ensure that any such rights can be removed (and the persons benefitting from them are compensated for such removal) the Applicant's own land has been included within the Land to which the compulsory powers sought will apply.

1.5 The case for compulsory acquisition

1.5.1 This Statement sets out the reasons for the inclusion of compulsory acquisition powers within the DCO. It explains that it is necessary to include compulsory powers within the DCO so that the Applicant can acquire the land required for the construction of the Scheme that is not already in its possession. It also explains why powers of compulsory acquisition are necessary to enable the Applicant to use land temporarily, and acquire or extinguish rights over land in order to construct the Scheme in a way that is both proportionate and in the public interest by reducing environmental impacts, minimising the cost to the Applicant (and hence the public purse) and mitigating the impact on affected landowners. This compelling case is evidenced further in the wider documentation that accompanies the application.

1.5.2 The powers of compulsory acquisition and temporary possession sought in the Application are necessary, proportionate and justified. The powers sought are in accordance with all relevant statutory and policy guidance.

1.5.3 There is a compelling case in the public interest for the compulsory acquisition and temporary possession powers sought as set out in **Chapter 5** of this Statement. The conclusion of this Statement is that the grant of the compulsory powers requested would be lawful under all applicable legal regimes

1.6 Human rights

1.6.1 In preparing the DCO, the Applicant has had regard to the European Convention for Human Rights and the Human Rights Act 1998. Chapter 6 of this Statement considers how the Scheme complies with this legislation notwithstanding any infringement of the private rights of those whose interests in the land may be affected by the exercise of powers of compulsory acquisition and temporary possession.

1.7 Special considerations

1.7.1 In **Chapter 7** of this Statement, the Applicant has identified all special category land which is affected by the compulsory acquisition powers sought in the DCO. The Applicant has engaged with the relevant persons responsible for the special category land and with a view to avoiding the need for special parliamentary procedure in accordance with the relevant sections of the 2008 Act. The Applicant has further considered what other consents are required in order to enable the Scheme to proceed and set out how these will be secured.

1.8 Compliance with statutory requirements and policy guidance

1.8.1 This document has been prepared in accordance with the requirements of Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the "APFP Regulations"), and the 'Planning Act

2008: Guidance related to procedures for the compulsory acquisition of land' (DCLG, September 2013) (the CA Guidance).

1.8.2 This Statement should be read alongside the other DCO application documents that relate to the compulsory acquisition powers sought by the Applicant, including:

- Draft DCO (**Application Document Reference: TR010041/APP/3.1**)
- Explanatory Memorandum (**Application Document Reference: TR010041/APP/3.2**)
- Book of Reference (**Application Document Reference: TR010041/APP/4.3**)
- Land Plans (**Application Document Reference: TR010041/APP/2.2**)
- Works Plans (**Application Document Reference: TR010041/APP/2.3**)
- Funding Statement (**Application Document Reference: TR010041/APP/4.2**)
- Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**)
- National Policy Statement for National Networks (NPSNN) Accordance Table (**Application Document Reference: TR010041/APP/7.2**)
- Introduction to the Application (**Application Document Reference: TR010041/APP/1.1**)
- Consents and Agreements Position Statement (**Application Document Reference: TR010041/APP/3.3**)

2 The Scheme

2.1 Description of the Scheme

Part A

- 2.1.1 Part A consists of approximately 12.6km dualling of the A1 between Morpeth and Felton. Part A consists of 6.5km of online widening and 6.1km of a new offline section.
- 2.1.2 The existing A1 carriageway will be widened (online) between the existing dual carriageway at Warreners House Junction and Priest's Bridge. From here, the new A1 alignment will be to the west of the existing A1, passing over Tindale Hill and Causey Park before re-joining the existing A1 north of Burgham Park. The existing A1 will then be widened to dual carriageway from Burgham Park to the B6345 overbridge joining with the existing dual carriageway at Felton.
- 2.1.3 The old section of the A1 between Priest's Bridge and Burgham Park will be de-trunked to become a local road and the responsibility of the Local Authority.
- 2.1.4 A new bridge will be constructed over the River Coquet for southbound traffic and will sit parallel to the existing structure intended for northbound traffic. One new overbridge will be built at Causey park and a new underpass under the A1 at Burgham Park.
- 2.1.5 Change 2 comprises works on the north bank of the River Coquet to stabilise the proposed and existing bridges and the provision of permanent erosion protection measures along the north bank of the river and these works require an extension to the Order Limits. Change 3 includes the provision of a temporary bridge to provide access to the south bank and the provision of permanent scour protection on the south bank of the river which also requires a change to the Order Limits.

Part B

- 2.1.6 The southern extent of Part B is located approximately 15 km north of the northern extent of Part A. Part B comprises approximately 8 km of dualling of the existing A1 single carriageway. Part B consists of online widening which follows the route of the existing A1 with the widening located to the east of the current alignment.
- 2.1.7 One new split-level junction will be constructed at Charlton Mires which includes an overbridge and new access roads to East and West Linkhall. The new junction will provide safer access on and off the A1 as well as east / west connectivity via the B6347. The new junction will also provide access to a new access road to Rock South Farm via the B6347.
- 2.1.8 A new accommodation overbridge will be constructed at Heckley Fence maintaining access for farming operations, public rights of way and other vulnerable road users.

2.1.9 A more detailed description of the Scheme can be found in **Chapter 2: The Scheme, Volume 1** of the ES (**Application Document Reference:TR010041/APP/6.1**).

Change Request

2.1.10 An application for a change request (“the Change Request”) has been made in relation to the Scheme. As is normal in relation to any engineering project, further design development of the Scheme has continued to be undertaken by the Applicant since the application for the Development Consent Order (DCO) was made in order to release efficiencies and design benefits.

2.1.11 The two proposed changes to the Scheme in the vicinity of the River Coquet are the Stabilisation Works and Southern Access Works , as described in Appendix B: Summary of Proposed Changes to the Application of the Environmental Statement Addendum: Stabilisation Works for Change Request (document reference 6.38) and Appendix B: Summary of Proposed Changes to the Application of the Environmental Statement Addendum: Southern Access Works for Change Request (document reference 6.40). Further details are provided in the sections below.

Stabilisation Works

2.1.12 The Stabilisation Works would take place on the northern side of the River Coquet. They would comprise two rows of spaced piles to the north side of the proposed pier location for the River Coquet bridge and a third row to the south side as shown in the Figure 1: Stabilisation Works in Appendix A: Figures of the EEnvironmental Statement Addendum: Stabilisation Works for Change Request (document reference 6.38). All the piles would be concrete and approximately 600 mm in diameter and indicatively 14 m long in length. The area would then be used for the construction of the new bridge structure and therefore would not be reinstated until completion of the permanent works.

2.1.13 Due to insufficient space for safe access for construction plant within the existing Order limits, this requires additional temporary and permanent working areasland in order to ensure that the Stabilisation Works can be undertaken and maintained, and this requires further additional land outside the existing Order limits of Part A.

2.1.14 The additional land required outside of the existing Order limits of Part A would be used for the provision of working platforms and access routes to and around the platforms for use by the plant and equipment required for the construction process, as shown in Figure 1: Stabilisation Works in Appendix A: Figures of the Environmental Statement Addendum: Stabilisation Works for Change Request (document reference 6.38) ES Addendum. Given the nature of the required works and the requirement for large construction plant to access the slope, this could not be carried out within the existing Order limits of Part A. The additional land would also support the movement of the equipment around the piles (once installed) to the rest of the works in the area in this relatively challenging topography. The formation of the accesses and platforms would involve the localised grading of areas, as well as the cutting and filling of several benches within the existing slope.

North Bank Scour Protection

- 2.1.15 A requirement has been identified to protect the bridge foundations from hydraulic action and that scour protection measures are required to maintain the integrity of the proposed design. The Stabilisation Works on the slope would, therefore, include scour protection along the river edge on the north bank of the River Coquet to provide erosion protection to the lower stabilisation piles to avoid further maintenance works during the design life of the structure, which is 120 years. Land and rights are required to install the scour protection and maintain it through the life of the Scheme

Southern Pier Scour Protection

- 2.1.16 An extension of the proposed permanent scour protection around the southern bridge pier is required to protect the bridge foundations from hydraulic action and maintain the integrity of the proposed design. As with the protection on the north bank, land and rights are required to install the scour protection and maintain it through the life of the Scheme.

Southern Access Works

- 2.1.17 It is proposed that the temporary access to the southern bank of the River Coquet would be via a temporary bridge (Bailey Bridge) to be constructed in the location shown on Figure 1: Southern Access Works Proposals in Appendix A: Figures of the Environmental Statement Addendum: Southern Access Works for Change Request . In order to construct the bridge, temporary rights are required to install foundation supports and install the bridge structure.
- 2.1.18 The 3 sets of works in the Change Request at the River Coquet are required in order to provide sufficient stability for the construction of the Scheme. The land and rights necessary to implement and maintain these works is therefore required as an integral part of the justification for the Scheme as set out in this Statement.
- 2.1.19 The key objectives of the Scheme and how they will be achieved are as follows:

Objective: Improve journey times on this route of strategic national importance

- 2.1.20 The Scheme will improve journey times on the A1 between Morpeth and Ellingham. As set out in Chapter 4 of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**), the Scheme is forecast to have a

significant beneficial impact on journey times and a reduction in travel times along the route.

- 2.1.21 In 2038, in a 'without Part A' scenario, the model forecasts show that it would take users around 10½ minutes to travel along Part A in both directions. By 2051, this is predicted to increase to 12 minutes travelling northbound and 11½ minutes travelling southbound.
- 2.1.22 With Part A in place, the journey times in 2023 are forecast to reduce to around 7 minutes in each direction. In 2051, Part A is forecast to have a significant beneficial impact on journey times, reducing the travel time to just under 7½ minutes when travelling northbound and slightly over 7 minutes for trips southbound.
- 2.1.23 In 2023, without Part B the model forecasts show that it takes users around 6½ minutes to travel along Part B in either direction. This is predicted to increase to 7 minutes in 2038 and 2051 in either direction.
- 2.1.24 With Part B in place, the journey times in 2023, 2038 and 2051 are forecast to reduce to around 5½ minutes in either direction.
- 2.1.25 As set out above, the A1 plays an important national role, as part of the SRN and on the London to Scotland route and is also an important link for traffic in the region, and the Scheme would help to deliver quicker journey times and reduced travel times along the route.
- 2.1.26 The Scheme will deliver a “*substantial improvement to meet the needs of the local economy and to better fulfill its role in the national transport network*” as confirmed in the Regional Investment Strategy (RIS).

Objective: Improve network resilience and journey time reliability

- 2.1.27 As set out in **Chapter 4** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**), there is a relative lack of resilience and a related lack of journey time reliability on this stretch of the A1
- 2.1.28 A lack of resilience is a problem if a transport network is unable to cope with disruptive events such as surges in demand, extreme weather conditions or road works. The more common the event, the more important it is for the network to be able to recover quickly to restore an acceptable level of service and avoid compounding the problem.
- 2.1.29 Chapter 4 of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**) confirms that the route currently lacks resilience due to:
- a. “*Current lack of safe over-taking opportunities and high volume of HGV traffic, leading to reduced journey time reliability. The proportion of HGV traffic on the A1 is considerably higher than for other comparable roads, at around 11% across the day.*”
 - b. *Driver frustration and high frequency of junctions and accesses creates more*

potential for vehicular conflicts. There are currently 55 private accesses and 13 minor at grade junctions which access the A1. Higher daily traffic flows during the summer months exacerbate these problems. Daily traffic flows during July and August are around 18%-22% higher than those in a neutral month (i.e. outside of the school summer holidays)”.

2.1.30 Providing an additional lane on the A1 in this location will improve network resilience by providing more capacity on the network that will enable the network to recover more quickly to normal levels of service following an incident. It will also provide an extra lane that can be used in the event of a break down or blockage to ensure that traffic can continue to flow along the stretch. This additional capacity will also minimise disruption when future maintenance activities are undertaken, where a lane closure would be required.

2.1.31 Providing a dual carriageway will provide earlier and safer overtaking opportunities for vehicles looking to overtake slower moving vehicles. The de-trunked section of the A1 will also provide an alternative route that vehicles making local journeys can use.

Objective: Improve safety

2.1.32 As described in **Chapter 4** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**), a Cost and Benefit to Accidents – Light Touch (COBALT) assessment forecasts that the Scheme will provide an accident reduction benefit of **£32 million** and that the Scheme will save 414 accidents when compared to the ‘without Scheme’ scenario. This reduction in accidents is forecast to reduce the number of casualties by 708 over the 60-year appraisal period, of which 17 are predicted to be fatal.

2.1.33 The Scheme includes some changes to bus stops which have been discussed and agreed with the main operator Arriva in order to ensure all bus stops are safely located. For example, the proposal to move the bus stops on the A1 at the Charlton Mires Junction to the informal pick up point off the A1 will improve the visibility and therefore safety of this stop to users with a bus stop flag to formally mark the location.

2.1.34 The Scheme includes some changes to Public Rights of Ways (PRoWs) including diversions. It provides suitable overbridges and diversions for walkers, cyclists and horse riders (WCH) that do not involve crossing the A1 at grade which will reduce the risk of accidents for these users.

Objective: Maintain access for local traffic whilst improving the conditions for strategic traffic

2.1.35 The Scheme would extend the length of consistent dual carriageway on the A1 from Morpeth to Ellingham, which supports the RIS1 (defined in paragraph 2.2.10 below) strategic goal of joining our communities and linking effectively to each other and the RIS2 (defined in paragraph 2.2.15 below) strategic vision of a more integrated road network designed and managed as an integral part of the wider road network. The Scheme would remove the multiple private accesses and rationalise the side road junctions to ensure access is maintained for local traffic

whilst improving conditions for strategic traffic by removing turning conflicts on the mainline A1 contributing to the reduction in accidents.

- 2.1.36 The junctions comprised in the Scheme have been designed to achieve up to date relevant standards and the Scheme includes clear signage to guide drivers. Four new grade separated junctions to be provided as part of the Scheme, will assist in maintaining the free flow of mainline traffic and remove turning conflicts, which contribute to the forecast journey time and accident savings.
- 2.1.37 The traffic modelling demonstrates that the Scheme can accommodate the forecast future traffic flows at an acceptable level of service, both along the mainline and at the junctions. The reduction in junctions and private accesses removes potential vehicle turning conflicts and the de-trunked A1 will provide an alternative local route for some of these vehicles.
- 2.1.38 Local traffic will also benefit from the additional capacity on the highway network and the removal of private means of access onto the A1 would also provide those users of the network a safer and more reliable access onto the wider road network.

Objective: Facilitate future economic growth

- 2.1.39 The Scheme would provide improved physical linkages between Morpeth and Ellingham and would improve access to new and planned employment sites. The economic importance of dualling the A1 in Northumberland is confirmed in the emerging Northumberland Local Plan and the supporting evidence base for this emerging Local Plan and the Northumberland Economic Strategy 2015 – 2020.
- 2.1.40 The Scheme will also help to support the delivery of Policy ECN 4 of the emerging Northumberland Local Plan. This policy seeks to support the delivery of Fairmoor Enterprise Zone, a Round 2 Enterprise Zone that comprises nine hectares of greenfield land located to the north of Morpeth, on the new junction between the A1 and the northern bypass link to South East Northumberland. The Enterprise Zone is intended to *“support knowledge intensive growth, drawing on a highly-skilled labour pool, by developing an innovation park with new office, light industrial and incubator premises.”*
- 2.1.41 The Wider Impacts for the Scheme have been calculated using WSP’s Wider Impacts in Transport Appraisal (WITA) tool and is submitted as **Appendix C** of the Case of the Scheme (**Application Document Reference: TR00041/APP/7.1**). It is forecast that the Scheme would produce £24million of Wider Impact Benefits.
- 2.1.42 Providing improved transport links to the north of Morpeth will help to support the delivery of this Enterprise Zone and to support economic growth in the area in accordance with the objective of Policy ECN 4 of the emerging Northumberland Local Plan.
- 2.1.43 An extension to the Lionheart Enterprise Park is proposed in the emerging Northumberland Local Plan and the impact of the Scheme in improving journey times and reliability will help to support the aims of this planning policy. The Scheme will also help Alnwick to fulfil its role as a *‘main town’*, which is envisaged in the emerging Local Plan.

- 2.1.44 The A1 north of Newcastle provides a nationally important connection, and the Scheme is part of a RIS investment programme designed to deliver a *'substantial improvement' to meet the needs of the local economy and to better fulfil its role in the national transport network.*
- 2.1.45 This investment package is consistent with the aims of the NPS NN that confirms, at paragraph 2.2, there is a *'critical need'* to improve the national road networks. Without doing so *'it will be difficult to support further economic development, employment and housing and this will impede economic growth and reduce people's quality of life'* (paragraph 2.22).
- 2.1.46 Paragraph 2.13 of the NPS NN confirms that a well-functioning SRN is *'critical in enabling safe and reliable journeys and the movement of goods in support of national and regional economies'* and the Scheme responds well to the strategic need to invest in the SRN. A well-functioning SRN is *'critical in enabling safe and reliable journeys and the movement of goods in support of national and regional economies'* and the Scheme responds well to the strategic need to invest in the SRN.

At a regional level, page 24 of the Employment Land and Premises Demand Study confirms that: *'the continuous dualling of the A1 between Morpeth and Alnwick would have a positive impact on employment markets'* and the Northumberland Economic Strategy 2015 – 2020 confirms on page 62 – *'the complete dualling of the A1 continues to be a priority for Northumberland. It will reduce journey times north and south, improve road safety and support enterprise in the north of the county and on the coast; Berwick, in particular, will benefit'*

2.2 Case for the Scheme

- 2.2.1 The A1 is a route of local and national importance and forms part of Highways England's Strategic Road Network (SRN). As well as playing an important strategic role for long distance traffic on the eastern side of the country, it provides an important link between England and Scotland. North of Newcastle, the A1 also provides a local route for commuters, holiday makers, freight and agricultural traffic.
- 2.2.2 Other key routes in Northumberland include the A1068 coastal route and the A697 towards Coldstream in Scotland. The roads in Northumberland are characterised as narrow rural links that connect a number of small settlements. The A1 therefore also acts as a key distributor for more localised trips and for the aforementioned reasons, the A1 is recognised by the DfT as a route of strategic national importance.
- 2.2.3 The dualling of the A1 between Morpeth and Ellingham is a longstanding matter of need established and accepted in national and local policy. A summary of the main national and local policy is provided below, and further details can be found in the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**).

National Policy Statement for National Networks (NPS NN)

- 2.2.4 The NPS NN sets out the need and Government policies for nationally significant infrastructure rail and road projects for England. It is used by the Secretary of State as the primary basis for making decisions on development consent applications

related to such projects. Section 104 of the 2008 Act states that where there is a relevant national policy statement in place, as with the Scheme, then the Secretary of State must decide the application in accordance with the NPS NN unless one of four exceptions listed in section 104 applies. The exceptions do not apply to the Scheme.

2.2.5 Paragraph 2.2 of the NPS NN identifies a "*critical need*" to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. It also states that improvements may be required to address the impact of the national networks on quality of life and environmental factors. The compliance of the Scheme with the environmental requirements NPSNN is considered in detail in the NPS NN Accordance Table (**Application Document Reference: TR010041/APP/7.2**) that is submitted with this application, while the Scheme's consistency with the aims of the NPS NN at a strategic level is set out in the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**).

A1 North of Newcastle Feasibility Study (2015)

2.2.6 As outlined in **Chapter 3** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**) HM Treasury published "Investing in Britain's Future" in 2015, setting out the Government's intentions in to build a strong UK economy by delivering infrastructure that competes with the best in the world. The A1 North of Newcastle Feasibility Study was published in 2015 in response to HM Treasury's document.

2.2.7 The study identified the several issues on the stretch of the A1 between Morpeth and Ellingham, namely:

- Drivers face a lack of alternative routes for their journeys
- Varying carriageway standards on the route that can lead to confusion for long distance drivers
- Poor junction standards and layouts
- A large number of at-grade junctions and private accesses, resulting in delays and potential accidents when vehicles exit or enter the main carriageway
- Average traffic speeds on the single carriageway sections of the route are significantly lower than sections that have been upgraded to dual carriageway
- Lack of overtaking opportunities on single carriageway sections of the route, which slows down traffic
- Peak-hour traffic speeds are significantly slower than when traffic is free flowing

2.2.8 The findings of this study, paired with the strategic national importance of the A1 in Northumberland resulted in its inclusion within the Road Investment Strategy.

Road Investment Strategy

RIS 1

- 2.2.9 Section 3 (6) of the Infrastructure Act 2015 places a duty on the Secretary of State to comply with the provisions of the RIS.
- 2.2.10 The Roads Investment Strategy originally published in December 2014 (RIS1) sets out the Government's investment programme for the major road network. The dualling of the A1 between Morpeth and Ellingham was '*committed*' within RIS1.
- 2.2.11 RIS1 confirmed that the SRN required upgrading and improving and that this investment in the SRN is considered to be '*critical*' if the SRN is to deliver the performance needed to support the nation throughout the 21st century. RIS1 committed to investing a total of £15.2 billion to enhancements and long-term maintenance of the network between 2015/16 and 2020/21 which included 127 major enhancements.
- 2.2.12 Part 2 of RIS1 comprised the Investment Plan for the period up to 2021. The Investment Plan element of RIS1 outlined how the Applicant would deliver improvements to the SRN in the short term and put them on course to deliver the long-term vision of revolutionising the road network.
- 2.2.13 Page 19 of the Investment Plan confirmed that the A1 to the north of Newcastle, provides a '*nationally important*' connection between Newcastle and Edinburgh and that it comprises an '*essential*' link for the North East and Northumberland and needs '*substantial improvement*' to meet the needs of the local economy and to better fulfill its role in the national transport network.
- 2.2.14 An investment package worth around £290 million was confirmed, which includes funding for '*thirteen miles of upgrade to dual the carriageway linking the Morpeth and Alnwick bypasses with the dual carriageway near Ellingham, to create a continuous high-quality dual carriageway from Newcastle to Ellingham*' (Page 9 of RIS1).

RIS 2

- 2.2.15 The second RIS announced by the Government on 11 March 2020 (RIS2) sets a long-term strategic vision for the network. RIS2 commits the Government to spend £27.4 billion during the period between 2020 and 2025. RIS2 has been developed on the back of an extensive round of public engagement and consultation, research and evidence gathering begun in 2016. It has been the biggest exercise ever undertaken to inform the national road investment.
- 2.2.16 Part 3 of RIS 2 comprises the Investment Plan. Page 72 of the Investment Plans sets out the Government's priorities for RIS2 which includes "*Completing RIS1 Enhancements*". RIS2 recognises that RIS1 set in train a transformational programme of investment in strategic roads. RIS2 also recognises that the average road project takes around eight years to get from inception to opening and the newest commitments made in RIS1 were always expected to be under construction during the period covered by RIS2. This includes "*key regional connections such as the A30 in Cornwall and the A1 north from Newcastle will see their disparate sections of dual carriageway linked together into joined-up, high quality roads*"
- 2.2.17 Page 95 of RIS2 confirms the ongoing commitment to deliver the Scheme as follows: "*A1 Morpeth to Ellingham – upgrading multiple sections of the A1 to dual carriageway to provide continuous high quality dual carriageway from Newcastle to Ellingham, north of Alnwick*".

Highways England Delivery Plan

- 2.2.18 The Highways England Delivery Plan was published in March 2015. The Delivery Plan states that: *“One of the most significant ways we can improve safety is through modernising and maintaining our network and delivering the Road Investment Strategy”*.
- 2.2.19 Annex 1 to the Delivery Plan identifies major improvement schemes that the Applicant is seeking to deliver. These include a scheme to deliver the results of the A1 north of Newcastle Feasibility Study and provide: *“13 miles of upgrades to dual the carriageway linking the Morpeth and Alnwick bypasses with the dual carriageway near Ellingham, to create a continuous, high-quality dual carriageway from Newcastle to Ellingham”*.
- 2.2.20 A Delivery Plan setting out how the Applicant intends to deliver the Investment Plan set out in RIS2 has yet to be published. It is expected the Delivery Plan will be published in the summer of 2020 and in each subsequent year during RIS2.

The National Infrastructure Delivery Plan (NIDP)

- 2.2.21 The NIDP was published by the Treasury in March 2016. It identifies the importance of investing in infrastructure – *‘infrastructure is the foundation upon which our economy is built’* and confirms that delivering better infrastructure will help *‘grow the economy and improve opportunities for people across the country’*.
- 2.2.22 Chapter 3 of the NIDP relates to essential road infrastructure, and confirms that the key schemes that are central to delivering this objective of *“increasing capacity on the SRN”* include *‘the start of construction on the dualling of the section [of the A1] north of Newcastle between Morpeth and Ellingham’*.

Local Planning Policy

- 2.2.23 Outlined below are local plans that highlight the long-standing policy support for the A1 dualling and the benefits it will bring to the region. Further details can be found within the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**).

Castle Morpeth District Local Plan

- 2.2.24 Part of the Scheme (Part A) is within the former local planning authority area of Castle Morpeth, from the southernmost extent of the Scheme (the A1 Warreners House Interchange at Morpeth) to where the Scheme reaches the River Coquet.
- 2.2.25 The Castle Morpeth Local Plan was adopted in February 2003 and although the local authority itself is no longer in existence, the Local Plan has not yet been replaced. It therefore comprises part of the current development plan and sets out the then District Council’s proposals for the development of land and buildings.
- 2.2.26 Page iv of the Local Plan (*“Summary of Proposals”*) confirms that the Council supports: *“the dualling of the A1 north of Morpeth and junction improvements throughout the length of the A1 within the Borough.”*

- 2.2.27 This support for the dualling of the A1 is re-confirmed at Paragraph 8.14.2 of the Local Plan which notes that: “*a great deal of continuing concern is expressed about road safety and the inadequate standards on the single carriageway stretches of the A1 trunk route between Newcastle and Edinburgh.*”
- 2.2.28 The same paragraph confirms that the District Council thought there to be a “*strong case*” for pressing the Scottish Office and the Department for Transport to adopt a policy of improving the A1 to dual carriageway standard between Newcastle and Edinburgh and that that the Council “*fully supports*” this proposal and will, through the policies of the Local Plan, “*assist in the realisation of this objective.*”

Alnwick District Wide Local Plan, 1997

- 2.2.29 The Alnwick District Wide Local Plan, published in April 1997 and comprises a strategy to maintain and enhance the environmental quality of the District whilst accommodating the new development necessary for the economic wellbeing of residents.
- 2.2.30 Recognising that Alnwick was a district council, and not a highway authority and that improvements to the highway network would be delivered by the County Council, the plan contains a number of transport aims rather than policies.
- 2.2.31 Aim TT6 of the Local Plan, set out at paragraph 5.2 is to encourage the “Highway Agency” to upgrade the A1 trunk road to dual carriageway standard throughout the district “at the earliest opportunity.”
- 2.2.32 Paragraph 5.4.1 states that the “importance of good road links to the District cannot be overstated. It is by means of such road links that the District can compete with other areas in attracting inward investment of new industrial, commercial and tourist developments. Many residents rely on the principal roads to meet their everyday requirements when travelling to and from more populated areas of south Northumberland and Tyneside for business and pleasure.”
- 2.2.33 Paragraph 5.4.3 confirms that: “the Government is committed to upgrading the A1 to dual carriageway standard”, although the same document also notes that “this will be carried out in a piecemeal manner and as yet no comprehensive timetable has been fixed for the entire length between Newcastle and Edinburgh.”
- 2.2.34 Local Plan Policy TT2 (‘Upgrading of A1 Trunk Road’) supports the dualling of the A1 by stating that planning permission will not be granted for development likely to prejudice the line of the proposed dual carriageway improvements to the A1 Trunk Road.

Alnwick District Core Strategy

- 2.2.35 The Alnwick District Core Strategy was published in October 2007 and is governed by sustainability principles and seeks to balance between social, economic and environmental factors.
- 2.2.36 The district council's strategy for transport, set out in Figure 5 of the Core Strategy, transport includes *“Supporting the strengthening of the core elements of the transport system to promote economic regeneration in particular through support of... the A1 dualling.”*

Emerging Northumberland Local Plan 2019

- 2.2.37 Northumberland County Council is in the process of preparing the Northumberland Local Plan. The Northumberland Local Plan will include the planning policies to be used to guide and determine future planning applications in Northumberland, and when it is adopted it will detail the scale and distribution of new development in Northumberland and include land allocations and designations.
- 2.2.38 The Local Plan was submitted to the Secretary of State for Housing, Communities and Local Government for independent examination in May 2019. Phase 1 of the examination hearings took place in October 2019 and February 2020, and the Inspector has cofimed that further hearing sessions will be necessary for Phase 2 of the examination. The Inspector will be issuing Matters, Issues and Questions in advance of these. As the Local Plan is at a relatively early stage in the adoption process it is considered that only limited weight can be attached to the policies that it contains.
- 2.2.39 Chapter 3 of the Local Plan sets out the Spatial Vision, Objectives and Outcomes for the plan period confirms that the required level of growth across Northumberland: *“will increase demand on local infrastructure services and facilities. The Local Plan ensures that infrastructure requirements are appropriately planned, secured and implemented to ensure the timely delivery of development proposals.”*
- 2.2.40 A 'Key Outcome' for connections in the plan area, set out at paragraph 3.11 of the emerging NCC Local Plan is to deliver *“Improvements to transport and communications infrastructure and the County's gateways to international growth” which specifically includes the “dualling of the A1.”*
- 2.2.41 Chapter 4 of the plan ('Delivering the vision') sets out the strategy for sustainable economic growth across Northumberland. Paragraph 4.16 states that the Local Plan will assist in delivering this growth by supporting *“improvements to the strategic highway corridors”* including amongst others the A1. Paragraph 4.32 of the Plan confirms that with the proposed improvements to the A1, by including the Scheme, *“Alnwick and Berwick-upon-Tweed will be more accessible, and attractive to the market.”*
- 2.2.42 Policy TRA 3 ('Improving Northumberland's core road network') supports:
“Supporting and identifying acceptable lines and areas of improvements through the plan period including for the:

- i. *Full dualling of the A1 through Northumberland and improved local links/junctions to the A1;*

Evidence Base to the Emerging Northumberland Local Plan

- 2.2.43 As part of the evidence base to the emerging Northumberland Local Plan, a Housing and Economic Growth Option Report was published in June 2018. Table 3.1 of the report identifies the *'dualling of the A69 and A1'* as being one of Northumberland priority projects.
- 2.2.44 The Northumberland Employment Land Review was published by Northumberland County Council in January 2011. Paragraph 2.64 of the review notes that at the time that the review was published the DfT has also produced a consultation document on the possible future dualling of the A1 in Northumberland and that *"clearly this would represent a significant opportunity for the County, particularly the north, by enhancing the strategic accessibility of the area."* Similarly, the Employment Land and Premises Study that was published on behalf of NCC in July 2015 identifies the dualling of the A1 as an *'opportunity'* for the region and confirms the conclusion of workshop held for Agents and Developers that: *"The continuous dualling of the A1 between Morpeth and Alnwick would have a positive impact on employment markets."*

Northumberland Local Transport Plan 2011

- 2.2.45 Northumberland County Council's third local transport plan (LTP) was published in April 2011 and covers the period April 2011 to 2026. The document sets out a 15-year transport strategy for Northumberland, identifying issues on the road network and setting out solutions.
- 2.2.46 In relation to the SRN, Paragraph 3.29 of the Transport Plan identifies that: *"Most of the road freight traffic originating in Northumberland is destined for Tyne & Wear and Scotland and uses the A1 to get there. Much of the A1 to the north of Morpeth is single carriageway, restricting HGVs to a 40mph speed limit. On a regional level, freight originating in Northumberland accounts for 12% of regional freight movement, suggesting that it is vital to the economy of the North East."*
- 2.2.47 The reliability of the single carriageway parts of the A1 is identified as one of the *'Emerging Challenge'* for the road network in Northumberland at page 38:
- "The A1 is a key route for freight being transported through Northumberland. This route is predominantly single carriageway. This will have implications on journey time reliability for other road users."*
- 2.2.48 The *'Supporting Sustainable Economic Growth'* chapter of the Transport Plan identifies the single carriageway sections of the A1 north of Morpeth causing delays and unreliable journeys as a weakness. The same chapter confirms that the proposed improvements to the strategic road network including A1 north of Morpeth are an *'opportunity'* to help support sustainable economic growth in the area.

- 2.2.49 The Economic Strategy of the LTP sets out priorities for investment in the strategic transport network, to increase connectivity in the county. These priorities include: *‘the upgrading the A1 to dual carriageway standard.’*
- 2.2.50 This priority is expanded upon at Paragraph 6.49 of the plan: *“The evidence base has identified the unreliability of road journeys to Scotland and the importance of upgrading the A1 to dual carriageway standard throughout Northumberland. The current arrangement of mainly single carriageway road is impacting on the ability of Northumberland to reach its economic potential. A fully dualled A1 throughout Northumberland would improve journey time reliability for all road users whilst improving efficiency for freight transport. Consultation is currently ongoing by the Government to decide whether the road should be categorised as a road of national importance which the Council will fully support.”* Therefore, there is evidence within the LTP that the dualling of the A1 will help the region fulfil its economic potential.

Northumberland Economic Strategy 2015 – 2020

- 2.2.51 The Northumberland Economic Strategy was formally approved by Northumberland County Council in February 2015 and sets out a vision for securing prosperity in Northumberland founded on quality local jobs and connected communities.
- 2.2.52 The Strategy confirms that one of the ‘priorities for growth’ for Northumberland should be: *“Connecting our economy and that of the region, major investment is needed in transport, mobile and broadband connectivity, completing the dualling of the A1 north of Morpeth”*. Dualling the A1 is identified as an important intervention that will deliver infrastructure and connectivity and support successful towns and communities (page 59 of the strategy).
- 2.2.53 The strategy confirms the benefits of the Scheme at Page 62: *“The complete dualling of the A1 continues to be a priority for Northumberland. It will reduce journey times north and south, improve road safety and support enterprise in the north of the county and on the coast; Berwick, in particular, will benefit.”*
- 2.2.54 The Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**) and the National Policy Statement for National Networks (NPSNN) Accordance Table (**Application Document Reference: TR010041/APP/7.2**) set out the case for the Scheme by reference to the NPSNN and other national and local policy.

2.3 Benefits of the Scheme

- 2.3.1 The Scheme can accommodate current and future forecast traffic flows with the years 2024 (Opening Year – when all traffic management is removed from the carriageway of the Scheme), 2039 (Design Year – the year to which the Scheme is designed to accommodate the anticipated traffic needs) and 2051 (Horizon Year – the latest traffic growth forecasts are available for) modelled. The Scheme has been designed to reduce driver delays and journey times during all hours, in both directions between Morpeth and Ellingham.

2.3.2 The Scheme would increase the capacity of the A1 on the single carriageway sections between Morpeth and Ellingham through dualling. The additional capacity will reduce travel times and increase robustness and resilience within the highway network. Business users and transport service providers would therefore benefit from the Scheme through:

- reduced travel times;
- improved access for suppliers and customers; and
- reduced vehicle operating costs, such as fuel, vehicle maintenance and mileage-related depreciation.

2.3.3 **Chapter 12: Population and Human Health, Volume 2** of the ES (**Application Document Reference: TR010041/APP/6.2**) for Part A and **Chapter 12: Population and Human Health, Volume 3** of the ES (**Application Document Reference: TR010041/APP/6.3**) for Part B identifies that the construction phase of the Scheme would commence in late 2021 and would bring social and economic benefits to the area through construction activity by providing better access to job opportunities through improving links between Morpeth and Ellingham.

2.3.4 For Part A the estimated total construction cost of Part A is £173 million, and construction is likely to take 30 months. This is estimated to generate direct employment opportunities for approximately 354 workers per year. The number of indirect and induced employment opportunities at a 'regional level' (Northumberland) per year is 177 construction workers. Therefore, the estimated, direct employment associated with Part A equates to approximately 5.6% of the economically active population in full-time employment in the construction industry in Northumberland. The estimated indirect and induced employment associated with Part A equates to approximately 2.8% of the economically active population in the construction industry in Northumberland.

2.3.5 For Part B the estimated total construction cost of Part B is approximately £81 million and the construction is likely to take approximately 22 months. This is estimated to generate direct employment opportunities for approximately 226 workers per year. The number of indirect and induced employment opportunities at a 'regional level' (Northumberland) per year is 113 construction workers. Therefore, the estimated direct employment associated with Part B equates to approximately 3.6% of the economically active population in full time employment in the construction industry in Northumberland. The estimated indirect and induced employment associated with Part B equates to approximately 1.8% of the economically active population in the construction industry in Northumberland.

Environmental and Social Benefits

2.3.6 Detailed assessment and appraisal have been undertaken to consider the full environmental impacts associated with the Scheme, full details of which are set out

in **Volume 2** of the ES (**Application Document Reference: TR010041/APP/6.1**) for Part A and **Volume 3** of the ES (**Application Document Reference: TR010041/APP/6.3**) for Part B. The following is a summary of the topics found to provide environmental benefits.

- 2.3.7 The Scheme has been designed to provide environmental benefits wherever possible including the improvement of water management (through SUDS and other measures); a reduction in noise levels along sections of the existing A1 where traffic is moved away from receptors and benefits from the incorporation of noise barriers and low noise road surfacing along the Scheme; and provision of wildlife access and improvement of fish passage within culverts, where practicable.
- 2.3.8 The Scheme works towards biodiversity no net loss but delivers a biodiversity net gain for certain habitats including neutral grassland, semi-improved grassland, broadleaved woodland and linear hedgerow length. Additionally, the inclusion of the grade-separated junctions and changes to PRow would improve connectivity and safety, and therefore benefit users.
- 2.3.9 Noise impacts have been assessed and further details can be found in **Chapter 6: Noise and Vibration, Volume 2** of the ES (**Application Document Reference: TR010041/APP/6.2**) for Part A and **Chapter 6: Noise and Vibration, Volume 3** of the ES (**Application Document Reference: TR010041/APP/6.3**) for Part B.
- 2.3.10 The majority of properties are predicted to experience no change or a negligible increase in noise levels from the Scheme. The noise levels, and by association, changes are influenced by a number of factors, including the new alignment of the A1, four proposed noise barriers, low noise road surface which will be laid for the entire Scheme and the predicted traffic flow, speed and percentage of heavy vehicles on the road network as result of the Scheme
- 2.3.11 The Scheme when operational, would result in beneficial effects on certain sensitive receptors. By way of example, the Scheme would move the A1 to the east and away from the existing A1 alignment near Patterson Cottage and West Link Hall Cottages; benefits are predicted in this locality. Predicted benefits are also due to Low Noise Road Surfacing along the full length of the Scheme.
- 2.3.12 The Scheme will provide an accident reduction benefit of **£32 million** and the Scheme will save 414 accidents when compared to the 'without Scheme' scenario. This reduction in accidents is forecast to reduce the number of casualties by 708 over the 60-year appraisal period, of which 17 are predicted to be fatal.

2.4 The authorised works

Part A

- 2.4.1 In order to deliver Part A, it will necessary to carry out the following works comprising:

- a. The dualling of the existing A1 carriageway from the existing dual carriageway south of the A697 overbridge to Priest's Bridge.
- b. The construction of a new offline A1 alignment to the west of the existing A1 carriageway beyond Tindale Hull and Causey Park between Priest's Bridge and Burgham Park
- c. The de-trunking of the existing A1 between 'Priest's Bridge' and Burgham Park. This will become part of the local road network.
- d. The connection of the new offline A1 alignment with the existing A1 carriageway to the south at Priest's Bridge and north of Burgham Park.
- e. The dualling of the existing A1 carriageway from Burgham Park, the existing dual carriageway to the north of the B6345 overbridge.
- f. Change 2 comprising works on the north bank of the River Coquet to stabilise the proposed and existing bridges and the provision of permanent erosion protection measures along the north bank of the river.
- g. Change 3 comprising the provision of a temporary bridge to provide access to the south bank and the provision of permanent scour protection on the south bank of the river
- h. The construction of a new bridge, parallel to the existing A1 road bridge, to carry the southbound A1 traffic over the River Coquet.
- i. The construction of three new split-level junctions at Highlaws, Fenrother and West Moor, each with bridges over the A1 to allow east- west traffic flow.
- j. Construction of a new bridge over the new offline-section of the A1 at Causey Park and a new underpass for existing road under the A1 at Burgham Park.
- k. Extension of Parkwood Subway to include associated embankments to accommodate the carriageway widening
- l. Diversion of existing utilities (gas, water, electric and telecommunications cables).

Part B

2.4.2 In order to deliver Part B, it will necessary to carry out the following works comprising:

- a. Construction of approximately 8 km of online widening to the east of the existing A1 between Alnwick and Ellingham. The existing A1 would be used as the northbound carriageway and the new carriageway as the southbound carriageway.
- b. The earthworks within this section of Part B would comprise both cuttings and embankments, with the proposed Charlton Mires Junction raised upon embankments.

- c. A total of six parking lay-bys are proposed along the route of the improved A1, with three of the parking lay-bys being located along the southbound carriageway and three along the northbound carriageway.
- d. The construction of one new grade-separated junction at Charlton Mires including an overbridge to allow the flow of east / west traffic. A roundabout would be provided where there is a sharp existing north west bend in the B6347, to the north of Rock Nab. The roundabout would provide safe access to the B6437 west and B6341 as well as northbound carriageway of the A1 and southbound carriageway of the A1 and B6347 east via the new grade-separated junction.
- e. Construction of new access tracks at Rock South Farm to the east of the A1 and East and West Link Hall at Charlton Mires.
- f. Construction of Heckley Fence Accommodation Overbridge that would accommodate vehicular movements as well as walkers, cyclists and horse-riders.
- g. Extension of 10 culverts to accommodate the carriageway widening.
- h. Diversion of existing utilities (gas, water, electric and telecommunication cables). The diversion of a 66kv wind farm power cable is also required.

2.4.3 A full description of the works and associated development, referred to in the DCO as "the authorised works" is set out in **Schedule 1** of the DCO (**Application Document Reference; TR010041/APP/3.1**)

2.5 Alternatives and Flexibility

2.5.1 There are no alternatives proposed in the draft DCO (**Application Document Reference: TR010041/APP/3.1**) with resultant implications on acquisition and the compulsory acquisition powers sought.

2.5.2 Due to the nature of the design process and the timing of the consenting process, the Applicant requires a degree of flexibility. Examples of where this would be applicable are set out below.

2.5.3 Flexibility is required for the new bridge over the River Coquet within Part A which would be constructed parallel and to the eastern side of the existing bridge. The new bridge would comprise a three-span composite weathering steel / concrete continuous bridge deck with two upright supports, referred to as piers. The proposed piers would be on the same alignment as the existing piers on the existing northbound bridge. However, there is the potential for the proposed piers to be off-set so the northern pier would move up to 6 m to the north (from the current proposed location) and the southern pier would move up to 2 m to the north (from the current proposed location). In addition, there would be an allowance to move the proposed piers by a further 2 m in any other direction. This is to allow for engineering and environmental constraints to be accommodated for in the construction although the proposed pier construction methodology would not alter within this potential movement. For further details refer to **Chapter 2: The Scheme**,

Volume 1 of the ES (**Application Document Reference: TR010041/APP.6.1**). Change 2 requires an extension to the Order Limits for works on the north bank of the River Coquet to stabilise the proposed and existing bridges and the provision of permanent erosion protection measures along the north bank of the river. Change 3 requires a change to the Order Limits for the provision of a temporary bridge to provide access to the south bank and the provision of permanent scour protection on the south bank of the river.

- 2.5.4 An additional element of this proposed flexibility within Part B includes a Northern Powergrid circuit from Denwick to Middlemoor Windfarm Teed that would need to be diverted as part of the Scheme. The circuit comprises of a 66kV Extra High Voltage (EHV) underground cable and associated fibre optic pilot cables. The existing EHV cable extends in a north south direction, roughly parallel to the proposed alignment, crossing the proposed alignment at Chainage 60520 (north of West Lodge). Refer to the **Works Plans (Application Document Reference: TR010041/APP/2.3)** for further details.
- 2.5.5 Approximately 7.5 km of 66 kV EHV transmission cable would need to be diverted from within the proposed highway boundary to a utilities trench. Provision is made in the Application for the utilities trench to be offset up to 14 m from the edge of proposed earthworks within private land adjacent to the proposed highway boundary, with rights for its retention and maintenance being secured under the draft DCO from the third-party landowners.
- 2.5.6 However, the 66kV cable and its trench may be provided within the new highway boundary, this would entail a greater amount of permanent land take, but remove the need to interfere with private land after completion of the works as a result of the operation or maintenance of the cable. This option would mean a slightly different landscaping treatment within the wider highway boundary that has been amended within **Volume 3** of the ES (**Application Document Reference: TR010041/APP/6.3**) for Part B.
- 2.5.7 At this stage, all the Land included in the Order Limits is considered to be necessary to enable the delivery of the Scheme. However, should it transpire that any part of the Land within the Orders Limits, is not required, for instance as a result of the detailed design process, the Applicant would only seek to acquire that part of the Land required, and in all events, will seek to minimise effects on landowners.

3 Compulsory acquisition

3.1 Scope of compulsory acquisition powers sought

3.1.1 The purpose of the compulsory acquisition powers in the DCO is to enable the Applicant to construct, operate and maintain the Scheme. The specific compulsory acquisition powers sought by the Applicant are set out in full in **Part 5** of the draft DCO (**Application Document Reference: TR010041/APP/3.1**).

3.1.2 Section 122 of the 2008 Act provides that an order granting development consent may include provisions authorising compulsory acquisition of land. To the extent that this is sought, the decision maker (i.e. the Secretary of State) in respect of the Application must be satisfied that the land is:

- required for the development;
- required to facilitate or is incidental to the development; or
- the land is replacement land which is to be given in exchange for the order land under section 131 or section 132 of the 2008 Act.

3.1.3 In addition, section 122(3) of the 2008 Act requires the decision maker to be satisfied that there is a compelling case in the public interest for the inclusion of powers of compulsory acquisition in a DCO. The way in which the Scheme meets these conditions is considered in **Chapter 5** of this Statement.

3.1.4 In addition to powers of compulsory acquisition, section 120 of the 2008 Act provides that a DCO may make provision relating to, or to matters ancillary to, the development in respect of which a DCO is sought. The matters in respect of which provision may be made includes (but is not expressly limited to) matters listed in Schedule 5 of the 2008 Act, including:

- The acquisition of land, compulsorily or by agreement (paragraph 1);
- The creation, suspension or extinguishment of, or interference with, interests in or rights over land, compulsorily or by agreement (paragraph 2);
- The abrogation or modification of agreements relating to land (paragraph 3); and
- The payment of compensation (paragraph 36).

3.2 Main compulsory acquisition powers

3.2.1 The main powers authorising the compulsory acquisition of land, or interests in, or rights over land, are contained in Articles 26 (compulsory acquisition of land) and 29 (compulsory acquisition of rights and restrictive covenants) of the draft DCO.

3.2.2 **Table 1** of **Annex A** to this Statement provides a description of the land which is subject to powers of outright acquisition in terms of Article 26. The purpose for acquiring this land is to enable the Applicant to construct the permanent works on the land and other elements described in **Annex A**.

3.2.3 Article 29 allows rights over land to be acquired instead of outright acquisition. This allows for flexibility in approach and a reduction in the impact on the interests of

owners. Compulsory acquisition of rights and the compulsory imposition of restrictive covenants is authorised by Article 29. Schedule 6 sets out land in respect of which only rights may be required, or restrictive covenants imposed. **Table 3 of Annex A** to this Statement provides a description of the land which is subject to the acquisition of rights or the imposition of restrictive covenants. These rights are necessary for the purposes of constructing the works and the maintenance of the works thereafter, ensuring the finished Scheme fulfils its highway functions.

3.2.4 Other compulsory acquisition powers are sought in the draft DCO (**Application Document Reference: TR010041/APP/3.1**) (identified below) and these similarly relate to land and will, or may, interfere with property, rights and interests.

3.2.5 In addition, powers are sought in the draft DCO (**Application Document Reference: TR010041/APP/3.1**) to enable the temporary possession and use of land.

3.2.6 In each case, the owner of the land, or the interest or right in the land, may be entitled to compensation.

3.3 Other compulsory acquisition powers

3.3.1 The other compulsory acquisition powers sought by the Applicant in the draft DCO (**Application Document Reference: TR010041/APP/3.1**) include:

Article 30: Private rights over land

3.3.2 Article 30 provides for the extinguishment of all existing private rights over land from the earlier of the date of acquisition of the land or the date on which the Applicant enters the land.

3.3.3 The article further provides that, where new rights are being compulsorily acquired or restrictive covenants are being imposed on land then any existing private rights or restrictive covenants which that land is subject to shall be extinguished to the extent that continuing those private rights or restrictive covenants would be inconsistent with the new right acquired or restrictive covenant imposed.

3.3.4 With regard to land that the Applicant may take temporary possession of under the draft DCO (**Application Document Reference: TR010041/APP/3.1**) Article 30 provides that all private rights over that land will be suspended and unenforceable for as long as the Applicant is in lawful possession of the land.

3.3.5 The power to extinguish existing rights is required to ensure that such rights do not interfere with the construction and operation of the Scheme.

3.3.6 The Article provides that any person who suffers loss caused by the extinguishment or suspension of rights (pursuant to the exercise of the power in Article 30 is entitled to compensation.

Article 33: Acquisition of subsoil or airspace only

3.3.7 Article 33 provides that where the Applicant has, in respect of any land, powers of compulsory acquisition under Article 26 above then it may, for the same purposes for which it is authorised to acquire the whole of the land, choose instead to acquire

only the subsoil underneath or the airspace over the land. This power is included for flexibility as it would allow the Applicant to minimise its costs and/or the impact on landowners by acquiring subsoil or airspace only where it is possible to do so and still deliver the Scheme, leaving landowners in possession of the valuable part of the land.

River Coquet bridge airspace

3.3.8 **Figure 1 - River Coquet bridge extract as illustrated in the Land Plans (Application Document Reference: TR010041/APP/2.2)** below is an extract from the Land Plans to illustrate the airspace sought through compulsory acquisition for the works required to the bridge over the River Coquet. The acquisition will include the bridge piers, plus the airspace covered by the bridge deck.

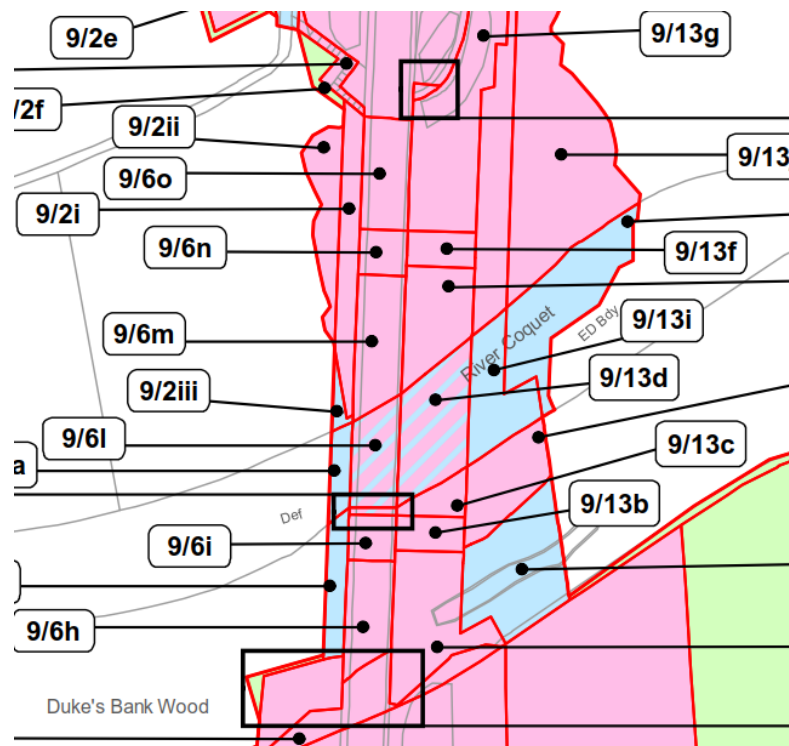


Figure 1 - River Coquet bridge extract as illustrated in the Land Plans
(Application Document Reference: TR010041/APP/2.2 [updated and submitted at Deadline])

Article 34: Rights under or over streets

3.3.9 Article 34 is not in a strict sense a power of compulsory acquisition. However, it is included here for completeness because it would authorise the Applicant to:

- enter on and appropriate so much of the subsoil underneath or airspace over any street within the limits of the DCO as may be required to provide the Scheme; and
- use that subsoil or airspace for the purposes of carrying out the Scheme or any purpose ancillary to it.

3.3.10 Save in the case of subways or underground buildings, or to cellars or similar structures forming part of a building fronting the street, the Applicant may exercise its powers under this Article without having to acquire any part of the street or any easement or right in the street.

3.4 Temporary possession powers

3.4.1 The Applicant further seeks, in the draft DCO (**Application Document Reference: TR010041/APP/3.1**), powers to take temporary possession of land to carry out and thereafter maintain the Scheme. **Table 2 of Annex A** to this Statement provides a description of the land which may be occupied temporarily. The powers of temporary possession in the DCO are as follows:

Article 35: Temporary use of land for carrying out the authorised development

3.4.2 This Article would authorise the Applicant to take temporary possession of:

- the land specified in column 1 of Schedule 8 to the DCO; or
- any other land within the limits of the DCO, so long as the Applicant has not served a notice of entry or executed a general vesting declaration in respect of that land.

3.4.3 In addition to taking possession of the land, the Article would authorise the Applicant to:

- remove any buildings and vegetation from the land;
- construct temporary works (including accesses) and buildings on the land; and
- construct any works on the land as specified in Schedule 1 to the DCO.

3.4.4 The power to take temporary possession of land would be subject to the time limits set out in Article 35. The Applicant cannot remain in possession unless the owner of the land agrees after:

- a) as regards to any land specified in column 1 of Schedule 8 to the DCO, for more than a year after completing that part of the Scheme specified in relation to that land in column 1 of Schedule 8; and
- b) as regards to any other land included in the DCO, for more than a year after completing the work for which temporary possession was taken (unless before the end of that period the Applicant has made a vesting declaration or served notice of entry in relation to that land).

3.4.5 Article 35 provides that before giving up possession of any land the Applicant is obliged to remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land.

Article 36: Temporary use of land for maintaining the authorised development

- 3.4.6 Article 36 would empower the Applicant to take temporary possession of any land within the limits of the DCO, if reasonably required for the purpose of maintaining the Scheme, at any time during the maintenance period (i.e. five years from the date on which that part of the Scheme is first opened for use).
- 3.4.7 This Article would allow the Applicant to construct temporary works and buildings on the land, so far as reasonably necessary for the purpose of carrying out the maintenance. The Applicant would not be able to take temporary possession of a house, or a garden belonging to a house, or any other occupied building under this Article.
- 3.4.8 The Applicant would only be able to remain in possession of land under this Article for so long as may be reasonably necessary to carry out the maintenance of the part of the Scheme for which possession was taken. Before giving up possession of the land, the Applicant would be required to remove all temporary works and restore the land to the owner's reasonable satisfaction.
- 3.4.9 The powers to use land temporarily for carrying out the authorised development ensures that appropriate work sites, working space and means of access will be available for use during the construction period and provides space for mitigation and other permanent works. This temporary power minimises the impact on landowners by ensuring that the Applicant does not have to acquire land it only requires temporarily.
- 3.4.10 The powers to use land temporarily for maintaining the authorised development ensures that the land is available for maintenance works during a five-year period from when that part of the Scheme is first opened for use. This is in the public interest as it ensures that it is possible to maintain the Scheme and the public benefits it will deliver. Temporary powers are sought for this purpose as permanent powers would entail an excessive impact on landowners.

Other rights and powers

- 3.4.11 In addition to powers of compulsory acquisition, if made, the DCO would also confer on the Applicant other rights and powers that may interfere with property rights and private interests. These additional powers (which are explained in more detail in the Explanatory Memorandum (**Application Document Reference: TR010041/APP/3.2**)) are:
- a) Article 15: Temporary stopping up and restriction of use of streets;
 - b) Article 16: Permanent stopping up and restriction of use of streets, public rights of way and private means of access;
 - c) Article 24: Protective work to buildings;
 - d) Article 25: Authority to survey and investigate the land;
 - e) Article 40: Felling or lopping of tree and removal of hedgerows

-
- 3.4.12 In each case (for both the principal powers and other powers) the owner of the land, or the interest or right in the land, may be entitled to compensation. Any dispute in respect of the compensation payable is to be determined by the Lands Chamber of the Upper Tribunal.

4 Land interests

4.1 The extent of the land subject to compulsory acquisition powers

4.1.1 The full extent of the Land subject to powers of compulsory acquisition and required in order to enable the Applicant to construct the Scheme as described in **Chapter 2** of this Statement is shown on the Land Plans (**Application Document Reference: TR010041/APP/2.2**) and the Works Plans (**Application Document Reference: TR010041/APP/2.3**) It is further described in the Book of Reference (**Application Document Reference: TR010041/APP4.3**).

4.1.2 The Land comprises approximately 366 hectares. Of this, approximately 245 hectares will be acquired permanently, 78 hectares will be subject to temporary possession and 43 hectares will be subject to temporary possession with acquisition of permanent rights. **Table 1** below provides details on the split between Part A and Part B.

Table 1 – Split of land-take between Part A and Part B

PART A	
Category	Approximate amount in hectares
Permanent Acquisition	170.51
Temporary Acquisition	50.59
Permanent Rights	24.45
TOTAL	245.54
PART B	
Permanent Acquisition	74.74
Temporary Acquisition	27.35
Permanent Rights	17.89
TOTAL	119.98

4.1.3 The Applicant has sought powers of compulsory acquisition (or rights of use) in respect of all plots of land required for the Scheme even where it already holds an interest or presumes it holds an interest in the land. This approach has been taken to ensure that it has the right to acquire the interests it needs in all of the Land, even where an unknown or unregistered owner later asserts an interest in land which the Applicant believes it owns and clearing the title would be necessary.

4.1.4 The purpose for which each plot of land is required is described in **Annex A** of this Statement.

4.2 Location

4.2.1 The Scheme is located in the County of Northumberland between Morpeth and Ellingham. The Scheme location is provided on the Location Plan (**Application Document Reference: TR010041/APP/2.1**)

4.2.2 The Land is located within the administrative area of Northumberland County Council.

4.3 Existing Land Use and Character

Part A

4.3.1 The surrounding area to Part A is a generally open and rural landscape of medium to large scale intensive farmland with arable and pasture fields enclosed by hedgerows, some tree-lined, and some stone walls, as shown in **Figure 2.1: Environmental Constraints Plan Part A, Volume 1** of the ES (**Application Document Reference: TR010041/APP/6.1**).

4.3.2 There are numerous small areas of woodlands, both conifer plantations and broadleaf woodland. The southern extent of Part A is located within designated Green Belt as identified in **Figure 7.10: Green Belt, Volume 5** of the ES (**Application Document Reference: TR010041/APP/6.5**).

4.3.3 The towns of Morpeth and Felton constitute the main urban areas near to Part A. In addition, smaller hamlets or villages, such as Hebron, Fenrother and Espley, are near to Part A and are interspersed along its length.

4.3.4 Isolated residential and commercial properties lie within close proximity to Part A, together with farm holdings and community facilities. The Tritlington Church of England First School is located adjacent to Part A, situated along the proposed de-trunked section of the A1 just north of Priest's Bridge.

4.3.5 A network of PRoW surrounds and at some locations, cross Part A. This network includes the St Oswald's Way long-distance walking route, which follows the route of the River Coquet under the existing A1. The Tritlington Church of England First School is located adjacent to Part A, situated along the proposed de-trunked section of the A1 just north of Priest's Bridge.

4.3.6 Two Noise Important Areas (NIA) lie adjacent to Part A: one at Northgate Farm adjacent to the southbound side of the A1 just north of Morpeth and the other at Field View adjacent to the southbound side of the A1. Full details of this can be found in **Chapter 6: Noise and Vibration, Volume 2** of the ES

(Application Document Reference: TR010041/APP/6.2).

- 4.3.7 Part A crosses, or lies close to a number of watercourses. Two of these, the River Coquet and Longdike Burn (located north of Causey Park Bridge), are designated by the Environment Agency (EA) as Main Rivers.
- 4.3.8 The majority of Part A would be located within the low-risk Flood Zone 1 (where the risk of fluvial flooding is less than 1 in 1000 (0.1%) in any year). However, some sections of Part A would be located in the medium- risk Flood Zone 2 (where the risk of fluvial flooding is between 1 in 1000 (0.1%) and 1 in 100 (1%) in any year) and the high-risk Flood Zone 3 (where the risk of fluvial flooding is greater than 1 in 100 (1% in any year).
- 4.3.9 The area of Part A is moderately elevated (generally between about 80 m and 150 m Above Ordnance Datum (AOD)) and gently rolling with the topography generally falling towards the coast to the east.
- 4.3.10 Part A lies within areas designated as an Area of High Landscape Value (AHLV), predominately the northern extent of Part A around the River Coquet. In addition, the River Coquet and Coquet Valley Woodlands Site of Special Scientific Interest (SSSI), the Coquet River Felton Park Local Wildlife Site (LWS) and the Dukes Bank Ancient Woodland are affected by Part A because they lie in part within the Order Limits of Part A. The Order Limits of Part A and surrounding area also contains multiple priority or notable habitats and records of, or potential for, numerous protected or notable species.
- 4.3.11 Within the Order Limits of Part A, there are six designated heritage assets (Grade II Listed mileposts), nine non-designated assets and sixteen areas identified as being of potential to contain further non-designated remains, which have the potential to be directly impacted as a result of Part A.
- 4.3.12 Within a 1 km boundary of Part A there are 61 Listed Buildings, one Scheduled Monument (Felton Old Bridge) and two Conservation Areas (Felton and West Thirston). Six of the historic buildings lie on or adjacent to the carriageway and comprise Grade II mileposts.

Part B

- 4.3.13 The surrounding area to Part B is a generally open and rural landscape of medium to large scale intensive farmland with arable and pasture fields enclosed by hedgerows, some tree-lined, and some stone walls, as shown in **Figure 2.1: Environmental Constraints Plan Part B, Volume 1** of the ES (**Application Document Reference: TR010041/APP/6.1**).

- 4.3.14 There are numerous small areas of woodlands adjacent to the existing A1. To the east, the landform gradually rises to approximately 100 m Above Ordnance Datum (AOD) near Rennington Moor. To the west, the land is slightly hillier with more undulations and a high point of approximately 140 m AOD near White House Folly. A number of natural resources and areas classified or protected under legislation and policy are located within the corridor and surrounding area as detailed below.
- 4.3.15 The largest town within 5 km of Part B is Alnwick, which is located south-west of the most southern extent of Part B. Smaller hamlets and villages such as Denwick, South Charlton, North Charlton and Brownieside are interspersed throughout the length of Part B. In addition, isolated residential dwellings, commercial properties and several farms lie adjacent to and within the Order Limits of Part B. A PRoW cross and lie within 500 m of Part B. There are no National Cycle Routes or National Trails within 500 m of Part B.
- 4.3.16 The nearest Air Quality Management Area (AQMA) to Part B is the Newcastle City Council's AQMA No.5 (Gosforth), which is approximately 46 kilometres to the south of Part B. There are no NIAs within 1 km of Part B.
- 4.3.17 Two registered park and gardens are located within the vicinity of Part B: Alnwick Castle approximately 1 km to the south west and Howick Hall approximately 5 km to the east. Northumberland Coast Area of Outstanding Natural Beauty (AONB) lies approximately 5 km to the east of Part B.
- 4.3.18 The former Kyoie Hills and Glendale Area of High Landscape Value (AHLV) and intermediate area of landscape value are situated approximately 1 km north of Part B. In addition, a former area of high landscape value is situated to the west of Part B. Key visual receptors include individual rural properties and recreational viewpoints from PRoW.
- 4.3.19 Two mileposts are located within the Order Limits of Part B; milepost 40 m north of entrance to Heckley House and milepost north of Shipperton Bridge. Two Grade II Listed Buildings, Patterson Cottage and West Linkhall farmhouse, lie within 25m of the Order Limits of Part B. There are 15 historic landscape types recorded within 500m of Part B. There is also potential for underground unknown buried archaeological remains.
- 4.3.20 There are eight Scheduled Monuments located within 1 km of Part B. Two Scheduled Monuments abut the Order Limits and two are located in close proximity to the Order Limits of Part B. A total of 51 built heritage assets are located within 1 km of Part B and consist of 42 assets designated as Listed Buildings, two designated as Scheduled Monuments (note – two of these are also a Listed Building) and eight non-designated heritage assets.
- 4.3.21 No statutory ecological sites are located within the Order Limits of Part B. Four Special Areas of Conservation (SAC) as well as one Special Protection Area (SPA) and Ramsar are located within 10 km of Part B. One local nature reserve (LNR) (Hulne Park) is situated 1.5 km west of Part B and one Local Wildlife Site (LWS) (Ratcheugh Crag – Pepper Moor) 2 km east of Part B.

4.3.22 Swineclose wood is an area of ancient semi-natural woodland 5.18 ha in size, located 1.88 km to the north east of Part B. The Order Limits of Part B and surrounding area also contains habitats of principal importance and records of, or potential for, numerous protected or notable species including, for example, bats, barn owls and breeding birds.

4.3.23 The majority of Part B's alignment is located in the low risk flood zone 1 where the risk of flooding from fluvial sources is less than 1 in 1000 (0.1%) in any year. However, there are small areas of Flood Zone 3 located at the southern section of the Part B study area to the north west of Denwick, and to the east of Shipperton Bridge, where the risk of flooding from fluvial sources is greater than 1 in 100 in any year. Sections of Part B are at high, medium and low risk of flooding from surface water sources. Part B's alignment crosses or is located within 500 m of 16 ordinary watercourses. There are no main rivers within 500m of Part B.

Construction Compounds

4.3.24 It is proposed that several construction compounds would be required to facilitate construction of the Scheme. The largest construction compounds are as follows:

Main Compound

4.3.25 The Main Compound is located within the Order Limits of Part A and would be shared with Part B. It is approximately 1.5 km south west of Felton and approximately 16 km from Part B.

4.3.26 The Main Compound is bordered on all boundaries by existing tree and hedgerow planting. There are a number of residential receptors within the vicinity of the Main Compound: West Moor Houses located 400 metres west of the A1; Glenshotten situated 480 metres to the north east, and Thirston New Houses located 200m to the east of the Main Compound.

4.3.27 The River Coquet and Coquet Valley Woodlands SSSI is located approximately 500m to the north of the Main Compound, and the Coquet River Felton Park Local Wildlife Site is also located approximately 500m north. Habitats at the boundary of the Main Compound provide some value for nesting birds.

4.3.28 The closest AQMA to the Main Compound is the Newcastle City Council's AQMA No.5 (Gosforth), which is approximately 34km to the south of the Main Compound. There are no NIAs within 1km of the Main Compound.

4.3.29 There is one Grade II listed milepost recorded within the compound boundary (NHLE 1371021) although a recent site inspection failed to locate it in this location. There are three non-designated assets recorded within 500m of the Main Compound (two below ground assets and one built heritage asset). There are nine designated built heritage assets within 1km of the Main Compound.

4.3.30 A single statutory nature conservation site is located within 2 km of the Main Compound; the River Coquet and Coquet Valley Woodlands SSSI, which is located approximately 500m north of the Main Compound. Coquet River Felton Park Local Wildlife Site (LWS) is also located approximately 500m north of the Main

Compound. Additionally, habitats at the boundary of the compound location provide some value for nesting birds.

- 4.3.31 The Main Compound is located in close proximity to one watercourse; an unnamed tributary of the Thirston Burn which flows along the northern boundary of the compound. The unnamed tributary of Thirston Burn discharges into the Thirston Burn approximately 2km downstream of the compound. The Thirston Burn discharges into the River Coquet approximately 3km downstream of the site compound. At this location and immediately north of the Main Compound, the River Coquet is a Main River and forms part of the River Coquet and Coquet Valley Woodlands SSSI. A surface water pond is also located approximately 400 m to the south east of the Main Compound.
- 4.3.32 The Main Compound is located within the low-risk Flood Zone 1 where the risk of flooding from fluvial sources is less than 1 in 1000 (0.1%) in any year. The Main Compound is also at low risk of flooding from surface water sources.

Lionheart Enterprise Park Compound

- 4.3.33 The Applicant currently has a Maintenance Depot that is located within Lionheart Enterprise Park to the south of Alwick approximately 4km south of Part B. The proposed Lionheart Enterprise Park Compound would utilise the depot as well as the immediately surrounding area.
- 4.3.34 Whilst the area adjacent to the existing depot has been identified within the Alwick District local plan for commercial development, it is not anticipated that the Scheme would impact on this wider policy aspiration in this location as it is likely that the Scheme would be complete before the land is required for commercial development, It is in any case not considered that there is any inherent conflict between the short term use of the land as a temporary site compound and the long term policy aspirations for developing the site.
- 4.3.35 The Lionheart Enterprise Park Compound is bordered by an existing hedgerow to the south, existing industrial estate to the north and an existing PRow to the west. There is a total of five PRow within 500m of the Order Limits of the Lionheart Enterprise Park Compound.
- 4.3.36 No National Trails or National Cycle Routes are located within 500m of the Lionheart Enterprise Park Compound.
- 4.3.37 The Genix Healthcare NHS Dentist is situated approximately 150m from the Lionheart Enterprise Park Compound. The Duchess's Community High School is located approximately 500m to the west of the Lionheart Enterprise Park Compound.
- 4.3.38 The nearest AQMA to the Lionheart Enterprise Park Compound is the Newcastle City Council's AQMA No.5 (Gosforth), which is approximately 45km to the south of the Lionheart Enterprise Park Compound. There are no NIAs within 1km of the Lionheart Enterprise Park Compound. Sensitive receptors are predominantly commercial as the Compound is located on an industrial estate. The nearest

residential receptor is the new Hogs Head Inn and hotel approximately 400m to the west.

- 4.3.39 Four Grade II listed buildings lie within 1km of the Lionheart Enterprise Park Compound, but none are located within its Order Limits. Part of the area proposed for the Compound has already been subject to archaeological evaluation as part of an earlier Highways England planning application for the maintenance depot and access road (Ref. 16/04691/FUL). The surveys identified furrow type features and drains of negligible importance.
- 4.3.40 No statutory ecological designated sites are located within 2km of the Lionheart Enterprise Park Compound. However, habitats at the boundary of the Compound provide some value for nesting birds where clearance is required for access.
- 4.3.41 The Lionheart Enterprise Park Compound is located within 500m of two ordinary watercourses: the Willow Burn and the Cawledge Burn, both of which are located to the south.
- 4.3.42 The Lionheart Enterprise Park Compound is also located within the low-risk Flood Zone 1 where the risk of flooding from fluvial sources is less than 1 in 1000 (0.1%) in any year. There is a small area 400 metres to the south that is in the high-risk Flood Zone 3 where the risk of flooding from fluvial sources is greater than 1 in 100 in any year, however the Lionheart Enterprise Park Compound is at low risk of flooding from surface water sources. Land immediately adjacent to the Cawledge Burn is at a medium risk of surface water flooding.
- 4.3.43 Further details of the existing land use and character can be found in **Chapter 2: The Scheme, Volume 1** of the ES (**Application Document Reference: TR010041/APP/6.1**).

Identifying persons with an interest in the Land

- 4.3.44 In preparing the DCO application, the Applicant has carried out diligent inquiry in order to identify all persons with an interest in the Land as defined in section 44 of the 2008 Act.
- 4.3.45 Those persons who were identified by the Applicant are listed in the Book of Reference (**Application Document Reference: TR010041/APP/4.3**) and have been consulted about the application in accordance with section 42 of the 2008 Act as described in the Consultation Report (**Application Document Reference: TR010041/APP/5.1**).
- 4.3.46 Diligent inquiry to identify affected landowners, those with interests in land, and those with a potential claim was undertaken by the Applicant's expert land referencing supplier. The categories of persons identified, and the methods used to identify them are described below by reference to the categories in the Book of Reference (**Application Document Reference: TR010041/APP/4.3**).
- 4.3.47 Land referencing has been undertaken throughout the pre-application period to ensure any changes in ownership or new interests have been identified, consulted and subject to engagement. Land referencing will continue to be undertaken

throughout the DCO process to ensure that any changes in ownership are identified and to ensure that any new interests will be consulted and subject to engagement. Any changes will also be recorded and updated in the Book of Reference (**Application Document Reference: TR010041/APP/4.3**).

Category 1 and 2 persons

- 4.3.48 Identification of Category 1 and 2 persons, as defined in section 44 of the 2008 Act, was undertaken at the early stages of development of the Scheme, in order to inform the design of the Scheme and preparation of the application.
- 4.3.49 A Shapefile of the search area, being the anticipated land requirements (before the Order limits shown on the land plans had been defined), was submitted to the Land Registry. Land Registry data was received in the form of a digital shape file (a GIS layer) and digital copies of the Official Copy Registers and Title Deeds. All relevant freehold, leasehold, mortgagee, beneficiary, other charges and restrictive covenants information was extracted and stored in a land referencing database. Further Land Registry searches have been used to ensure that any changes in title in respect of land potentially required for or affected by the Scheme were identified.
- 4.3.50 On completion of the initial, desk-based exercise described above, the extent of unregistered land interests became known. In order to establish ownership of relevant areas of unregistered land public sources of information were used, including site visits, the posting of site notices, Companies House website, the relevant Highways Authority, records held by Statutory Undertakers, and online resources. A land charges search was also carried out.
- 4.3.51 The information obtained from the above exercises was used to populate Part 1, Part 2 and Part 3 of the Book of Reference (**Application Document Reference: TR010041/APP/4.3**).

Category 3 persons who may fall under section 10 of the Compulsory Purchase Act 1965 (CPA 1965) and/or section 152(3) of the 2008 Act

- 4.3.52 Category 3 persons are those with potential claims under the above legislation should the Scheme be carried out. They mainly relate to those whose land may be injuriously affected (i.e. its value would be diminished) as a result of the Scheme, although the land in question is not acquired outright.
- 4.3.53 Identification of Category 3 persons, as defined in section 44 of the 2008 Act, was undertaken at the early stages of development of the Scheme, in order to inform the design of the Scheme and preparation of the application.
- 4.3.54 In order to identify potential Category 3 persons who may be entitled to make a claim pursuant to section 10 of the CPA 1965, a desk-based assessment was carried out to identify properties with a potential claim. In addition, site visits were used in order to assess properties for potential claims which were not identified from the desk based assessment.

4.3.55 Furthermore, proposed new residential developments identifiable from the Emerging Northumberland Local Plan or information held by Northumberland County Council on developments with planning permission were taken into account.

Assessment of Category 3 persons which fall under Part I of the Land Compensation Act 1973 (LCA 1973)

4.3.56 In assessing potential claimants under Part I of the LCA 1973, physical factors and the impact of the Scheme were considered, including:

- Properties closest to the Highway within the DCO boundary; and
- Properties identified as a receptor as a consequence of the property being located outside the DCO limits but close to the Highway;

4.3.57 The Applicant's land referencing team were provided with guidance from environmental specialists involved in the compilation of the ES (**Volume 2** for Part A (**Application Document Reference: TR010041/APP/6.2**) and **Volume 3** for Part B (**Application Document Reference: TR010041/APP/6.3**). This guidance was based on the topography of the land and the likely significant effects arising from the Scheme. For example, the noise assessments had regard to information available at that time regarding:

- Background noise levels; and
- Distances to receptors.

4.3.58 Based on the above information, professional judgement was used to ascertain whether a person may have a relevant claim for compensation under section 57(4) of the PA 2008, based on a worst-case assessment. Further details about the noise assessments and other environmental assessments undertaken can be found in **Chapter 6: Noise and Vibration, Volume 2** of the ES (**Application Document Reference: TR010041/APP/6.2**) for Part A and **Chapter 6: Noise and Vibration, Volume 3** (**Application Document Reference: TR010041/APP/6.3**) for Part B.

Contact referencing

4.3.59 Following the initial non-contact methods above, persons identified as having an interest in the Land or a potential claim were issued with a letter and claim were issued a letter with a plan describing the extent of the Scheme, and a questionnaire requesting return of information about their interests in the Land.

4.3.60 This was followed up by telephone and letter contact confirming that the Scheme was in development and because there could be impact on their land interest the Applicant needed to ensure the correct information was held.

Negotiations to acquire by agreement

4.3.61 As well as consulting all persons with an interest in the Land about the Scheme proposals in accordance with section 42 of the 2008 Act, the Applicant is aware of the requirement (paragraph 25 of the CA Guidance) to seek to acquire land by

negotiation wherever practicable. The power to acquire land compulsorily should only be sought if attempts to acquire by agreement fail.

- 4.3.62 At the same time, the Applicant notes that the CA Guidance also recognises that where proposals would entail the compulsory acquisition of many separate plots of land, it may not always be practicable to acquire each plot of land by negotiated agreement. As the CA Guidance states, *"Where this is the case, it is reasonable to include provision authorising compulsory acquisition covering all the land required at the outset."*
- 4.3.63 The Applicant has engaged with all landowners and occupiers with a view to acquiring their land interest by agreement by writing to them to inform them of the Applicant's willingness to negotiate to acquire the Land by agreement, and to invite dialogue on this point. As a result, the Applicant is in the process of continuing to engage with a significant proportion of landowners with regard to the acquisition of land by agreement; and negotiations with this objective will be ongoing throughout the DCO process. The status of such negotiations is set out in the Compulsory Acquisition Schedule (Document reference 7.8.5) submitted at Deadline 4. The proposals in the Change Request require the acquisition of additional land and the status of negotiation with the relevant landowners is set out **Annex B** to this Statement.
- 4.3.64 Whilst negotiations are ongoing, the Applicant is mindful that it is under a duty to acquire land at best value and that it is required to deliver the Scheme within a specified timescale. It has concluded that it may not be possible to acquire all land interests necessary to deliver the Scheme within this timescale. There are further parcels of land in unknown ownership which cannot be acquired by agreement. These are set out in **Table 2** below.

Table 2 - Unregistered land interests within the Order limits relevant to Permanent Acquisition

Nature of Interest	Description of Land	Affected Land Plot numbers
PART A		
Freeholder	Woodland and private access track (west of A1, Morpeth)	1-3a
Freeholder	Field, agricultural land and private access track (west of A1, Low Epsley)	2-14a
Freeholder	Field, agricultural land and private access track (west of A1, Low Epsley)	2-14b
Freeholder	Field, agricultural land, hedgerow, public road (unnamed) and verges (west of A1, Low Epsley)	3-2a
Freeholder	Field, agricultural land, private access track and verges (west of A1, Low Epsley)	3-4a
Freeholder	Woodland (Hanging Leaves Wood) (east of A1, Low Epsley)	3-13a
Freeholder	Field, agricultural land, hedgerow and public footpath (no 423/001) (east of Fenrother Lane, Tritlington)	4-4a
Freeholder	Field, agricultural land and public footpath (no 423/001) (east of Fenrother Lane, Tritlington)	4-4b
Freeholder	River (Earsdon Burn), bed and banks thereof and woodland (west of A1, Causey Park)	6-4a
Freeholder	Woodland and river (Longdike Burn), bed and banks thereof (east of A1, Causey Park)	7-7a
Freeholder	River (Longdike Burn), bed and banks thereof (west of A1, Eshott)	7-7b
Freeholder	Woodland and river (Longdike Burn), bed and banks thereof (west of A1, Eshott)	7-7c
Freeholder	Public road (unnamed), grassland and shrubland (east of A1, Eshott)	8-10a
PART B		
Freeholder	Access track, public footpath (129/021) and verges (west of A1, Rennington)	13-3a

Freeholder	Woodland (east of A1, Rennington)	13-6a
Freeholder	Woodland (east of A1, Rennington)	13-6b
Freeholder	Hedgerow (west of A1, South Charlton)	15-9a
Freeholder	Field and agricultural land (west of B6347, South Charlton)	15-9b
Freeholder	Hardstanding and verge (east of A1, South Charlton)	16-6a
Freeholder	Hardstanding and verge (east of A1, South Charlton)	16-6b
Freeholder	Hardstanding and verge (east of A1, South Charlton)	16-6c
Freeholder	Hardstanding and verge (east of A1, South Charlton)	16-7a
Freeholder	Hardstanding and verge (east of A1, South Charlton)	16-7b
Freeholder	Public road (unnamed), woodland, water course and verges (South Charlton)	16-8a
Freeholder	Access track (west of A1, North Charlton)	17-4a

4.3.65 Therefore, the Applicant has concluded that the Scheme is unlikely to be capable of being delivered without compulsory acquisition powers.

4.3.66 Land already owned by the Applicant is included in the DCO in order to ensure that no known or unknown third-party rights, which may impede delivery of the Scheme, remain over the land.

4.4 Utility Diversions

4.4.1 A number of existing utility services are located in the surrounding area that would be affected by the Scheme. The relevant major utility diversions are summarised below and have been defined as specific works within the development listed within **Schedule 1** of the draft DCO (**Application Document Reference: TR010041/APP/3.1**). These works are also shown on the Works Plans (**Application Document Reference: TR010041/APP/2.3**):

- **Work No. 12a** - Diversion of National Grid Feeder 13 High Pressure gas main under the (new) A1 carriageway 630m in length commencing at grid reference 418571E; 594666N and terminating at grid reference 418861E; 595042N.
- **Work No. 12b** – Diversion underground of Northern Power Grid 20Kv High Voltage line 1377m in length commencing at grid

reference 418715E; 594473N and terminating at grid reference 418616E; 595252N and Northern Gas Network Medium Pressure gas main 1233m in length commencing at grid reference 418796E; 594562N and terminating at grid reference 418633E; 595254N under the (new) A1 carriageway.

- **Work No. 24** – Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Realignment of 7830m in length commencing at grid reference 419745E; 615287N and terminating at grid reference 416993E; 622114N.

5 The case for compulsory acquisition

5.1.1 In seeking compulsory acquisition and temporary possession powers in the DCO, the Applicant has had regard to the conditions in section 122 of the 2008 Act and to the tests set out in the CA Guidance.

5.2 The statutory conditions and CA Guidance

5.2.1 Section 122 of 2008 Act states that:

"An order granting development consent may include provision authorising the compulsory acquisition of land only if the Secretary of State is satisfied that the conditions in subsections (2) and (3) are met"

5.2.2 The conditions are:

- In subsection (2), that the land is:
 - (a) required for the development to which the development consent relates;
 - (b) required to facilitate or is incidental to that development; or
 - (c) replacement land which is to be given in exchange for the order land under sections 131 or 132 of the 2008 Act and
- In subsection (3), that there is a compelling case in the public interest for the land to be acquired compulsorily.

5.2.3 The CA Guidance (paragraph 11) sets out the considerations which the Secretary of State will take into account in deciding whether the condition in subsection (2) has been met. It states:

- In respect of whether the land is required for the development, the applicant should be able to demonstrate to the satisfaction of the Secretary of State that the land in question is needed for the development. The Secretary of State will need to be satisfied that the land to be acquired is no more than is reasonably required for the purposes of the development.
- In respect of whether the land is required to facilitate or is incidental to the proposed development, the Secretary of State will need to be satisfied that the development could only be carried out to a satisfactory standard if the land in question were to be compulsorily acquired and that the land to be taken is no more than is reasonably necessary for that purpose and that it is proportionate.
- In respect of whether the land is replacement land, the Secretary of State will need to be satisfied that the compulsory acquisition is

needed for replacement land, that no more land is being taken than is reasonably necessary for that purpose and that it is proportionate.

5.2.4 In respect of the condition in subsection (3), the CA Guidance states at paragraphs 12 and 13 that the Secretary of State will need to be persuaded that there is compelling evidence that the public benefits that would be derived from the compulsory acquisition will outweigh the private loss that would be suffered by those whose land is to be acquired.

5.2.5 Paragraphs 8 to 10 of the CA Guidance are also relevant, setting out a number of general considerations to be taken into account by the applicant in seeking compulsory acquisition powers:

- That all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored.
- That the proposed interference with the rights of those with an interest in the land is for a legitimate purpose, and that it is necessary and proportionate.
- That the applicant has a clear idea of how they intend to use the land which is to be acquired.
- That there is a reasonable prospect of the necessary funds for acquisition becoming available.
- That the purposes for which the compulsory acquisition powers are included in the application are legitimate and sufficiently justify interfering with the human rights of those with an interest in the affected land.

5.2.6 Finally, paragraph 25 of the CA Guidance states that applicants should seek to acquire land by negotiation wherever practicable.

5.3 Need for the Land and the purposes for which the compulsory acquisition powers are sought

5.3.1 The Applicant is satisfied that the condition in section 122(2) of the 2008 Act is met. As explained in **Chapter 3** of this Statement the Land subject to compulsory acquisition powers is either needed for the development (ie: the Scheme), or is needed to facilitate the development, or is incidental to the development.

5.3.2 At **Annex A** of this Statement, the Applicant sets out why compulsory powers are necessary in relation to each individual parcel of the Land, with reference to the relevant DCO works numbers, and the nature of the works as set out in **Schedule 1** of the DCO. The proposed use of the Land is set out in **Chapter 2** and **Annex A** of this Statement.

- 5.3.3 The Applicant considers that the land included in the draft DCO (**Application Document Reference: TR010041/APP/3.1**) is the minimum land-take required to construct, operate, maintain and mitigate the Scheme and is necessary to achieve the objectives of the Scheme. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to ensure delivery of the Scheme, noting that the detailed design of the Scheme has yet to be developed. In that context the limits of deviation have been drawn as tightly as possible so as to avoid unnecessary land take. In the event that less land proves to be required in a particular area following the detailed design stage, the Applicant would only seek to acquire that part of the land that is required and, in all events, will seek to minimise effects on landowners.
- 5.3.4 The compulsory acquisition powers are also required to override any existing rights and interests in land as well as grant the right to take temporary possession of land for construction and maintenance purposes. Again, without these rights over the Land, the Scheme cannot be delivered.
- 5.3.5 The Applicant is accordingly satisfied that the land to be taken is reasonable and proportionate.

5.4 Compelling case in the public interest

- 5.4.1 This Statement sets out the reasons for the inclusion of compulsory acquisition powers within the DCO. It explains that it is necessary to include compulsory powers within the DCO so that the Applicant can acquire the land required for the construction of the Scheme that is not already in its possession. It also explains why powers of compulsory acquisition are necessary to enable the Applicant to use land temporarily, and acquire or extinguish rights over land in order to construct the Scheme in a way that is both proportionate and in the public interest by reducing environmental impacts, minimising the cost to the Applicant (and hence the public purse) and mitigating the impact on affected landowners. This compelling case is evidenced further in the wider documentation that accompanies the Application.
- 5.4.2 The case for the Scheme is set out in **Section 2.2** of this Statement and in the other application documents, including **Chapters 3 and 4** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**) Together, they demonstrate that there is a compelling case in the public interest for the Scheme to be delivered.
- 5.4.3 In particular, as set out at **Chapter 3** of the Case for the Scheme, paragraph 2.2 of the National Policy Statement for National Networks (NPS NN) identifies a "*critical need*" to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to

provide a transport network that is capable of stimulating and supporting economic growth. It goes on to state that improvements may also be required to address the impact of the national networks on quality of life and environmental factors.

- 5.4.4 The way in which the strategic objectives of the Scheme are aligned with the NPS NN is set out in detail at **Chapter 3** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**). General compliance with the NPS NN is set out in the National Policy Statement for National Networks (NPS NN) Accordance Table (**Application Document Reference: TR010041/APP/7.2**). This also demonstrates that there would be public benefits arising from the implementation of the Scheme. These benefits outweigh any negative impacts of the Scheme.

5.5 Consideration of alternatives

- 5.5.1 As explained in detail in **Chapter 2** of the Consultation Report (**Application Document Reference: TR010041/APP/5.1**); **Chapter 3: Assessment of Alternatives, Volume 1** of the ES (**Application Document Reference: TR010041/APP/6.1**) and **Chapter 2** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**) the Applicant has explored alternative options for the Scheme.
- 5.5.2 In designing the Scheme and determining the land to be subject to compulsory acquisition and temporary possession powers, the Applicant has considered alternatives and modifications to the Scheme to minimise the potential land take. These alternatives and modifications were consulted on and the preferred route has been chosen based on a thorough consideration of all of the relevant issues. This process is described in detail in **Chapter 3; Assessment of Alternatives, Volume 1** of the ES (**Application Document Reference: TR010041APP/6.1**) and **Chapter 3** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**)
- 5.5.3 Due to Part A and Part B being separated by approximately 15 km of existing dual carriageway, the below description of the reasonable alternatives is divided into separate descriptions for each of Part A and Part B. In addition to reflecting the distance between Part A and Part B, this is also consistent with the history of the Scheme which was originally being progressed through two separate applications for DCOs, which have now been combined into the current single Scheme.
- 5.5.4 Further, it should be noted that in identifying options, no option combining Part A and Part B has been identified for the Scheme. This is because between the two parts, 15km of dual carriageway is already in place. Hence, it would be disproportionate to have proposed an entirely new alignment offline of the existing dual carriageways purely to ensure a contiguous scheme.

Part A

- 5.5.5 Following public consultation, the Applicant selected the most appropriate option. Further details about this consultation can be found in Chapter 2 of the Consultation Report (**Application Document Reference: TR010041/APP/5.1**). This selection took into account various factors, including, amongst others, views of consultees including persons with a land interest. Other factors included environmental impacts, meeting the objectives of Part A, affordability, value-for-money, safety and construction and operational considerations.
- 5.5.6 Part A as a combination of online and offline construction minimises the amount of land-take required whilst optimising the benefits of the Scheme.
- 5.5.7 Construction of Part A entirely 'online' (widening and upgrading the full length of the existing A1 between Morpeth and Felton) was not considered practicable or value for money due to the reasons outlined below:
- a. Additional traffic management and temporary infrastructure would be required to maintain A1 functionality whilst under construction. This would add significant construction constraints and would therefore mean greater costs.
 - b. Full closures of the A1 would be required to construct Part A and diversion routes over a longer period of time would be unsuitable for the road users and local residents due to a lack of alternative routes in the area. This would lead to poor journey time reliability and driver frustration.
 - c. Further congestion, delays and poor journey time reliability would be expected during construction. Delays would impact tourists, freight and local residents.
- 5.5.8 Similarly, an entirely new offline A1 construction would have resulted in substantial permanent land-take and loss of environmental habitat. Deviating away from that which exists today, no alternate route would have avoided the River Coquet SSSI.
- 5.5.9 The cost implications of constructing an alternate offline route at this magnitude would not be plausible and these factors influenced the chosen option following statutory public consultation. Further details are outlined in **Chapter 2** of the Consultation Report (**Application Document Reference: TR010041/APP/5.1**).

Part B

- 5.5.10 Following public consultation, the Applicant selected the most appropriate option. Further details about this consultation can be found in **Chapter 2** of the Consultation Report (**Application Document Reference: TR010041/APP/5.1**) This selection took into account various factors, including, amongst others, views of consultees including persons with a land interest. Other factors included environmental impacts, meeting the objectives of Part B, affordability, value-for-money, safety and construction and operational considerations.
- 5.5.11 While three options for Part B were identified in 2015 only one of these was progressed to the option selection stage in September 2016, as the two other options (which both incorporated an element of offline widening) were materially more expensive and offered much lower value for money. In addition, the option progressed to the option selection stage would have the least adverse impact on landscape and visual amenity, cultural heritage, ecology, the water environment as well as geology and soils.
- 5.5.12 Further, none of the alternatives or modifications considered would obviate the need for the compulsory acquisition and temporary possession of the Land in its entirety. Indeed, schemes for Part B that were offline would have resulted in a greater amount of third party land being required. Further details can be found in **Chapter 3: Assessment of Alternatives, Volume 1** of the ES (**Application Document Reference: TR010041/APP/6.1**) and **Chapter 2** of the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**).

5.6 Reasonable prospect of funding

- 5.6.1 The Applicant is content that there is a reasonable prospect of the necessary funds for acquisition being available for the reasons set out in the Funding Statement (**Application Document Reference: TR010041/APP/4.2**)

5.7 Acquisition by agreement

- 5.7.1 The Applicant recognises that the authority to acquire land compulsorily should only be sought if attempts to acquire by agreement fail. However, the Applicant notes that the CA Guidance recognises that, in some cases, it may not always be practicable to acquire each plot of land by agreement. Where this is the case, the CA Guidance confirms that it is reasonable to include provision authorising compulsory acquisition covering all the land required at the outset. It also recognises that in some cases it may be preferable, or necessary, to acquire land compulsorily rather than by agreement.

5.7.2 The Applicant sets out in **Chapter 4** and (in relation to the Change Request) **Annex B** of this Statement the discussions it has had with landowners and occupiers to acquire the Land by agreement. It is satisfied that compulsory acquisition and temporary possession powers are required to ensure that the Scheme can be delivered in a reasonable timescale and in the event that it does not prove possible to acquire all of the Land by agreement.

5.8 Conclusions

5.8.1 The Applicant is satisfied that the conditions in section 122 of the 2008 Act are met and that the tests in the CA Guidance are satisfied.

5.8.2 All of the Land subject to compulsory acquisition and temporary possession powers is necessary to construct, operate, maintain and mitigate the Scheme necessary to achieve the objectives of the Scheme. The extent of the Land sought is reasonable and proportionate.

5.8.3 Further there is a compelling case in the public interest to include the compulsory acquisition powers sought by the Applicant in the DCO. The exercise of the compulsory acquisition powers that are sought is shown throughout this Statement to be necessary and proportionate to the extent that interference with private land and rights is required. In the absence of compulsory powers, the Applicant considers that it would not be possible to proceed with the Scheme, therefore the public benefits of the Scheme would not be realised.

6 Human rights

6.1.1 Three residential properties would be acquired for the Scheme as follows:

Part A
Northgate House, Morpeth, NE61 3BU

6.1.2 The land is required in Part A for the widening of the existing A1 carriageway and verge northbound, located on western side of existing A1 (Grid Reference NZ 18202 88664). The property has been subject of a blight notice that has been agreed with the property owner. An exchange of ownership was completed in July 2019 and the land is now in the Applicant's ownership.

Part B
East Cottage Charlton Mires, Alnwick NE66 2TJ
Charlton Mires Farmhouse, Alnwick, NE66 2TJ

6.1.3 The land in respect of both properties is required in Part B for the construction of the grade-separated junction at Charlton Mires (Grid Reference NU 17765 20667). The Applicant has been in regular discussions with both the landowners and a blight application has been received in respect of both properties. East Cottage is owned by Mr and Mrs Hester and Charlton Mires Farmhouse is owned by Messers Beal. Compensation discussions remain ongoing with both landowners.

6.1.4 Residential properties with only gardens affected across the length of the Scheme are as follows:

Part A	
Location	Plot Reference
Capri Lodge, Morpeth	1-9a
Burnside, Causey Park, Morpeth	6-7a, 6-8a
4 West Moor Farm Cottages	9-4a
Part B	

Rock Lodge Alnwick	15-21a, 15-21b, 15-21c
Heckley Fence, Alnwick	12-3h, 12-3c, 12-3cc

6.2 The Protected Rights

6.2.1 The Human Rights Act 1998 incorporated into domestic law the provision of the European Convention on Human Rights ("ECHR"). The ECHR includes provisions in the form of Articles, which aim to protect the rights of the individual. The relevant Articles can be summarised as follows:

- Article 1 of The First Protocol – protects the rights to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest.
- Article 6 – entitles those affected by compulsory powers to a fair and public hearing.
- Article 8 – protects the right of the individual to respect for his private and family life, his home and his correspondence. Interference with this right can be justified if it is in accordance with law and is necessary in the interests of, among other things, national security, public safety or the economic wellbeing of the country.

6.2.2 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with rights protected by the ECHR.

6.2.3 Paragraph 10 of the CA Guidance sets out how applicants should take into account Human Rights:

“The Secretary of State must ultimately be persuaded that the purposes for which an order authorises the compulsory acquisition of land are legitimate and are sufficient to justify interfering with the human rights of those with an interest in the land affected. In particular, regard must be given to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of acquisition of a dwelling, Article 8 of the Convention.”

6.2.4 The DCO, if made, may infringe the human rights of persons with an interest in land. This infringement is authorised by law provided that:

- There is a compelling case in the public interest for the compulsory acquisition powers included within the DCO, and that proper procedures are followed.

- Any interference with a human right is proportionate and otherwise justified.

6.3 Compliance with the convention

- 6.3.1 The Applicant recognises that the Scheme may have an impact on individuals but considers that the public benefits that will arise from the Scheme as set out in this Statement outweigh any harm to those individuals. The DCO strikes a fair balance between the public interest in seeing the Scheme proceed (which is unlikely to happen in the absence of the DCO) and the private rights which will be affected by the compulsory acquisition.
- 6.3.2 In relation to both Article 1 and 8, the compelling case in the public interest for the compulsory acquisition powers included within the DCO has been demonstrated in **Chapter 5** and in the Case for the Scheme (**Application Document Reference: TR010041/APP/7.1**). The land over which compulsory acquisition powers are sought as set out in the DCO is the minimum necessary to ensure the delivery of the Scheme. The Scheme has been designed to minimise harm whilst achieving its publicly stated objectives. In this respect the interference with human rights is both proportionate and justified.
- 6.3.3 In relation to Article 6, the Applicant is content that the proper procedures have been followed for both the consultation on the Scheme and in determining the compulsory acquisition powers included within the DCO. Throughout the development of the Scheme, the Applicant has given persons with an interest in the land a full opportunity to comment on the proposals, both in a statutory and non-statutory capacity, and the Applicant has endeavoured to engage with landowners. The Applicant has had regard to landowner feedback in both the initial design of the Scheme and in iterative design changes throughout the life of the Scheme. Examples of design changes are provided within the Consultation Report (**Application Document Reference: TR010041/APP/5.1**).
- 6.3.4 Furthermore, any individuals affected by the DCO may submit representations by way of an objection to the Application in response to any notice given under section 56 of the 2008 Act, the examination of the application by the examining authority, any written representations procedure which the examining authority decides to hold and in particular, any compulsory acquisition hearing held under section 92 of the 2008 Act, at which each affected person is entitled to make oral representations about the compulsory acquisition request.
- 6.3.5 If the DCO is made, a person aggrieved may challenge the DCO by judicial review in the High Court if they consider that the grounds for doing so are made out pursuant to section 118 of the 2008 Act.

6.4 Fair compensation

- 6.4.1 Any person affected by the exercise of compulsory acquisition powers or by the exercise of temporary possession, may be entitled to compensation. This entitlement to compensation is provided for by the existing compensation code and Articles 26, 29, 30 and 35 in and Schedule 7 to the draft DCO (**Application Document Reference: TR010041/APP/3.1**). The Applicant has the resources to pay such compensation and has demonstrated (in the Funding Statement (**Application Document Reference: TR010041/APP/4.2**)) that these resources are available.
- 6.4.2 Any dispute in respect of the compensation payable may be referred to the Upper Tribunal (Lands Chamber), an independent tribunal, for determination.

6.5 Conclusion

- 6.5.1 For the reasons set out above, the Applicant considers that any infringement of the ECHR rights of those whose interests in the land might be affected by the exercise of powers of compulsory acquisition would be proportionate and legitimate, would be in the public interest and would be in accordance with national and European law. The Applicant therefore considers that it would be appropriate and proportionate for the Secretary of State to make the DCO including the grant of compulsory acquisition powers.

7 Special considerations

7.1 Crown land

7.1.1 None of the Land is Crown land for the purposes of section 135 of 2008 Act.

7.2 Special category land comprising land forming part of [a common, open space, or fuel or field garden allotment]

7.2.1 None of land to be acquired for the Scheme comprises land forming part of a common, open space, or fuel or field garden allotment for the purposes of sections 131 and 132 of the 2008 Act

7.3 National Trust land

7.3.1 None of the land to be acquired for the Scheme is National Trust “inalienable” land for the purposes of section 130 of the 2008 Act

7.4 Statutory undertaker land

7.4.1 Section 127(3) of 2008 Act provides that a DCO may only authorise the compulsory acquisition of statutory undertaker land where a representation has been made by the statutory undertaker objecting to the acquisition if the Secretary of State is satisfied that:

- The land can be purchased and not replaced without serious detriment to the carrying on of the undertaking; or
- If purchased, the land can be replaced by other land belonging to, or available for acquisition by, the undertaker without serious detriment to the carrying on of the undertaking.

7.4.2 Section 127(5) of the 2008 Act provides that a DCO may only authorise the compulsory acquisition of rights over statutory undertaker land where a representation has been made by the statutory undertaker objecting to the acquisition if the Secretary of State is satisfied that:

- The rights can be acquired without any serious detriment to the carrying on of the undertaking; or
- Any consequential detriment to the carrying on of the undertaking can be made good by the undertaker by the use of other land belonging to or available for acquisition by the undertaker.

7.4.3 The Applicant has, during preparation of the DCO application, been in discussions with Openreach, National Grid, CityFibre, GTC, GVA, MBNL representing EE/Three, Northern Gas Networks, Northern Powergrid, Northumbrian Water Ltd, Sky Telecom, Virgin Media, Vodafone, Instalcom,

Mast Data and Traffic Master about the diversion of existing utilities along the scheme length (both Part A and Part B). The main diversions are listed under **Section 4.4** of this Statement. Through these discussions it has been established that, the land in which these Statutory Undertaker assets exist are in private ownership. None of the land to be acquired for the Scheme is Statutory Undertakers land for the purposes of section 127(3) of the 2008 Act.

7.5 Other consents

- 7.5.1 The Consents and Agreements Position Statement (**Application Document Reference: TR010041/APP/3.3**) sets out the additional consents outside of the DCO and the current position as to the status of securing those consents. The Consents and Agreements Position Statement will continue to be updated as necessary during the Examination.
- 7.5.2 The Applicant is satisfied that all necessary consents to enable the Scheme to proceed have been identified and that there is no reason why such consents should not be secured or granted pursuant to the DCO.

8 Conclusions

8.1 Overview

- 8.1.1 This Statement sets out why compulsory acquisition and temporary possession powers have been sought in the DCO application and explains why the Applicant considers such powers to be necessary, proportionate, and justified.
- 8.1.2 In determining the extent of the compulsory acquisition and temporary possession powers proposed in the DCO, the Applicant has had regard to the legislative tests set out in the PA 2008 and to the advice in the CA Guidance. The Applicant is content that the scope of the powers sought and the extent of the interests in the Land to be acquired by compulsory acquisition are required for the Scheme and are the minimum necessary that will allow the Applicant to construct, operate and maintain the Scheme. The purpose for which each part of the Land is required is set out in **Annex A** to this Statement.
- 8.1.3 The Applicant has consulted all persons affected by the compulsory acquisition and temporary possession powers and persons who may have a claim for compensation arising from the Scheme. It has consulted such persons during preparation of the DCO application and in the design of the Scheme to address their concerns and to ensure that any impacts are reduced or removed. The Applicant has further sought to acquire any interests in the Land by agreement wherever practicable. The status of negotiations with affected landowners for the acquisition of their land interest in relation to the Change Request is set out in **Annex B** to this Statement.
- 8.1.4 The Applicant has considered the human rights of the individuals affected by the compulsory acquisition and temporary possession powers. It is satisfied that there is a compelling public interest case for compulsory acquisition and that the significant public benefits arising from the Scheme will outweigh the harm to those individuals.
- 8.1.5 Without the grant of compulsory acquisition and temporary possession powers, the Applicant considers that it will not be possible to construct the Scheme, or realise the public benefits arising from it.

Figures and Annexes

- Annex A** Details of the purpose for which compulsory acquisition and temporary possession powers are sought
- Annex B** Schedule of all interests in the Change Request Land and progress of negotiations with persons subject to compulsory acquisition and temporary possession powers

Annex A

Details of the purpose for which compulsory acquisition and temporary possession powers are sought

The specific purposes for which each plot of Land subject to compulsory acquisition powers is required are set out in the tables in this Annex. The first column of each table identifies the plot number (as shown on the Land Plans) and used in the Book of Reference. Plots may be grouped in each row to the extent that they relate to the same Work. The second column of each table sets out the corresponding Works numbers as shown on the Works Plans and the broad uses for which the plot in question is required.

The tables in this Annex A should be read in conjunction with and by reference to the:

- Land Plan (**Application Document Reference: TR010041/APP/2.2**)
- Works Plans (**Application Document Reference: TR010041/APP/2.3**)
- Draft DCO (**Application Document Reference: TR010041/APP/3.1**)

Part A - Permanent Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
1-1h	Work Nos. 1A and 1B	Alteration and realignment of road markings and new/relocation of ADS signs.
1-1j	Work Nos. 1A and 1B	Alteration and realignment of road markings and new/relocation of ADS signs.
1-1i	Work Nos. 1A and 1B	Alteration and realignment of road markings and new/relocation of ADS signs.
1-1k	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
1-1e	Work No. 1A	Construction of a new northbound carriageway adjacent to the existing A1.
1-1b	Work No. 1A	Construction of a new northbound carriageway adjacent to the existing A1. Construction of new outfall pipe underneath the A697 from new storage swale.
1-1g	Work Nos. 1A and 1B	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
1-1m	Work Nos. 1A and 1B	Construction of new northbound carriageway of the A1 dual carriageway. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
1-1d	Work Nos. 1A and 6	Construction of a new northbound carriageway adjacent to the existing A1. Construction of new access track for maintenance of storage swale.
1-1p	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
1-1c	Work Nos. 1A and 6	Construction of a new northbound carriageway adjacent to the existing A1., including the construction of new storage swale. Construction of new access track for maintenance of storage swale.
1-1l	Work No. 1A	Construction of a new northbound carriageway adjacent to the existing A1.
1-3a	Work No. 6	Construction of new access track for maintenance of storage swale.
1-1q	Work Nos. 1B and 5D	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of new access track to private land.
1-2a	Work No. 6	Construction of new access track for maintenance of storage swale.
1-1a	Work No. 6	Tie-in works for new access track for maintenance of storage swale.
1-4c	Work No. 1A	Construction of a new northbound carriageway adjacent to the existing A1. Construction of new storage swale.
1-1o	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
1-1n	Work No. 1A	Construction of a new northbound carriageway adjacent to the existing A1.
1-6b	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
1-1f	Work Nos. 1A and 1B	Alteration and realignment of road markings and new/relocation of ADS signs.

2-5f	Work Nos. 1A, 1B and 7	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Replacement of existing culvert.
2-8c	Work Nos. 1B and 7	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Replacement of existing culvert.
2-9a	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
2-5i	Work Nos. 1A, 1B, 8A	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of slip road single lane carriageway for northbound off-access to Highlaws Junction.
2-3b	Work No. 8B	Alteration and alignment of the existing road known as High Highlaws Road to create single carriageway two lane connection to Highlaws Junction.
2-2a	Work No. 8B	Alteration and alignment of the existing road known as High Highlaws Road to create single carriageway two lane connection to Highlaws Junction.
2-9e	Work Nos. 8H, 8I, 8J	Widening and resurfacing of the existing road know as Hebron Road as part of Highlaws Junction works. Construction of slip road single lane carriageway for southbound on-access to the A1 from Highlaws Junction. Construction of new access track for private access.
2-8f	Work No. 8H	Widening and resurfacing of the existing road known as Hebron Road as part of Highlaws Junction works.
2-15a	Work No. 8H	Widening and resurfacing of the existing road known as Hebron Road as part of Highlaws Junction works.
2-11a	Work No. 8H	Widening and resurfacing of the existing road known as Hebron Road as part of Highlaws Junction works.
2-5j	Work Nos. 1B, 8D and 8F	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways. Construction of slip road single lane carriageway for southbound off-access to Highlaws Junction.
2-13a	Work Nos. 1B, 8D, 8F, 8G and 8H	The alteration of existing A1 Trunk Road to provide southbound dual carriageway, including construction of new detention basin. Construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways. Construction of slip road single lane carriageway for southbound off-access to Highlaws Junction. Construction of new access track for private access. Widening and resurfacing of the existing road know as Hebron Road as part of Highlaws Junction works. Landscaping and ecological mitigation works.
2-5g	Work Nos. 1A, 1B, 8F, 8D and 8I	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of slip road single lane carriageways for southbound off-access to Highlaws Junction and southbound on-access to the A1 from Highlaws Junction. Construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways.
2-12a	Work Nos. 1B, 8D, 8F and 8G	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways. Construction of slip road single lane carriageway for southbound off-access to Highlaws Junction. Construction of new access track for private access. Landscaping and ecological mitigation works.
2-1b	Work Nos. 1A, 8A, 8B, 8C, 8D and 8E	Construction of a new northbound carriageway adjacent to the existing A1. Construction of slip road single lane carriageways for northbound off-access to Highlaws Junction and northbound on-access to the A1 from Highlaws Junction. Alteration and alignment of the existing road known as High Highlaws Road to create single carriageway two lane connection to Highlaws Junction. Construction of new access track for private access and maintenance of detention basin. Construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways. Landscaping and ecological mitigation works.
2-5h	Work Nos. 1A, 1B, 8A, 8D and 8E	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of slip road single lane carriageways for northbound off-access to Highlaws Junction and northbound on-access to the A1 from Highlaws Junction. Construction of Highlaws Junction single span carriageway overbridge crossing the new A1 carriageways.
2-10a	Work Nos. 1B and 8I	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of slip road single lane carriageway for southbound on-access to the A1 from Highlaws Junction.
2-5k	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
2-14b	Work Nos. 1A and 8C	Construction of a new northbound carriageway adjacent to the existing A1. Construction of new access track for private access and maintenance of detention basin.
2-2c	Work Nos. 1A and 8A	Construction of a new northbound carriageway adjacent to the existing A1. Construction of slip road single lane carriageway for northbound off-access to Highlaws Junction.
2-5b	Work Nos. 1A and 1B	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
2-8a	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.

2-5d	Work Nos. 1A and 1B	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
2-3d	Work Nos. 1A, 7 and 8A	Construction of a new northbound carriageway adjacent to the existing A1. Replacement of existing culvert. Construction of slip road single lane carriageway for northbound off-access to Highlaws Junction. Landscaping and ecological mitigation works.
2-13c	Work Nos. 1B and 8G	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of new access track for private access. Landscaping and ecological mitigation works.
2-4b	Work No. 1A	Construction of a new northbound carriageway adjacent to the existing A1.
2-5c	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
2-5e	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
2-5a	Work Nos. 1A and 1B	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
2-6a	Work Nos. 1B and 5D	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of new access track to private land.
2-7a	Work Nos. 1B and 5D	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of new access track to private land.
3-7a	Work No. 1B	Landscaping and ecological mitigation works.
3-5c	Work Nos. 1A and 1B	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
3-5g	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
3-5e	Work Nos. 1A and 1B	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
3-11a	Work Nos. 1B and 2B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of new offline southbound carriageway of the A1 dual carriageway. Landscaping and ecological mitigation works.
3-10a	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
3-1b	Work Nos. 1A and 8C	Construction of a new northbound carriageway adjacent to the existing A1. Construction of new detention basin. Construction of new access track for maintenance of detention basin. Landscaping and ecological mitigation works.
3-5d	Work Nos. 1A and 1B	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
3-5f	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-3a	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Landscaping and ecological mitigation works.
3-12a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-3b	Work Nos. 1A, 2A, 2B and 10A	Construction of a new northbound carriageway adjacent to the existing A1. Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East. Landscaping and ecological mitigation works.
3-5b	Work No. 1B	The alteration of existing A1 Trunk Road to provide southbound dual carriageway.
3-4a	Work Nos. 1A and 8C	Construction of a new northbound carriageway adjacent to the existing A1. Construction of new access track for private access and maintenance of detention basin. Landscaping and ecological mitigation works.
3-5a	Work Nos. 1A, 1B, 2A, 2B and 10A	Construction of a new northbound carriageway adjacent to the existing A1. The alteration of existing A1 Trunk Road to provide southbound dual carriageway. Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-5j	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-6b	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-6a	Work Nos. 2A, 2B and 10A	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-3d	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-9a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-5k	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.

3-8a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-12b	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-5h	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
3-5i	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-11a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-13a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-14a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-10e	Work No. 2B	Construction of new offline southbound carriageway of the A1 dual carriageway. Construction of new detention basin.
4-18a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-7c	Work Nos. 2A, 2B, 9C, 9G and 9H	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Creation of Environmental Mitigation Area – Proposed woodland. Construction of slip road single lane carriageway for northbound off-access to Fenrother Junction. Construction of Fenrother Junction single span carriageway overbridge crossing the new A1 carriageways. Construction of slip road single lane carriageway for southbound on-access to the A1 from Fenrother Junction. Landscaping and ecological mitigation works.
4-5e	Work Nos. 9A, 9B and 9G	Construction of new access track for private access. Alteration and alignment of the existing road known as Fenrother Lane West to create a single carriageway two lane connection to Fenrother Junction. Construction of Fenrother Junction single span carriageway overbridge crossing the new A1 carriageways. Landscaping and ecological mitigation works.
4-10f	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-5f	Work No. 9B	Alteration and alignment of the existing road known as Fenrother Lane West to create a single carriageway two lane connection to Fenrother Junction.
4-19a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-6a	Work Nos. 9B, 9C, 9G, 9H, 9I and 10A	Alteration and alignment of the existing road known as Fenrother Lane West to create a single carriageway two lane connection to Fenrother Junction. Construction of slip road single lane carriageway for northbound off-access to Fenrother Junction. Construction of Fenrother Junction single span carriageway overbridge crossing the new A1 carriageways. Construction of slip road single lane carriageway for southbound on-access to the A1 from Fenrother Junction. Construction of single carriageway two lane connection from Fenrother Lane East to detrunked A1. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-8b	Work Nos. 9F, 9G, 9H, 9I and 10A	Construction of slip road single lane carriageways for southbound off-access to Fenrother Junction and southbound on-access to the A1 from Fenrother Junction. Construction of Fenrother Junction single span carriageway overbridge crossing the new A1 carriageways. Construction of single carriageway two lane connection from Fenrother Lane East to detrunked A1. Landscaping and ecological mitigation works. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East. Construction of detention basin.
4-5i	Work Nos. 2A, 2B, 9B, 9C, 9D, 9E, 9F and 9H	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Alteration and alignment of the existing road known as Fenrother Lane West to create a single carriageway two lane connection to Fenrother Junction. Construction of slip road single lane carriageways for northbound off-access to Fenrother Junction and northbound on-access to the A1 from Fenrother Junction. Construction of new access track for private access. Construction of slip road single lane carriageways for southbound off-access to Fenrother Junction and southbound on-access to the A1 from Fenrother Junction. Landscaping and ecological mitigation works.
4-14b	Work Nos. 9I, 10A and 10B	Construction of single carriageway two lane connection from Fenrother Lane East to de-trunked A1. De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East. De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge. Construction of detention basin.
4-8a	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway.
4-12c	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
4-10b	Work No. 9I	Construction of single carriageway two lane connection from Fenrother Lane East to detrunked A1. Landscaping and ecological mitigation works.
4-12a	Work No. 10A	De-trunking works to the existing A1 Trunk Road crossing the River Lyne to Fenrother Lane East.
4-9a	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Landscaping and ecological mitigation works.
5-3b	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Area to be returned to agriculture.
5-10a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
5-1b	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Landscaping and ecological mitigation works.

5-5a	Work No. 2B	Construction of new offline southbound carriageway of the A1 dual carriageway.
5-2c	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway.
5-4c	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway.
5-8a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
5-7a	Work No. 2B	Landscaping and ecological mitigation works.
5-1g	Work No. 11A	Construction of new access track from Causey Park Road to the existing access track to New Houses Farm. Construction of new detention basin. Landscaping and ecological mitigation works.
5-11a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
6-2i	Work No. 11A	Construction of new access track from Causey Park Road to private land. Construction of new detention basin.
6-10a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
6-3a	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway.
6-5a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
6-13a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
6-1a	Work Nos. 10B, 11A, 11B, 11C and 12B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge. Construction of new access track from Causey Park Road to private land. Construction of new overbridge at Causey Park as an integral single span bridge. Construction of new access track for maintenance of detention basin. Diversion underground of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main under the (new) A1 carriageway.
6-2e	Work Nos. 2A, 2B, 11B, 11C, 11E and 12B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Construction of new access track from Causey Park Road to private land. Construction of new overbridge at Causey Park as an integral single span bridge. Construction of new access track for maintenance of detention basin. Diversion underground of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main under the (new) A1 carriageway. Landscaping and ecological mitigation works.
6-2t	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
6-4a	Work No. 12B	Diversion underground of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main under the (new) A1 carriageway.
6-9a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
6-2a	Work Nos. 2A, 2B, 11A, 11C, 11D and 12A	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Construction of new access track from Causey Park Road to the existing access track to New Houses Farm. Construction of new overbridge at Causey Park as an integral single span bridge. Construction of new access track for maintenance of detention basin. Diversion of National Grid Feeder 13 High Pressure gas main under the (new) A1 carriageway. Construction of new detention basin. Landscaping and ecological mitigation works.
7-12a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
7-8a	Work Nos. 2A, 2B, 13 and 14.	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Construction of new culvert. Construction of an underbridge at Burgham Park as an integral single span bridge. Construction of new detention basin. Landscaping and ecological mitigation works.
7-6a	Work No. 2A	Landscaping and ecological mitigation works.
7-6f	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Construction of new detention basin.
7-5a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
7-7a	Work No. 14	Construction of an underbridge at Burgham Park as an integral single span bridge.
7-3a	Work Nos. 2A, 2B and 14.	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Construction of an underbridge at Burgham Park as an integral single span bridge.
7-5b	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.
7-2a	Work Nos. 2A, 2B and 14.	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Construction of an underbridge at Burgham Park as an integral single span bridge. Landscaping and ecological mitigation works.
7-4b	Work No. 14	Construction of an underbridge at Burgham Park as an integral single span bridge.
7-11a	Work No. 10B	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge.

8-14a	Work Nos. 2A, 2B and 15	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. Extension of existing culvert. Landscaping and ecological mitigation works.
8-15c	Work No. 2A	Construction of new offline northbound carriageway of the A1 dual carriageway.
8-9c	Work Nos. 2A and 2B	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway.
8-10a	Work Nos. 2B, 10B and 16L	Construction of new offline southbound carriageway of the A1 dual carriageway. De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge. Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge.
8-5e	Work No. 16L	Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge.
8-12a	Work Nos. 10B and 16L	De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge. Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge.
8-3d	Work No. 2A	Construction of new offline northbound carriageway of the A1 dual carriageway.
8-3b	Work Nos. 16A and 16B	Construction of a new access track for private access off Bywell Road. Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
8-2a	Work Nos. 16A and 16B	Construction of a new access track for private access off Bywell Road. Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
8-2c	Work Nos. 16A and 16B	Construction of a new access track for private access off Bywell Road. Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
8-1b	Work Nos. 16A, 16B and 17	Construction of a new access track for private access off Bywell Road. Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. Construction of a new culvert and open engineered ditches.
8-8a	Work Nos. 3A, 3B, 16L and 17	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge. Construction of a new culvert and open engineered ditches.
8-11a	Work No. 16L	Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge. Construction of two new detention basins.
8-5a	Work Nos. 2A, 2B, 3A, 3B, 10B, 15, 16B, 16L and 17	Construction of new offline northbound and southbound carriageways of the A1 dual carriageway. The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. De-trunking works to the existing A1 Trunk Road from Portland House to Bockenfield Bridge. Extension of existing culvert. Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge. Construction of a new culvert and open engineered ditches.
8-6b	Work No. 16B	Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
8-4b	Work Nos. 3A and 16B	The alteration of the existing A1 to provide northbound dual carriageway. Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
8-7a	Work Nos. 3B and 16L	Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge.
8-5b	Work Nos. 2B, 3B and 16L	Construction of new offline southbound carriageway of the A1 dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge.
9-2i	Work No. 4 and 4a	Alterations to existing bridge spanning the River Coquet. Construction of riverbank stabilisation.
9-2ii	Work No. 4a	Construction of riverbank stabilisation.
9-11b	Work No. 16B	Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
9-17a	Work Nos. 3B and 16L	Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge.
9-14b	Work No. 16L	Local road connection with new link road from West Moor Junction roundabout to Bockenfield Bridge.
9-10b	Work No. 16B	Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
9-6f	Work Nos. 3A, 3B, 16B, 16C, 16K	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. Construction of a slip road single lane carriageway for northbound off-access to West Moor Junction. Construction of a slip road single lane carriageway for southbound on-access to the A1 from West Moor Junction.

9-6m	Work No. 4 and 4a	Construction of new bridge spanning the River Coquet. Construction of riverbank stabilisation.
9-13e	Work No. 4 and 4a	Construction of new bridge spanning the River Coquet. Construction of riverbank stabilisation.
9-13j	Work No. 4 and 4a	Construction of new bridge spanning the River Coquet. Construction of riverbank stabilisation, including temporary siting of construction crane.
9-13jj	Work No. 4a, 4b and 4d	Construction of riverbank stabilisation. Construction of riverbank stabilisation. Construction of temporary bridge.
9-13c	Work No. 4 and 4c	Construction of new bridge spanning the River Coquet. Construction of south bank scour protection.
9-7a	Work No. 16B	Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road.
9-3a	Work Nos. 16B, 16C and 16D	Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. Construction of a slip road single lane carriageway for northbound off-access to West Moor Junction. Alteration and realignment of the existing road know as West Moor Road to create a single carriageway two-lane connection to West Moor Junction.
9-17b	Work Nos. 16I, 16J and 16L	Realignment and resurfacing of the existing road know as Felton Road as part of West Moor Junction works. Construction of a roundabout carriageway at West Moor Junction and Felton Moor Road. Construction of utility diversions and associated works.
9-6a	Work Nos. 16B, 16C and 16D.	Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. Construction of a slip road single lane carriageway for northbound off-access to West Moor Junction. Alteration and realignment of the existing road know as West Moor Road to create a single carriageway two-lane connection to West Moor Junction. Construction of new detention basin.
9-14a	Work Nos. 3B, 16I, 16J, 16K and 16L	Construction of a new southbound carriageway adjacent to the existing A1. Realignment and resurfacing of the existing road know as Felton Road as part of West Moor Junction works. Construction of a slip road single lane carriageway for southbound on-access to the A1 from West Moor Junction. Construction of a roundabout carriageway at West Moor Junction and Felton Moor Road. Construction of new detention basin. Landscaping and ecological mitigation works.
9-19a	Work No. 16L	Construction of a new link road from West Moor Junction roundabout to Bockenfield Bridge. Construction of two new detention basins.
9-1f	Work Nos. 16B, 16C, 16D, 16E and 16F	Alteration and realignment of the existing road known as Bywell Road from east of the A1 to the junction with West Moor Road. Construction of two slip road single lane carriageways for northbound off-access to West Moor Junction and northbound on-access to the A1 from West Moor Junction. Alteration and realignment of the existing road know as West Moor Road to create a single carriageway two-lane connection to West Moor Junction. Construction of West Moor Junction single span overbridge crossing the new A1 carriageways. Construction of new detention basin. Landscaping and ecological mitigation works.
9-17e	Work No. 16I	Realignment and resurfacing of the existing road know as Felton Road as part of West Moor Junction works.
9-6c	Work Nos. 3A, 3B, 16C, 16E, 16F, 16G, 16H and 16K	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of two slip road single lane carriageways for northbound off-access to West Moor Junction and northbound on-access to the A1 from West Moor Junction. Construction of West Moor Junction single span overbridge crossing the new A1 carriageways. Construction of two slip road single lane carriageways for southbound off-access to West Moor Junction and southbound on-access to the A1 from West Moor Junction. Construction of a new access track for maintenance of detention basin. Construction of new detention basin.
9-15a	Work Nos. 16E, 16G, 16H, 16I, 16J and 16K	Construction of West Moor Junction single span overbridge crossing the new A1 carriageways. Construction of two slip road single lane carriageways for southbound off-access to West Moor Junction and southbound on-access to the A1 from West Moor Junction. Construction of a new access track for maintenance of detention basin. Realignment and resurfacing of the existing road know as Felton Road as part of West Moor Junction works. Construction of a roundabout carriageway at West Moor Junction and Felton Moor Road. Construction of new detention basin. Landscaping and ecological mitigation works.
9-8c	Work Nos. 16C, 16E and 16F	Construction of two slip road single lane carriageways for northbound off-access to West Moor Junction and northbound on-access to the A1 from West Moor Junction. Construction of West Moor Junction single span overbridge crossing the new A1 carriageways.
9-1b	Work Nos. 3A and 3B	Landscaping and ecological mitigation works.
9-1bb	Work Nos. 3A and 3B	Landscaping and ecological mitigation works.
9-6b	Work Nos. 3A, 3B and 16H	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new access track for maintenance of detention basin.
9-16a	Work No. 16H	Construction of a new access track for maintenance of detention basin.
9-6k	Work Nos. 3A and 3B	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1.

9-6n	Work Nos. 3A and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-6o	Work Nos. 3A and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-13g	Work Nos. 3B and 4	Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-2g	Work Nos. 3A and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers. Modifications to existing footpath.
9-6g	Work Nos. 3A, 3B and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-6p	Work Nos. 3A, 3B and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-9a	Work Nos. 3A and 3B	Landscape and ecological mitigation works.
9-2d	Work No. 4	Construction of proposed footpath.
9-6d	Work Nos. 3A, 3B and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-6h	Work Nos. 3A and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-18a	Work No. 16H	Construction of a new access track for maintenance of detention basin. Construction of new detention basin.
9-6i	Work Nos. 3A and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-6e	Work Nos. 3A, 3B and 4	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers. Construction of new detention basin.
9-13a	Work Nos. 3B and 4	Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-13b	Work Nos. 3B and 4	Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-13f	Work Nos. 3B and 4	Construction of a new southbound carriageway adjacent to the existing A1. Construction of a new bridge spanning the River Coquet comprising a three-span continuous bridge deck with two supporting piers.
9-13hh	Work Nos. 4, 4c and 4d	Construction of new bridge spanning the River Coquet. Construction of south bank permanent protection. Construction of temporary bridge.
10-4a	Work No. 3A and 3B	Landscaping and ecological mitigation.
10-3b	Work Nos. 3A and 3B	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1.
10-2b	Work No. 3A and 3B	Landscaping and ecological mitigation.
10-1e	Work No. 3A	The alteration of the existing A1 to provide northbound dual carriageway.
10-2f	Work No. 3A	The alteration of the existing A1 to provide northbound dual carriageway.
10-3c	Work Nos. 3A, 3B, 18 and 19	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1. Extension of Parkwood Subway in order to accommodate the highway widening. Extension of existing culvert.
10-5c	Work Nos. 3B and 19	Construction of a new southbound carriageway adjacent to the existing A1. Extension of existing culvert.
10-3j	Work Nos. 3B and 19	Construction of a new southbound carriageway adjacent to the existing A1. Extension of existing culvert.
10-1k	Work Nos. 3B and 19	Construction of a new southbound carriageway adjacent to the existing A1. Extension of existing culvert.
10-1h	Work Nos. 3B and 19	Construction of a new southbound carriageway adjacent to the existing A1. Extension of existing culvert.
10-1g	Work Nos. 3A and 19	The alteration of the existing A1 to provide northbound dual carriageway. Extension of existing culvert.

10-5a	Work No. 20	Construction of a new access for maintenance of detention basin. Construction of new detention basin.
10-3e	Work Nos. 3A and 3B	The alteration of the existing A1 to provide northbound dual carriageway. Construction of a new southbound carriageway adjacent to the existing A1.
10-3h	Work Nos. 3A and 3B	Alteration and realignment of road markings and new/relocation of ADS signs.
10-3i	Work Nos. 3A and 3B	Alteration and realignment of road markings and new/relocation of ADS signs.
10-2h	Work No. 3A	The alteration of the existing A1 to provide northbound dual carriageway.
10-3g	Work No. 3A	The alteration of the existing A1 to provide northbound dual carriageway.
10-2i	Work Nos. 3A and 3B	Landscaping and ecological mitigation.

Part A - Permanent Acquisition of Rights Over Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
1-7d	Work No. 5B	Construction of new access track to the north of the West View turning circle. New rights required for access to Warreners House properties, including maintenance.
1-5a	Work No. 5A	The improvement of the existing road known as West View. New rights required for access to Warreners House properties, including maintenance.
1-7a	Work No. 5C	Construction of new access track to Warreners House. New rights required for access to Warreners House properties, including maintenance.
1-6a	Work No. 5B	Construction of new access track to the north of the West View turning circle. New rights required for access to Warreners House properties, including maintenance.
1-4b	Work No. 1A and 1B	Construction and access to utility diversions and associated works.
1-6c	Work No. 5D	Construction of new access track to private land. New rights required for access to Warreners House properties, including maintenance.
1-9b	Work No. 5B	Construction of new access track to the north of the West View turning circle. New rights required for access to Warreners House properties, including maintenance.
1-9a	Work No. 5B	Construction of new access track to the north of the West View turning circle. New rights required for access to Warreners House properties, including maintenance.
1-8a	Work No. 5B	Construction of new access track to the north of the West View turning circle. New rights required for access to Warreners House properties, including maintenance.
1-8b	Work No. 5B	Construction of new access track to the north of the West View turning circle. New rights required for access to Warreners House properties, including maintenance.
2-3a	Work No. 1A and 1B	Construction and access to utility diversion and associated works.
2-7b	Work No. 5D	Construction of new access track to private land. New rights required for access to Warreners House properties, including maintenance.
2-8d	Work No. 7	Construction and access to two new culverts.
2-9c	Work No. 8J	Construction of new access track for private access. New rights required to access diverted utilities.
2-13g	Work Nos. 8D and 8J	Construction and access to utility diversions and associated works.
2-1c	Work No. 8C	Construction and access to utility diversions and associated works.
2-13b	Work No. 8G	Construction of new access track to private land. New rights required to access new badger fencing.
2-12b	Work No. 8G	Construction of new access track to private land. New rights required to access new badger fencing.
2-14a	Work Nos. 1A, 1B and 8C	Construction and access rights to utility diversions and associated works.
2-2b	Work Nos. 1A, 1B, 8A and 8B	Construction and access rights to utility diversions and associated works.

2-3c	Work Nos. 1A and 1B	Construction and access rights to utility diversions and associated works.
2-4a	Work Nos. 1A and 1B	Construction and access rights to utility diversion and associated works.
2-6b	Work No. 5D	Construction of new access track to private land. New rights required for access to Warreners House properties, including maintenance.
3-1a	Work Nos. 1A and 1B	Construction and access rights to utility diversions and associated works.
3-3c	Work Nos. 1A and 1B	Construction and access rights to utility diversions and associated works.
3-7b	Work No. 8G	Construction of new access track to private land. New rights required to access new badger fencing.
3-2a	Work Nos. 1A, 1B and 8C	Construction and access rights to utility diversions and associated works.
4-7g	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
4-5h	Work No. 9E	Construction of new access track to private land. New rights required for access to field, including maintenance.
4-7e	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
4-10c	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
4-5g	Work No. 9E	Construction of new access track to private land. New rights required for access to field, including maintenance.
4-22a	Work Nos. 9I and 10A	Construction and access rights to new outfall from detention basin and associated works.
4-20b	Work Nos. 9I and 10A	Construction and access rights to new outfall from detention basin and associated works.
5-1h	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
5-1c	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
5-4b	Work No. 9E	Construction of new access track to private land. New rights required for access to field, including maintenance.
5-1e	Work No. 11A	Construction of new access track to private land. New rights required to access diverted utilities, new detention basin and badger fencing.
5-2b	Work No. 9E	Construction of new access track to private land. New rights required for access to field, including maintenance.
6-2k	Work Nos. 2A and 2B	Construction and access rights to utility diversions and associated works.
6-3b	Work No. 12B	Construction and access rights to underground diversion of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main.
6-2l	Work Nos. 2A and 2B	Construction and access rights to new outfall from detention basin and associated works.
6-3e	Work Nos. 2A and 2B	Construction and access rights to new outfall from detention basin and associated works.
6-2r	Work No. 12B	Construction and access rights to underground diversion of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main.
6-2o	Work No. 12A	Construction and access rights to diversion of National Grid Feeder 13 High Pressure gas main under the (new) A1 carriageway.
6-2c	Work Nos. 11B and 12B	Construction of new access track from Causey Park Road to private land. Construction and access rights to underground diversion of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main. New rights required to access new detention basin.
6-2n	Work No. 12B	Construction and access rights to underground diversion of Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main.
6-2b	Work Nos. 11A and 12A	Construction of new access track from Causey Park Road to the existing access track to New Houses Farm. New rights required to access detention basin and badger fencing. Construction and access rights to diversion of National Grid Feeder 13 High Pressure gas main under the (new) A1 carriageway.
7-6d	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
7-6k	Work No. 10B	Construction and access rights to utility diversion and associated works.
7-6b	Work Nos. 2A and 2B	New rights required to access diverted utility (gas).
7-4c	Work Nos. 2A and 2B	Construction and access rights to new outfall from detention basin and associated works.
7-4e	Work No. 14	Construction and access rights to existing culvert under Burgham Park Road to be modified.
7-6i	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
7-8h	Work Nos. 2A and 2B	New rights required to access diverted utility (gas).
7-6c	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.

7-8c	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
7-8d	Work No. 13	Construction and access rights to new culvert and associated works. Construction and access rights to a utility diversion.
8-8c	Work No. 17	Construction and access rights to new culvert and open engineered ditches.
8-15b	Work Nos. 2A and 2B	Construction and access rights to utility diversion and associated works.
8-9a	Work No. 16A	Construction of new access track for private access off Bywell Road. New rights required to access a utility diversion.
8-16a	Work No. 15	Construction and access rights to new culvert and new outfall from detention basin.
8-3c	Work No. 16A	Construction of new access track for private access off Bywell Road. New rights required to access a utility diversion.
8-5c	Work No. 16A	Construction of new access track for private access off Bywell Road. New rights required to access a utility diversion.
8-5d	Work No. 16A	Construction of new access track for private access off Bywell Road. New rights required to access a utility diversion.
8-2b	Work No. 16A	Construction of new access track for private access off Bywell Road. New rights required to access a utility diversion.
8-1c	Work No. 16A	Construction of new access track for private access off Bywell Road. New rights required to access a utility diversion.
9-12a	Work No. 4	Alterations and access rights to existing bridge spanning the River Coquet.
9-13h	Work No. 4	Construction and access rights to new bridge spanning the River Coquet. Construction and access rights associated with riverbank stabilisation. Construction and access rights to new outfall from detention basin.
9-2h	Work No. 4	Alterations and access rights to existing bridge spanning the River Coquet.
9-2e	Work No. 4	New rights required to access River Coquet Bridge.
9-13i	Work No. 4	Construction and access rights to new bridge spanning the River Coquet. Construction and access rights associated with riverbank stabilisation, including temporary siting of construction crane.
9-13iii	Work No. 4b, 4c and 4d	Construction and access rights to north bank and south bank permanent protection. Construction of temporary bridge.
9-1d	Work Nos. 3A and 3B	Construction and access rights to new outfall from detention basin. New rights required to access Environmental Mitigation Area.
9-15c	Work Nos. 3A and 3B	Construction and access rights to new outfall from detention basin and associated works.
9-8a	Work Nos. 3A and 3B	Construction and access rights to new outfall from detention basin. New rights required to access Environmental Mitigation Area.
9-16c	Work Nos. 3A and 3B	Construction and access rights to new outfall from detention basin and associated works.
10-2e	Work Nos. 3A and 4	New rights required to access River Coquet Bridge.
10-1b	Work Nos. 3A and 4	New rights required to access River Coquet Bridge.
10-8a	Work No. 18	New rights required for alternative access to Parkwood Subway.
10-1j	Work No. 18	New rights required for alternative access to Parkwood Subway.
10-2c	Work Nos. 3A and 4	New rights required to access River Coquet Bridge.
10-1d	Work No. 19	Construction and access rights to extended culvert.
10-5d	Work Nos. 3A and 3B	Construction and access rights to new outfall from detention basin and associated works.
10-3a	Work No. 19	Construction and access rights to extended culvert.
10-1n	Work Nos. 3A and 3B	Construction and access rights to new outfall from detention basin and associated works.

Part A - Permanent Acquisition of Airspace and Rights over Land – by Plot Number

Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
9-6j	Work No. 4	Construction and access rights to new bridge spanning the River Coquet.

9-6l	Work No. 4	Construction and access rights to new bridge spanning the River Coquet.
9-13d	Work No. 4	Construction and access rights to new bridge spanning the River Coquet.

Part A - Temporary Possession and Use of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
1-6e	Work No. 5B	Temporary works for the construction of a new culvert under new access track.
1-6f	Work No. 5B	Temporary works for the construction of a new culvert under new access track.
1-6d	Work No. 5B	Temporary works for the construction of a new culvert under new access track.
1-7b	Work No. 5C	Temporary works for the construction of a new culvert under new access track.
1-7c	Work No. 5B	Temporary works for the construction of a new culvert under new access track.
1-4a	Work Nos. 1A and 6	Establishment of a storage area and associated access.
1-4d	Work Nos. 1A and 1B	Temporary works for utility diversions.
1-5b	Work No. 5A	Temporary works associated with the improvements of the existing road known as West View, to include alteration for a new footpath to the east side and new pavement.
2-13e	Work No. 8G	Temporary works associated with the construction of a new access track for private access.
2-13d	Work No. 8G	Temporary works associated with the construction of a new access track for private access.
2-7c	Work No. 1B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
2-8b	Work No. 1B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
2-15b	Work No. 8H	Temporary works associated with the widening and resurfacing of the existing road known as Hebron Road as part of Highlaws Junction works.
2-1d	Work Nos. 1A, 8C and 8E	Establishment of a storage area and associated access.
2-13f	Work Nos. 8D and 8J	Temporary works for utility diversions.
2-13h	Work Nos. 8D and 8J	Temporary works for utility diversions.
2-8g	Work No. 8H	Temporary works associated with the widening and resurfacing of the existing road known as Hebron Road as part of Highlaws Junction works.
2-9f	Work Nos. 8H, 8I and 8J	Temporary works associated with the widening and resurfacing of the existing road known as Hebron Road as part of Highlaws Junction works, the construction of a slip road single lane carriageway for southbound on-access to the A1 from Highlaws Junction and the construction of a new access track for private access.
2-9g	Work No. 8H	Temporary works associated with the widening and resurfacing of the existing road known as Hebron Road as part of Highlaws Junction works.
2-1a	Work No. 8B	Temporary works associated with the alteration and alignment of the existing road known as High Highlaws Road to create a single carriageway two lane connection to Highlaws Junction.
2-9d	Work No. 8J	Temporary works associated with the construction of a new access track for private access.
2-8e	Work No. 1B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
2-9b	Work No. 1B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
3-7d	Work Nos. 1A and 1B	Temporary works associated with the creation of a new public right of way.
3-5l	Work No. 10A	Temporary works associated with the installation of fish baffles.
3-7c	Work No. 8G	Temporary works associated with the construction of a new access track for private access.
3-13a	Work No. 10A	Temporary works associated with the creation of a new public right of way.
3-11b	Work Nos. 1A, 1B, 2A and 2B	Temporary works associated with the creation of a new public right of way. Landscaping and ecological mitigation works.

4-7b	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter and creation of a new public right of way.
4-7f	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter and creation of a new public right of way.
4-22b	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
4-5b	Work No. 2A, 9D and 9E	Establishment of a storage area and associated access.
4-5d	Work No. 9B	Temporary works associated with the direct access from the alteration and alignment of the existing road known as Fenrother Lane West.
4-12b	Work No. 10A	Temporary works associated with the installation of fish baffles.
4-20a	Work Nos. 10A and 9I	Temporary works for the construction of a new outfall from a detention basin.
4-5c	Work Nos. 2A, 9D and 9E	Establishment of a storage area and associated access.
4-8c	All Works	Establishment of a site construction compound, a storage area and associated access. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
4-5j	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
4-21a	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
4-10a	Work Nos. 9I and 10A	Temporary works associated with the construction of a single carriageway two lane connection from Fenrother Lane East to the de-trunked A1 and the de-trunking of the existing A1 Trunk Road.
4-5a	Work No. 9A	Temporary works for the construction of a new access track for private access.
4-7a	Work No. 9A	Temporary works for the construction of a new access track for private access.
4-7h	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
4-4b	Work Nos. 2A and 2B	Temporary works associated with the creation of a new public right of way.
4-1a	Work No. 9B	Temporary works associated with improvements to verge on the existing road known as Fenrother Lane West.
4-4a	Work No. 9B	Temporary works associated with improvements to verge on the existing road known as Fenrother Lane West.
4-2a	Work No. 9B	Temporary works associated with improvements to verge on the existing road known as Fenrother Lane West.
4-3a	Work No. 9B	Temporary works associated with improvements to verge on the existing road known as Fenrother Lane West.
4-10d	Work Nos. 2B and 10A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
4-7d	Work Nos. 2A and 2B	Residual land parcel.
4-15a	Work No. 10A	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
4-16a	Work No. 10A	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
4-17a	Work No. 10A	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
5-1j	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-1d	Work No. 11A	Temporary works associated with the construction of a new access track from Causey Park Road.
5-4a	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-4d	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-1f	Work Nos. 2A and 11A	Establishment of temporary fencing and permanent hedgerow on the perimeter for the detention basin.
5-7b	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-3c	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-6a	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-2a	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-1a	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-1i	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-3a	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-5b	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
5-9a	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
6-2g	Work No. 11E	Establishment of temporary fencing and permanent hedgerow on the perimeter for the detention basin and maintenance access track.

6-2f	Work No. 11E	Establishment of temporary fencing and permanent hedgerow on the perimeter for the detention basin and maintenance access track.
6-2s	Work No. 12B	Temporary works associated with the underground diversion of the Northern Power Grid 20Kv High Voltage line and Northern Gas Network Medium Pressure gas main.
6-2q	Work No. 11D	Temporary works associated with the construction of a new access track for maintenance of detention basin and utility diversions.
6-2m	Work Nos. 2B, 11C and 12B	Temporary works for utility diversions.
6-2j	Work Nos. 2A, 11B and 12B	Establishment of a storage area and associated access.
6-2d	Work No. 12A	Temporary works for the diversion of the National Grid Feeder 13 High Pressure gas main under the (new) A1 carriageway. Temporary storage of soils.
6-2h	Work Nos. 11A and 11C	Temporary works associated with the construction of a new access track and the construction of a new overbridge at Causey Park.
6-2p	Work No. 12A	Temporary works for the diversion of the National Grid Feeder 13 High Pressure gas main under the (new) A1 carriageway. Temporary storage of soils.
6-11a	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
6-3c	Work No. 12B	Temporary works for utility diversions.
6-12a	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
6-9b	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
6-6a	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
6-8a	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
6-3d	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
6-7a	Work No. 10B	Temporary works associated with the de-trunking of the existing A1 Trunk Road.
7-6g	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-9a	Work No. 10B	Temporary works on existing outfall.
7-10a	Work No. 10B	Temporary works on existing outfall.
7-1a	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-7b	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-8e	Work Nos. 2B, and 10B and 14	Establishment of a storage area and associated access.
7-4a	Work No. 14	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-4d	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-4h	Work No. 14	Temporary works for existing culvert to be modified. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-7c	Work No. 14	Temporary works for existing culvert to be modified. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-6j	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-4f	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-8b	Work Nos. 2A and 2B	Temporary works for utility diversions. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-6h	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-8g	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-8f	Work No. 2B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
7-6e	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the perimeter for the highway and the detention basin.
8-8d	Work Nos. 16L and 17	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
8-8b	Work Nos. 16L and 17	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
8-4a	Work No. 16B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
8-7b	Work No. 16L	Temporary works for utility diversions. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.

8-6a	Work No. 16B	Establishment of temporary fencing on the highway perimeter. Private property access tie-in to new section of existing road known as Bywell Road.
8-3a	Work Nos. 2A, 16A and 16B	Establishment of a storage area and associated access.
8-1a	Work No. 17	Temporary works associated with the construction of a new culvert and open engineered ditches. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
8-9b	Work No. 16A	Temporary works associated with the construction of a new access track to private land.
8-13a	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
8-15a	Work No. 2A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-17d	Work Nos. 16I, 16J and 16L	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-5a	Work No. 16D	Temporary works associated with the alteration and realignment of the existing road know as West Moor Road.
9-13k	Work No. 4	Temporary works associated with the construction of new bridge spanning the River Coquet.
9-2c	Work No. 4	Temporary works associated with the establishment of a new public right of way.
9-2a	Work No. 3A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-2b	Work No. 3A and 4	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-18b	Work No. 4	Temporary works associated with the construction of new bridge spanning the River Coquet.
9-2f	Work No. 4	Temporary works associated with the construction of new bridge spanning the River Coquet.
9-1e	Work Nos. 3A, 16D and 16E	Establishment of a storage area and associated access.
9-1g	Work Nos. 3A and 3B	Temporary works associated with the construction of a new outfall from a detention basin.
9-8b	Work Nos. 3A and 3B	Temporary works associated with the construction of a new outfall from a detention basin.
9-16b	Work Nos. 3B and 16H	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-1a	Work No. 3A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-20a	Work No. 16I	Tie-in works for Felton Road and access associated with site construction compound.
9-15d	All Works	Establishment of a site construction compound, a storage area and associated access.
9-15b	Work Nos. 3B and 16H	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-1c	All Works	Establishment of a storage area and associated access.
9-7b	Work Nos. 3A and 16B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-4a	Work No. 16D	Temporary works associated with the alteration and realignment of the existing road know as West Moor Road.
9-10a	Work Nos. 3A and 16B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-17c	Work No. 16L	Temporary works associated with the construction of a new access to the new link road from West Moor Junction roundabout to Bockenfield Bridge. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
9-11a	Work Nos. 3A and 16B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
10-7a	Work No. 20	Temporary works associated with the construction of a new access track for maintenance of a detention basin.
10-3k	Work No. 20	Temporary works associated with the construction of a new access track for maintenance of a detention basin. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
10-2g	Work No. 3A	Temporary works associated with the alteration of the existing A1 to provide northbound dual carriageway.
10-3f	Work No. 3A	Temporary works associated with the alteration of the existing A1 to provide northbound dual carriageway.
10-2j	Work No. 3B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
10-1m	Work No. 19	Temporary works associated with the extension of an existing culvert.
10-5b	Work No. 20	Establishment of a storage area and associated access.
10-1f	Work No. 3A	Temporary works associated with the alteration of the existing A1 to provide northbound dual carriageway.

10-2d	Work Nos. 3A and 18	Temporary works associated with the alteration of the existing A1 to provide northbound dual carriageway and the extension of Parkwood Subway in order to accommodate the highway widening.
10-3d	Work Nos. 3A and 18	Temporary works associated with the alteration of the existing A1 to provide northbound dual carriageway and the extension of Parkwood Subway in order to accommodate the highway widening.
10-1i	Work Nos. 3B and 18	Temporary works associated with the construction of a new southbound carriageway adjacent to the existing A1 and the extension of Parkwood Subway in order to accommodate the highway widening.
10-1l	Work No. 3B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
10-1c	Work No. 3A	Temporary works associated with the alteration of the existing A1 to provide northbound dual carriageway.
10-2a	Work No. 3A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
10-6a	Work No. 3B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
10-4b	Work No. 3B	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
10-1a	Work No. 3A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.

Part B - Permanent Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
11-1c	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
11-1d	Work Nos. 21B, 24, 25A and 25B	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of new access points and maintenance track to detention basin. Establishment of a temporary storage area and associated access. Temporary storage/stockpile of various materials (in separate mounds) to aid in construction.
11-1i	Work Nos. 21B, 24 and 25A	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of new maintenance track to detention basin.
11-2a	Work Nos. 21A and 21B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
11-2b	Work Nos. 21A and 21B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
11-3a	Work No. 21B	Construction of new southbound carriageway of the A1 dual carriageway.
11-3b	Work No. 21B	Construction of new southbound carriageway of the A1 dual carriageway.
11-4a	Work No. 25A	Construction of new access point and maintenance track to detention basin. Construction of new detention basin.
12-3e	Work Nos. 21A and 27	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of Heckley Fence Accommodation Overbridge and associated ramps over the widened A1. Environmental mitigation works.
12-3l	Work Nos. 21B, 24 and 27	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of Heckley Fence Accommodation Overbridge and associated ramps over the widened A1.
12-3o	Work Nos. 21A, 26 and 37	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new maintenance access track to detention basin. Construction of new detention basin. Construction of culvert extension (Denwick Burn) under the new southbound carriageway of the A1 dual carriageway.
12-3p	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
12-3r	Work Nos. 21B, 24 and 37	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of culvert extension (Whitehouse Burn) under the new southbound carriageway of the A1 dual carriageway.
12-3v	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3w	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.

12-3z	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
12-5a	Work Nos. 21A, 21B and 37	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway. Construction of culvert extension (Whitehouse Burn) under the new southbound carriageway of the A1 dual carriageway.
13-1g	Work No. 28	Construction of new access track to detention basin.
13-1i	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
13-1j	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
13-1l	Work Nos. 21A and 27	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of Heckley Fence Accommodation Overbridge and associated ramps over the widened A1. Environmental mitigation works.
13-1m	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
13-1o	Work Nos. 21B, 24 and 27	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of Heckley Fence Accommodation Overbridge and associated ramps over the widened A1.
13-2a	Work Nos. 21A and 28	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new access track to detention basin. Environmental mitigation works.
13-2b	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
13-3a	Work Nos. 21A and 28	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new access track to detention basin.
13-6a	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
13-4a	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
13-4b	Work Nos. 21A and 21B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
13-4c	Work Nos. 21A and 21B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
13-4d	Work Nos. 21A and 21B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
13-4e	Work Nos. 21A and 21B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
13-5b	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
13-5c	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
14-1c	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
14-1e	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
14-1h	Work No. 30B	Construction of new local access road linking Rock Midstead and Rock South Farm.
14-3a	Work Nos. 21A, 21B and 33	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway. Construction of culvert extension (Whitehouse Burn) under the new southbound carriageway of the A1 dual carriageway.
14-3b	Work Nos. 21A and 21B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
14-4a	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
14-4c	Work Nos. 21A and 28	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new access track to detention basin. Construction of new detention basin. Environmental mitigation works. Excavation of material to be used for main works, to be refilled with unclassified soil.
14-4d	Work Nos. 21B, 24 and 33	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of culvert extension (Whitehouse Burn) under the new southbound carriageway of the A1 dual carriageway.

14-4f	Works Nos. 21A, 28 and 33	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new access track to detention basin. Construction of culvert extension (Whitehouse Burn) under the new southbound carriageway of the A1 dual carriageway. Environmental mitigation works.
14-4h	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
14-4k	Work No. 30B	Construction of new local access road linking Rock Midstead and Rock South Farm.
14-4m	Work No. 30B	Construction of new local access road linking Rock Midstead and Rock South Farm.
14-4n	Work No. 30B	Construction of new local access road linking Rock Midstead and Rock South Farm.
14-6a	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
14-6d	Work No. 30B	Construction of new local access road linking Rock Midstead and Rock South Farm.
15-1c	Work Nos. 29C, 29D, 29E, 29F, 29G, and 29H	As part of the new Charlton Mires Junction: 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. Environmental mitigation works.
15-1k	Work Nos. 29H and 34	Construction of local access road linking Charlton Mires Junction and West Linkhall. Construction of culvert extension (Linkhall) under the new southbound carriageway of the A1 dual carriageway.
15-5a	Work Nos. 22A, 22B and 34	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Construction of culvert extension (Linkhall) under the new southbound carriageway of the A1 dual carriageway.
15-6a	Work Nos. 22A, 22B, 29F, 29G, 29I, 29J, 29K and 31	Construction of new northbound and southbound carriageways of the A1 dual carriageway. As part of junction works at Charlton Mires Junction: construction of carriageway and northbound slip road, construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, construction of local access road linking Charlton Mires Junction and East Linkhall, construction of a southbound slip road from realigned A1, realignment and resurfacing of B6347. Construction of Kitty Carter Burn diversion. Construction of new detention basin. Excavation of material to be used for main works, to be refilled with unclassified soil. Environmental mitigation works.
15-8a	Work No. 29A	Realignment and resurfacing of B6341.
15-23a	Work Nos. 24 and 29K	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Realignment and resurfacing of B6347, as part of the new Charlton Mires Junction.
15-2a	Work No. 29C	Realignment and resurfacing of B6347, as part of the new Charlton Mires Junction.
15-2b	Work Nos. 22A, 22B, 29F, 29G and 29L	Construction of new northbound and southbound carriageways of the A1 dual carriageway. As part of junction works at Charlton Mires Junction: construction of carriageway and northbound slip road, construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, construction of a southbound slip road.
15-2d	Work No. 29A	Realignment and resurfacing of B6341.
15-2f	Work Nos. 29G and 29K	As part of junction works at Charlton Mires Junction: construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, and associated ramps, realignment and resurfacing of B6347.
15-3a	Work Nos. 29A and 29C	Realignment and resurfacing of B6341 and B6347, as part of the new Charlton Mires Junction.
15-3d	Work Nos. 22A, 22B, 29D, 29F, 29G, 29H, 32 and 34	Construction of new northbound and southbound carriageways of the A1 dual carriageway. As part of junction works at Charlton Mires Junction: construction of a northbound slip road from realigned A1, construction of carriageway and northbound slip road, construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, construction of local access road linking Charlton Mires Junction and West Linkhall. Construction of new agricultural track. Construction of culvert extension (Linkhall) under the new southbound carriageway of the A1 dual carriageway.
15-3e	Work Nos. 22A, and 29H.	Construction of new northbound carriageway of the A1 dual carriageway. Construction of local access road linking Charlton Mires Junction and West Linkhall.
15-3f	Work No. 29H	Construction of local access road linking Charlton Mires Junction and West Linkhall.
15-3g	Work Nos. 29H and 34	Construction of local access road linking Charlton Mires Junction and West Linkhall. Construction of culvert extension (Linkhall) under the new southbound carriageway of the A1 dual carriageway.

15-3h	Work Nos. 29H and 34	Construction of local access road linking Charlton Mires Junction and West Linkhall. Construction of culvert extension (Linkhall) under the new southbound carriageway of the A1 dual carriageway.
15-3i	Work No. 29H	Construction of local access road linking Charlton Mires Junction and West Linkhall.
15-3j	Work Nos. 22A, 29F, 29G and 29H	Construction of new northbound carriageway of the A1 dual carriageway. As part of junction works at Charlton Mires Junction: construction of carriageway and northbound slip road, construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, and associated ramps, construction of local access road linking Charlton Mires Junction and West Linkhall.
15-3k	Work No. 29D	Construction of a northbound slip road from realigned A1 as part of the wider junction works at Charlton Mires Junction. Environmental mitigation works.
15-3m	Work Nos. 22A, 22B, 29F, 29K and 29L	Construction of new northbound and southbound carriageways of the A1 dual carriageway. As part of junction works at Charlton Mires Junction: construction of carriageway and northbound slip road, realignment and resurfacing of B6347, construction of a southbound slip road.
15-3n	Work Nos. 22A, 22B and 29D	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Construction of a northbound slip road from realigned A1 as part of the wider junction works at Charlton Mires Junction. Environmental mitigation works.
15-3p	Work No. 29A	Realignment and resurfacing of B6341.
15-3q	Work Nos. 22A and 22B	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Environmental mitigation works.
15-4b	Work Nos. 22G, 29H and 29I	Environmental mitigation works.
15-4e	Work Nos. 22A, 22B, 24, 29I and 34	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of local access road linking Charlton Mires Junction and East Linkhall. Construction of culvert extension (Linkhall) under the new southbound carriageway of the A1 dual carriageway.
15-7a	Work Nos. 29D, 29F and 29G	As part of junction works at Charlton Mires Junction: construction of a northbound slip road from realigned A1, construction of carriageway and northbound slip road, construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, and associated ramps.
15-7b	Work Nos. 21A, 21B, 22A, 22B and 29A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new northbound and southbound carriageways of the A1 dual carriageway. Realignment and resurfacing of B6341. Environmental mitigation works.
15-9b	Work No. 29A	Realignment and resurfacing of B6341.
15-10c	Work No. 29A	Realignment and resurfacing of B6341.
15-10d	Work Nos. 29A and 29B	Realignment and resurfacing of B6341. Realignment and resurfacing of Rock Nab access.
15-11b	Work Nos. 29A and 29B	Realignment and resurfacing of B6341. Realignment and resurfacing of Rock Nab access.
15-10e	Work Nos. 29A and 29B	Realignment and resurfacing of B6341. Realignment and resurfacing of Rock Nab access.
15-12a	Work Nos. 22A, 22B, 24, 29K and 29L	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. As part of junction works at Charlton Mires Junction: realignment and resurfacing of B6347, construction of a southbound slip road. Excavation of material to be used for main works, to be refilled with unclassified soil. Area to be returned to agriculture.
15-16a	Work Nos. 29G, 29J and 29K	As part of junction works at Charlton Mires Junction: construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, and associated ramps, construction of a southbound slip road from realigned A1, realignment and resurfacing of B6347.
15-13a	Work No. 29A	Realignment and resurfacing of B6341.
15-13b	Work No. 29A	Realignment and resurfacing of B6341.
15-14a	Work No. 29A	Realignment and resurfacing of B6341.
15-15a	Work No. 29A	Realignment and resurfacing of B6341. Environmental mitigation works.
15-17a	Work Nos. 29G, 29J, 29K and 29L	As part of junction works at Charlton Mires Junction: construction of a single span single carriageway overbridge crossing the new A1 carriageways and associated ramps, construction of a southbound slip road from realigned A1, realignment and resurfacing of B6347, construction of a southbound slip road.

15-18b	Work No. 22B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
15-18f	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
15-18g	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
15-18i	Work No. 30A	Realignment and resurfacing of Rock Midstead access road.
15-18j	Work No. 30B	Construction of new local access road linking Rock Midstead and Rock South Farm.
15-18k	Work Nos. 30B and 36	Construction of new local access road linking Rock Midstead and Rock South Farm. Construction of new culvert (Rock Culvert) under the new access road linking Rock Midstead and Rock South Farm.
15-19a	Work No. 29A	Realignment and resurfacing of B6341.
15-21a	Work No. 29A	Realignment and resurfacing of B6341.
15-21c	Work No. 21A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
15-22a	Work No. 29K	Realignment and resurfacing of B6347.
15-24a	Work Nos. 21B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
15-24f	Work No. 30B	Construction of new local access road linking Rock Midstead and Rock South Farm.
15-26b	Work Nos. 29K and 30A	Environmental mitigation works. Alteration of road markings and signage.
15-26d	Work No. 30A	Realignment and resurfacing of Rock Midstead access road. Alteration of road markings and signage.
15-26e	Work No. 30A	Realignment and resurfacing of Rock Midstead access road.
15-26f	Work No. 30A	Realignment and resurfacing of Rock Midstead access road. Alteration of road markings and signage.
15-26g	Work No. 30A	Realignment and resurfacing of Rock Midstead access road. Alteration of road markings and signage.
15-26h	Work No. 30A	Alteration of road markings and signage.
15-27b	Work No. 30A	Realignment and resurfacing of Rock Midstead access road.
15-28a	Work No. 30A	Alteration of road markings and signage.
16-1c	Work Nos. 23A and 24	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-3a	Work No. 23A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
16-3bb	Work Nos. 22A and 22B	Construction of new northbound and southbound carriageways of the A1 dual carriageway.
16-3cc	Work Nos. 22A, 22B and 29H	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Construction of local access road linking Charlton Mires Junction and West Linkhall.
16-3dd	Work Nos. 29H and 32	Construction of local access road linking Charlton Mires Junction and West Linkhall. Construction of new agricultural track.
16-3ff	Work No. 29H	Construction of local access road linking Charlton Mires Junction and West Linkhall.
16-3gg	Work No. 22A	Construction of new northbound carriageway of the A1 dual carriageway.
16-3b	Work Nos. 23A, 23B, 24 and 35	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of culvert extension (Shipperton Burn) under the A1 dual carriageway. Environmental mitigation works
16-3c	Work Nos. 23A and 23B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
16-3d	Work Nos. 23A and 23B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
16-3e	Work Nos. 23A, 23B and 24	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-3f	Work No. 23B	Construction of new southbound carriageway of the A1 dual carriageway.

16-3g	Work No. 23B	Construction of new southbound carriageway of the A1 dual carriageway.
16-3m	Work Nos. 23A, 23B, 24 and 35	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of culvert extension (Shipperton Burn) under the A1 dual carriageway. Environmental mitigation works
16-3n	Work Nos. 23A, 23B and 24	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Environmental mitigation works
16-3o	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-3p	Work Nos. 23B and 24	Environmental mitigation works.
16-3q	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Environmental mitigation works
16-3r	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Environmental mitigation works
16-3s	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Environmental mitigation works
16-3t	Work Nos. 23A, 23B, 24 and 29I	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of local access road linking Charlton Mires Junction and East Linkhall.
16-3u	Work Nos. 22A, 22B, 23A and 23B	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
16-3v	Work No. 23B	Construction of new southbound carriageway of the A1 dual carriageway.
16-3w	Work Nos. 23A and 23B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
16-3x	Work Nos. 22A, 23A and 23B	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
16-4a	Work No. 23B	Construction of new southbound carriageway of the A1 dual carriageway.
16-4e	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-5b	Work No. 23A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
16-5d	Work Nos. 22A, 22B, 23B, 24 and 29I	Construction of new northbound and southbound carriageways of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of local access road linking Charlton Mires Junction and East Linkhall.
16-6a	Work Nos. 23B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-6b	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-6c	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-7a	Work Nos. 23B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-7b	Work Nos. 23B and 24	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-8a	Work Nos. 23B, 24 and 29I	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of local access road linking Charlton Mires Junction and East Linkhall.
16-11b	Work Nos. 23B, 24 and 29I	Construction of new southbound carriageway of the A1 dual carriageway. Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm. Construction of local access road linking Charlton Mires Junction and East Linkhall.
16-9a	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-9b	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-9c	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
16-10a	Work No. 24	Realignment of the 66kV electrical cable to service the Middlemoor Wind Farm.
17-2h	Work Nos. 23A and 23B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.

17-2i	Work Nos. 23A and 23B	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway. Construction of new southbound carriageway of the A1 dual carriageway.
17-2j	Work No. 23B	Construction of new southbound carriageway of the A1 dual carriageway.
17-2k	Work No. 23B	Construction of new southbound carriageway of the A1 dual carriageway.
17-5b	Work No. 23A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
17-6c	Work No. 23A	Alteration of existing A1 to provide the northbound carriageway of the A1 dual carriageway.
17-6f	Work No. 23B	Construction of new southbound carriageway of the A1 dual carriageway.

Part B - Permanent Acquisition of Rights Over Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
11-1a	All Works	Creation of new public right of way.
11-1g	Work No. 24	Realignment and access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
11-1h	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
11-1j	Work No. 24	Realignment and access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
11-1l	Work No. 24	Realignment and access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
11-4f	Work Nos. 21A and 21B	Construction and access rights to new outfall from detention basin.
12-1a	Work No. 26	Access rights over new maintenance access track to detention basin.
12-2a	Work No. 26	Access rights over new maintenance access track to detention basin.
12-3a	Work No. 26	Construction and access rights over new maintenance access track to detention basin.
12-3ff	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3gg	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3hh	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3ii	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3b	All Works	Creation of new byway.
12-3c	All Works	Creation of new byway.
12-3d	Work No. 27	Creation of new byway.
12-3k	All Works	Creation of new bridleway.
12-3n	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3s	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
12-3t	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3x	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3y	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
12-3aa	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
12-3bb	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3cc	Work No. 24	Creation of new byway. Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3dd	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-3ee	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
12-4a	All Works	Access rights over new maintenance access track to detention basin.
13-1a	All Works	Access rights over new maintenance access track to detention basin.

13-1b	All Works	Access rights over new maintenance access track to detention basin.
13-1c	All Works	Access rights over new maintenance access track to detention basin.
13-1d	All Works	Creation of new public right of way.
13-1f	All Works	Creation of new byway.
13-1h	All Works	Access rights over utility diversion.
13-1k	All Works	Creation of new public right of way
13-1n	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
13-1p	Work No. 24	Creation of new byway. Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
13-2c	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
13-6b	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
13-5a	All Works	Creation of new public right of way
13-5d	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
14-1f	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
14-4e	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
14-4i	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm. Stopping up of local access and construction of turnaround.
14-4j	All Works	Access rights associated with stopping up of existing access road.
14-4l	All Works	Access rights associated with stopping up of existing access road.
14-6b	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm. Stopping up of local access and construction of turnaround. Access rights associated with stopping up of existing access road.
14-6c	All Works	Access rights associated with stopping up of existing access road.
15-1j	All Works	Construction and access rights over utility diversion.
15-6e	All Works	Construction and access rights over new outfall from detention basin.
15-4f	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
15-6b	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
15-6c	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
15-18c	Work No. 24	Creation of new public right of way. Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
15-18h	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
15-24b	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
15-24c	All Works	Creation of new public right of way.
15-24d	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
15-24e	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
15-26c	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
15-27a	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
16-1a	All Works	Access rights to and over utility diversion.
16-2b	All Works	Access rights to and over utility diversion.
16-3aa	Work No. 32	Construction and access rights over new agricultural track and utility diversion.
16-3ee	Work No. 32	Construction and access rights over new agricultural track and utility diversion.
16-3h	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm and other utility diversions.
16-3i	Work No. 23B	Construction and access rights over utility diversion.
16-3j	Work No. 23B	Construction and access rights over utility diversion.
16-3k	Work No. 23B	Construction and access rights over utility diversion.
16-3y	Work No. 32	Construction and access rights over new agricultural track and utility diversion.
16-3z	Work No. 32	Construction and access rights over new agricultural track and utility diversion.

16-4b	Work No. 23B	Construction and access rights over utility diversion.
16-4d	Work No. 23B	Construction and access rights over utility diversion.
16-5a	Work No. 32	Construction and access rights over new agricultural track and utility diversion.
16-5e	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
16-5g	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
16-11a	Work No. 24	Realignment and access rights over 66kV electrical cable to service the Middlemoor Wind Farm.
17-2l	Work No. 23B	Construction and access rights over utility diversion.
17-5a	Work No. 23A	Construction and access rights over utility diversion.
17-6b	Work No. 23A	Construction and access rights over utility diversion.
17-6g	Work No. 23B	Construction and access rights over utility diversion.
18-1a	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
18-2a	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
18-2b	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
18-3a	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.
18-3b	Work No. 24	Access rights to the 66kV electrical cable to service the Middlemoor Wind Farm.

Part B - Temporary Possession and Use of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
11-1b	Work Nos. 21A and 21B	Temporary works for utility diversions. Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
11-1e	Work Nos. 21A and 21B	Establishment of fencing on the highway perimeter.
11-1f	Work Nos. 21A and 21B	Establishment of fencing on the highway perimeter.
11-1k	Work Nos. 21A and 21B	Establishment of a storage area and associated access.
11-1n	Work No. 21B	Alteration and realignment of road markings and new/relocation of ADS signs.
11-2c	Work Nos. 21A and 21B	Alteration and realignment of road markings and new/relocation of ADS signs.
11-2d	Work Nos. 21A and 21B	Alteration and realignment of road markings and new/relocation of ADS signs.
11-3c	Work No. 21B	Alteration and realignment of road markings and new/relocation of ADS signs.
11-4b	Work Nos. 21A and 21B	Establishment of fencing on the highway perimeter.
11-4c	Work No. 21B	Establishment of fencing on the highway perimeter.
11-4d	Work Nos. 21A and 21B	Temporary works for utility diversions.
11-4e	Work Nos. 21A and 21B	Construction of outfall from new detention basin.
12-3f	Work Nos. 21A and 21B	Establishment of fencing on the highway perimeter.

12-3g	Work Nos. 21A, 21B and 27	Establishment of fencing on the highway perimeter.
12-3h	Work No. 27	Construction of Heckley Fence Accommodation Overbridge and associated ramps over the widened A1
12-3i	Work No. 27	Construction of Heckley Fence Accommodation Overbridge and associated ramps over the widened A1. Temporary storage/stockpile of various materials (in separate mounds) to aid in construction.
12-3j	Work Nos. 21A and 21B	Temporary works for utility diversions.
12-3m	Work Nos. 21A and 21B	Temporary works for utility diversions. Establishment of a storage area and associated access.
12-3q	Work No. 21A	Establishment of fencing on the highway perimeter.
12-3u	Work No. 21A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
13-1e	Work No. 28	Establishment of fencing on the highway perimeter.
13-1q	Work Nos. 21B and 27	Establishment of a storage area and associated access.
14-1a	Work No. 29A	Alteration and realignment of road markings and new/relocation of signs.
14-1b	Work No. 21A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
14-1d	Work No. 21A	Establishment of fencing on the highway perimeter.
14-1g	Work No. 21B	Establishment of a storage area and associated access.
14-2a	Work No. 29A	Alteration and realignment of road markings and new/relocation of signs.
14-4b	Work Nos. 21A and 21B	Establishment of fencing on the highway perimeter.
14-4g	Work Nos. 21A, 21B and 28	Establishment of fencing on the highway perimeter.
14-5a	Work Nos. 21A, 21B and 28	Establishment of fencing on the highway perimeter.
15-1a	Work Nos. 22A and 29H	Lowering of tributary bank.
15-1b	Work No. 29C	Realignment and resurfacing of B6347, as part of the new Charlton Mires Junction.
15-1d	Work No. 29H	Establishment of fencing on the highway perimeter.
15-1h	Work Nos. 22A, 29G and 29H	Establishment of a storage area and associated access.
15-6d	Work Nos. 22A, 22B, 24 and 31	Establishment of a storage area and associated access.
15-8c	Work No. 29A	Construction of private access off realigned B6341.
15-6f	Work No. 31	Construction of Kittycarter Burn diversion.
15-23d	Work Nos. 22B, 24, 29G and 29H	Establishment of fencing on the highway perimeter.
15-6g	Work No. 29K	Environmental mitigation works.
15-8b	Work No. 29A	Establishment of hedgerow on the highway perimeter.
15-2c	Work No. 29A	Construction of private access off realigned B6341.
15-2e	Work No. 29A	Construction of private access off realigned B6341.
15-3b	Work No. 29A	Establishment of hedgerow on the highway perimeter.
15-3c	Work No. 29A	Establishment of hedgerow on the highway perimeter.
15-3l	Work No. 29A	Construction of private access off realigned B6341.
15-3o	Work No. 29A	Construction of private access off realigned B6341.

15-4a	Work No. 29H	Landscaping works.
15-4c	Work Nos. 29G, 29H and 29I	Establishment of fencing on the highway perimeter.
15-4d	Work No. 29H	Temporary access to adjacent works.
15-9a	Work No. 29A	Construction of private access off realigned B6341.
15-10a	Work Nos. 29A and 29B	Realignment and resurfacing of B6341 and Rock Nab access.
15-11a	Work No. 29B	Realignment and resurfacing of Rock Nab access.
15-10b	Work Nos. 29A and 29B	Realignment and resurfacing of B6341 and Rock Nab access.
15-18a	Work No. 29A	Alteration and realignment of road markings and new/relocation of signs.
15-18e	Work No. 21A	Establishment of temporary fencing and permanent hedgerow on the highway perimeter.
15-18d	Work Nos. 22B, 24, 29G and 29L	Establishment of fencing on the highway perimeter.
15-19b	Work No. 29A	Alteration and realignment of road markings and new/relocation of signs.
15-20a	Work No. 29A	Alteration and realignment of road markings and new/relocation of signs.
15-21b	Work Nos. 21A and 29A	Temporary access to adjacent works. Temporary storage/stockpile of various materials (in separate mounds) to aid in construction.
15-22b	Work Nos. 29K and 30A	Alteration and realignment of road markings and new/relocation of signs.
15-23b	Work No. 29K	Establishment of fencing on the highway perimeter.
15-25a	Work Nos. 29K and 30A	Environmental mitigation works. Alteration and realignment of road markings and new/relocation of signs.
15-26a	Work Nos. 29K and 30A	Environmental mitigation works. Alteration and realignment of road markings and new/relocation of signs.
16-1b	Work No. 23A	Temporary works for utility diversions. Landscaping works.
16-3l	Work No. 23B	Temporary works for utility diversions.
16-4c	Work No. 23B	Temporary works for utility diversions.
16-5c	Work No. 32	Construction of new agricultural track.
16-5f	Work Nos. 22A and 29H	Temporary works for utility diversions.
16-5h	Work No. 29H	Landscaping works.
16-5i	Work No. 29I	Construction of local access road linking Charlton Mires Junction and East Linkhall.
16-11c	Work No. 29I	Temporary works for utility diversions.
16-9d	Work Nos. 23B and 24	Environmental mitigation works.
16-9e	Work No. 23B	Environmental mitigation works.
16-10b	Work No. 23B	Environmental mitigation works.
17-1a	Work No. 23A	Alteration and realignment of road markings and new/relocation of ADS signs.
17-2a	Work No. 23A	Alteration and realignment of road markings and new/relocation of ADS signs.
17-2b	Work Nos. 23A and 23B	Alteration and realignment of road markings and new/relocation of ADS signs.
17-2c	Work No. 23A	Alteration and realignment of road markings and new/relocation of ADS signs.
17-2d	Work No. 23B	Alteration and realignment of road markings and new/relocation of ADS signs.
17-2e	Work No. 23B	Alteration and realignment of road markings and new/relocation of ADS signs.

17-2f	Work No. 23A	Alteration and realignment of road markings and new/relocation of ADS signs.
17-2g	Work No. 23A	Alteration and realignment of road markings and new/relocation of ADS signs.
17-3a	Work Nos. 23A and 23B	Alteration and realignment of road markings and new/relocation of ADS signs.
17-4a	Work No. 23A	Alteration and realignment of road markings and new/relocation of ADS signs.
17-6a	Work No. 23B	Alteration and realignment of road markings and new/relocation of ADS signs.
17-6d	Work No. 23B	Alteration and realignment of road markings and new/relocation of ADS signs.
17-6e	Work No. 23B	Alteration and realignment of road markings and new/relocation of ADS signs.
17-6h	Work No. 23B	Temporary works for utility diversions.
19-1a	All Works	Establishment of a site compound and associated access.

Annex B

Schedule of all objections made by representation to the granting of compulsory acquisition powers in relation to the Change Request and progress of negotiations with those affected persons

The table below shows the progress of negotiations with affected persons during examination. Please note that the table is correct at the date of Deadline 4 submission. It is the intention of Highways England to submit further updates, either when appropriate or as directed by the Examining Authority.

Part A						
Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
	Vernal Agricultural Enterprises Limited Tim Michie	Freeholder Category 1	Permanent and Temporary	8/4a, 8/4b, 9/1a, 9/1b, 9/1bb, 9/1c, 9/1d, 9/1e, 9/1f, 9/1g, 9/3a, 9/11a, 9/11b	Yes	Awaiting claim. Discussions with the land agent are ongoing - he is preparing a claim to send to the DV. Also engaged in discussions regarding additional permanent acquisition of land required for compensatory habitat resulting from the additional permanent acquisition of land on the north bank of the River Coquet (plot 9/1bb). Meeting offered to discuss values / claims w/c 18th January 2021. Telephone discussion with land agent on 21 January 2021. Claim to be submitted within next few days.
	Judith Scott Richard Brown	Freeholder Category 1	Permanent and Temporary	9-2a, 9-2b, 9-2c, 9-2d, 9-2e, 9-2f, 9-2g, 9-2h, 9-2i, 9/2ii, 9/2iii, 10-1a, 10-1b, 10-1c, 10-1d, 10-1e, 10-1f, 10-1g, 10-1h, 10-1i, 10-1j, 10-1k, 10-1l, 10-1m, 10-1n	Yes	In Discussion. Discussions to date have centred around access for surveys. Acquisition discussions to commence now that those agreements are in place. Agreement in principle to the inclusion of the additional land required for the stabilisation works (plots 9/2ii and 9/2iii).
	Viscount Matthew White Ridley	Freeholder Category 1	Permanent	9/13a, 9/13b, 9/13c, 9/13d, 9/13e, 9/13f, 9/13g, 9/13h, 9/13hh, 9/13i, 9/13ii, 9/13j, 9/13jj, 9/13k, 10/4a, 10/4b	Yes	In Discussion. Agreement in principle to the inclusion of the additional land required for the stabilisation works (plot 9/13jj), the southern access and scour protection (plots 9/13ii and 9/13hh).

			(a)	a)	a)	
			(a)	(a)	(a)	
			(a)	(a)	(a)	
			(a)	a)	a)	
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			(a)	a)	a)	
			(a)	a)	a)	
			(a)	a)	a)	
			(a)	a)	a)	
			(a)	a)	a)	
			(a)	a)	a)	

Status of Statutory Undertaker Engagement (Part A and Part B)

<u>Date</u>	<u>Subject matters discussed</u>
September 2017	Meeting with Northumberland Water to outline scope of works
September 2017	Meeting with Northern Gas Networks to outline scope of works
October 2017	Meeting with National Grid to outline scope of works
November 2017	Joint Utilities Meeting (Attendees: The Applicant, Northern Gas Networks, Northern Powergrid, National Grid) to scope diversion works across the length of the Scheme.
April 2018	Joint Utilities Meeting (Attendees: The Applicant, Northern Gas Networks, Northern Powergrid, National Grid) update regarding the current position of key items such as contract, programme, alignment and design.
May 2018	Request for cost quotations issued to Northern Gas Networks, Northern Powergrid and National Grid, Northumberland Water, British Telecoms, Virgin and Sky.
May 2018	Section 85 NRSWA Notice issued to Northern Gas Networks, Northern Powergrid and National Grid, Northumberland Water, British Telecoms, Virgin and Sky.
June 2018	Meeting held with BT regarding diversion proposals and methodology adopted.
June 2018	Meeting held with Virgin Media regarding diversion proposals and methodology adopted.
June 2018	Meeting held with Northumberland Water to clarify cost quotations received.
July 2018	Meeting with The Applicant, Northern Gas Networks, Northern Powergrid, National Grid for update on progress.
July 2018	Fee proposal received from BT to carry out revised Cost estimate.
September 2018	Joint Utilities Meeting (Attendees: The Applicant, Northern Gas Networks, Northern Powergrid, National Grid) to discuss and agree contractual and commercial agreements for utility diversion works.
October 2018	Joint Utilities Meeting (Attendees: The Applicant, Northern Gas Networks, Northern Powergrid, National Grid) to discuss the detail of the diversion works.
November 2018	Enquiries made to utility companies along Part B. Face-to-face meetings were offered to explain the Scheme, understand impact on assets and initiate preliminary design discussions.
December 2018	Joint Utilities Meeting (Attendees: The Applicant, Northern Gas Networks, Northern Powergrid, National Grid) to discuss the land and easement requirements.
January 2019	Meeting with National Grid to discuss contractual arrangements with the Applicant. Statutory consultation notices issued to those parties listed under Section 7.4.3 of this Statement. Preliminary design discussions held with each to confirm any changes in design since previous communications.
February 2019	Correspondence with Northern Powergrid with regards to the windfarm cable diversion (Part B). Initial quote was discussed for the works and any special requirements that needed to be recognised as part of the design.
March 2019	Revised cost estimate received from Northern Gas Networks
September 2019	Joint Utilities Meeting (Attendees: The Applicant, Northern Gas Networks, Northern Powergrid, National Grid): to discuss and agree matters relating to contract, commercial and technicalities of the Scheme diversions)

November 2019	Joint Utilities Meeting (Attendees: The Applicant, Northern Gas Networks, Northern Powergrid, National Grid): to discuss and agree matters relating to contract, commercial and technicalities of the Scheme diversions) Discussions with Northern Powergrid in relation to the windfarm cable diversion and alternate routes.
February 2020	Commercial discussions between the Applicant, Northern Gas Networks, Northern Powergrid.
March 2020	Commercial discussions between The Applicant and National Grid. Statutory consultation notices issued to those parties listed under Section 7.4.3 of this Statement. Preliminary design discussions held with each to confirm any changes in design since previous communications.
April 2020	Commercial discussions between The Applicant and National Grid. Statutory consultation notices issued to those parties listed under Section 7.4.3 of this Statement. Preliminary design discussions held with each to confirm any changes in design since previous communications.