

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

**Scheme Number: TR010059**

## **7.32.1 Applicant's Responses to Deadline 8 and 8a Submissions - Appendix A - Summary of Community Impacts**

Rule 8(1)(c)

Infrastructure Planning (Examination Procedure) Rules 2010

Planning Act 2008

June 2021

Infrastructure Planning

Planning Act 2008

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

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

Development Consent Order 20[xx]

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**Appendix A - Summary of Community Impacts**

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# 1 SUMMARY OF COMMUNITY IMPACTS

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## 1.1 INTRODUCTION

- 1.1.1. As requested by Northumberland County Council, this Appendix provides a summary of effects collated per the relevant community, taken from the Population and Human Health assessment found in Chapter 12 Population and Human Health Part A [APP-054] and Part B [APP-055]. This Appendix summarises information already set out in the assessment within the ES and does not present any new effects.
- 1.1.2. The communities included in the below table are those listed within the baseline section of the ES of Part A and B in paragraphs 12.7.17 of [APP-054] and 12.7.15 of [APP-055], within the 1km study area, and effects have been grouped according to their nearest community or communities. Effects on private land, agricultural land and the economy are not included in this summary, as they are either relevant only to individual receptors or in the case of the economy, not assessed at a scale small enough to describe for individual communities.
- 1.1.3. As detailed at paragraphs 12.10.66 and 12.10.70 of [APP-054] for Part A and 12.10.46 and 12.10.50 of [APP-055] for Part B, it is predicted that there would be a temporary slight adverse effect (not significant) on human health receptors during construction and a permanent, long-term negligible effect (not significant) on human health receptors during operation across the study area for the Scheme. Where specific, community-level effects have been identified these are included below.

Communities within 1km	Effects (construction)	Effects (operation)
Part A		
Morpeth	<ul style="list-style-type: none"> <li>• Increased level of driver stress on the A1 due to construction activities (assessed as High in the baseline) (Temporary adverse)</li> <li>• Short term reduction (of <b>moderate</b> significance, which is <b>significant</b>) in user experience of views from the road in Northgate due to presence of construction works, loss of a number of trees which make up Coronation Avenue, and loss of vegetation screening along the A1.</li> <li>• The following PRow<sup>1</sup> within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 407/010 - <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>○ 407/013 - <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>○ 407/012 – no change</li> <li>○ 407/019 - <b>slight</b> adverse (<b>not significant</b>) level of severance</li> <li>○ PRow within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this will be a reasonable worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul> </li> <li>• Removal of bus stops on the northbound and southbound carriageways at Warreners House (Northgate) is likely to increase journey times and reduce access to public transport for some local residents travelling via public transport. (Permanent adverse). The location of the new bus stop at Low Espley would increase journey times for those that usually use public transport to travel north from Northgate. Public transport users would be required to travel to the west to the new bus stop on the A697 rather than access the three bus stops which are being removed from the A1 between Warreners House and Lower Espley.</li> <li>• Users of Fairmoor Cemetery and Northgate Hospital may experience some temporary <b>slight</b> adverse (<b>not significant</b>) reduction in amenity caused by construction works.</li> <li>• Commercial properties in this area and study area are: <ul style="list-style-type: none"> <li>○ C09, Alnorthumbria Veterinary Practice</li> <li>○ C10, Jet Petrol Station</li> <li>○ C11, Londis Supermarket</li> <li>○ C12, The Quilt Shop</li> <li>○ Following the implementation of mitigation listed in Chapter 12 Population and Human Health Part A [APP-054], effects on passing trade during construction are anticipated to be temporary <b>slight</b> adverse (<b>not significant</b>) at a reasonable worst case.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in driver stress along the A1 (High to Low) (Permanent beneficial)</li> <li>• Immediately post construction and prior to the establishment of the proposed planting views from the road would be unrestricted in locations at grade or set on embankments, allowing broader views of the surrounding countryside. However, this would change, such that by the Year 15 following completion, views experienced by travellers would be comparable to those currently experienced as outlined under existing conditions, as vegetation matures and screens or restricts views of the wider landscape, albeit within the broader, dual carriageway highway corridor. (Short-term adverse, long-term no change)</li> <li>• The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 407/010 – no adverse impact, extended to the south (permanent beneficial)</li> <li>○ 407/013 – no change</li> <li>○ 407/012 – no change</li> <li>○ 407/019 – no change</li> <li>○ Users within 100m of the Scheme have the potential to experience minor adverse impacts to journey amenity and impacts further afield are predicted to be negligible. Therefore, it is predicted that there would be a permanent, <b>slight</b> adverse effect (<b>not significant</b>) for Walkers, Cyclists and Horse Riders (WCH) users during operation as a reasonable worst case.</li> </ul> </li> <li>• Permanent removal of bus stop provision, and provision of a bus stop at Low Epsley would be as described for construction and continue through to operation.</li> <li>• No impact on community facilities is anticipated during operation</li> <li>• The magnitude of change for users of commercial properties along the route is considered to be negligible. All existing accesses to commercial properties would be maintained so there would not be an impact on the passing trade of these businesses. As such, there is considered to be a permanent, long term <b>slight</b> adverse effect on commercial properties (<b>not significant</b>) with mitigation</li> </ul>

<sup>1</sup> Proposals for new PRow, and mitigation for PRow and other WCH routes are not detailed in this summary table but are set out in Chapter 12 Population and Human Health Part A [APP-054] and Part B [APP-055], Section 8.

Communities within 1km	Effects (construction)	Effects (operation)
Hebron	<ul style="list-style-type: none"> <li>Increased level of driver stress on the A1 due to construction activities (assessed as High in the baseline), and likely on the Hebron Road, particularly its junction with the A1 (Temporary adverse).</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>407/018 – <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>PRow within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this will be a reasonable worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul> </li> <li>Temporary disruption to the section of footway along the A1 south of Espley during construction due to construction works (Temporary adverse).</li> <li>Existing bus stops on the northbound and southbound carriageways at Hebron Road End and the existing bus stops on the northbound and southbound carriageways at Low Espley Road End would be removed permanently during construction (Permanent adverse).</li> <li>On the A697 at Espley (outside of the Order limits), a bus stop on both the northbound and southbound carriageways would be formalised including the provision of new bus stop signs. (Permanent beneficial)</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in driver stress along the A1 (High to Low) and no change along Hebron Road (Low). (Permanent beneficial)</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>407/018 – <b>slight</b> beneficial level of severance due to increased provision for WCH (<b>not significant</b>)</li> <li>Users within 100m of the Scheme have the potential to experience minor adverse impacts to journey amenity and impacts further afield are predicted to be negligible. Therefore, there is likely to be a permanent, <b>slight</b> adverse effect for WCH users during operation (<b>not significant</b>) as a reasonable worst case.</li> </ul> </li> <li>Permanent removal of bus stop provision, would be as described for construction, continuing through to operation,</li> </ul>
Fenrother	<ul style="list-style-type: none"> <li>Increased level of driver stress on the A1 due to construction activities (assessed as High in the baseline), and likely on the Fenrother Lane, particularly its junction with the A1 where traffic management and diversions are required throughout construction. (Temporary adverse)</li> <li>The following PRow and footways within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>423/001 – <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>407/001 – <b>slight</b> adverse (<b>not significant</b>) level of severance</li> <li>Temporary disruption to the section of footway along the A1 south of Espley during construction due to construction works. (Temporary adverse)</li> <li>PRow and footways within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this is predicted to result in a reasonable worst case temporary slight adverse effect.</li> </ul> </li> <li>Commercial properties in this area and study area are: <ul style="list-style-type: none"> <li>C13, Jackson G K &amp; Sons</li> </ul> </li> <li>1. Following the implementation of mitigation listed in Chapter 12 Population and Human Health Part A [APP-054], effects on passing trade during construction are predicted to be temporary <b>slight</b> adverse (<b>not significant</b>) as a reasonable worst case.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in driver stress along the A1 (High to Low) and no change along Fenrother Lane (Low) (Permanent beneficial)</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>423/001 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>407/001 – <b>slight</b> beneficial level of severance due to increased provision for WCH (<b>not significant</b>)</li> <li>Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield would be predicted to be negligible. Therefore, it is predicted that there is likely to be a permanent, <b>slight</b> adverse effect for WCH users during operation (<b>not significant</b>) as a reasonable worst case.</li> </ul> </li> <li>The magnitude of change for users of commercial properties along the route is considered to be negligible. All existing accesses to commercial properties would be maintained so there would not be an impact on the passing trade of these businesses. As such, there is considered to be a permanent, long term <b>slight</b> adverse effect on commercial properties (<b>not significant</b>) with mitigation</li> </ul>
Tritlington	<ul style="list-style-type: none"> <li>Increased level of driver stress on the A1 due to construction activities (assessed as High in the baseline), and likely on the unnamed road to Tritlington, particularly its junction with the A1 where traffic management and diversions are required throughout construction. (Temporary adverse)</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in driver stress along the A1 (High to Low) and no change on the unnamed road to Tritlington (Low) (Permanent beneficial)</li> <li>The following PRow within this area and study area, and effects on them are:</li> </ul>

Communities within 1km	Effects (construction)	Effects (operation)
	<ul style="list-style-type: none"> <li>• The following PRoW and footways within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 423/001 - <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>○ 423/002 - <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>○ Temporary disruption to the section of footway along the A1, south of Espley during construction due to construction works. (Temporary adverse)</li> <li>○ PRoW and footways within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this is predicted to be, as a reasonable worst case, a temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul> </li> <li>• Users of Tritlington Church of England First School may experience some temporary reduction in amenity caused by construction works, with a temporary <b>slight</b> adverse (<b>not significant</b>) effect.</li> </ul>	<ul style="list-style-type: none"> <li>○ 423/001 - <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>○ 423/002 – no change</li> <li>○ Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield are predicted to be negligible. Therefore, there is predicted to be a, permanent, <b>slight</b> adverse effect for WCH users during operation (<b>not significant</b>) as a reasonable worst case.</li> <li>• For Tritlington Church of England School there is predicted to be enhanced amenity due to a reduction in traffic along the de-trunked A1, but this is unlikely to substantially change the users experience of the facility. Overall, during operation with mitigation, there is likely to be a <b>slight</b> beneficial permanent effect (<b>not significant</b>), relieving severance along some portions of the route and enhancing the amenity value for some community facilities.</li> <li>• Receptors along the de-trunked A1 would experience an improvement in air quality due to reduced traffic flow. The magnitude of impact is predicted to be <b>negligible</b>, as some receptors close to Part A would experience adverse effects and others along the de-trunked A1 would experience beneficial effects. (Permanent beneficial and adverse)</li> </ul>
Causey Park	<ul style="list-style-type: none"> <li>• Increased level of driver stress on the A1 due to construction activities (assessed as High in the baseline), and predicted increases in driver stress on the Earsdon Road, Widdrington Road and Causey Park Road and particularly their junctions with the A1 where traffic management and diversions are required throughout construction. (Temporary adverse)</li> <li>• The following PRoW within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 422/023 – no change</li> <li>○ 423/013 – <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>○ 423/017 – <b>moderate</b> adverse (<b>significant</b>) level of severance</li> <li>○ 423/008 – no change</li> <li>○ 423/007 – <b>moderate</b> adverse (<b>significant</b>) level of severance (permanently closed)</li> <li>○ 423/006 – <b>moderate</b> adverse (<b>significant</b>) level of severance (permanently closed)</li> <li>○ PRoW within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this is predicted to be a reasonable worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul> </li> <li>• Commercial properties in this area and study area are: <ul style="list-style-type: none"> <li>○ C02, The Oak Inn</li> <li>○ C03, Causey Park Bridge Cafe</li> <li>○ C04, G Youll &amp; Son Fencing</li> </ul> </li> <li>• Following the implementation of mitigation listed in Chapter 12 Population and Human Health Part A [APP-054], effects on passing trade and reduced amenity from</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in driver stress along the A1 (High to Low) and no change on the Earsdon Road, Widdrington Road and Causey Park Roads (Low) (Permanent beneficial)</li> <li>• The following PRoW within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 422/023 – no change</li> <li>○ 423/013 - <b>slight</b> adverse (<b>not significant</b>) level of severance</li> <li>○ 423/017 - <b>slight</b> adverse (<b>not significant</b>) level of severance</li> <li>○ 423/008 – no change</li> <li>○ 423/007 – permanently closed (effect as described for construction)</li> <li>○ 423/006 - permanently closed (effect as described for construction)</li> <li>○ Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield are predicted to be negligible. Therefore, there is predicted to be a permanent, <b>slight</b> adverse effect for WCH users during operation (<b>not significant</b>) as a reasonable worst case.</li> <li>○ Users of footpaths 423/008 and 423/017 are likely to experience an improvement in amenity as they are in proximity to the section of the A1 which is to be de-trunked, resulting in lower volumes of traffic in close proximity. Resulting in a permanent <b>slight</b> beneficial effect (<b>not significant</b>).</li> </ul> </li> </ul>

Communities within 1km	Effects (construction)	Effects (operation)
	<p>construction works (particularly accommodation based businesses) are predicted to be temporary <b>slight</b> adverse at a reasonable worst case (<b>not significant</b>).</p>	<ul style="list-style-type: none"> <li>The magnitude of change for users of commercial properties along the route is predicted to be negligible. All existing accesses to commercial properties would be maintained so there would not be an impact on the passing trade of these businesses. As such, there is considered to be a permanent, long term <b>slight</b> adverse effect on commercial properties (<b>not significant</b>) with mitigation</li> <li>Receptors along the de-trunked A1 would experience an improvement in air quality due to reduced traffic flow. The magnitude of impact is predicted to be <b>negligible</b>, as some receptors close to Part A would experience adverse effects and others along the de-trunked A1 would experience beneficial effects. (Permanent beneficial and adverse)</li> </ul>
Burgham	<ul style="list-style-type: none"> <li>Increased level of driver stress on the A1 due to construction activities (assessed as High in the baseline), and likely on the Burgham Park Road, particularly its junction with the A1 where traffic management and diversions are required throughout construction. (Temporary adverse)</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>422/011 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>422/018 – no change</li> <li>422/022 – no change</li> <li>PRow within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this would be a reasonable worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul> </li> <li>Commercial properties in this area and study area are: <ul style="list-style-type: none"> <li>C05, Burgham Park Golf &amp; Leisure Club</li> <li>C06, Coquet Cottages (shown as Sunflower and Clover Cottage)</li> <li>C07, Bywell Shooting Ground</li> <li>C14, Felmoor park holiday accommodation</li> <li>C15, Bockenfield Holiday Park</li> <li>C16, Wyldecrest Parks Northern Ltd</li> <li>C18, Northumberland Woodland Burials</li> <li>C20, Command Zone Paintball (no longer believed to be operational)</li> </ul> </li> <li>Following the implementation of mitigation listed in Chapter 12 Population and Human Health Part A [APP-054], effects on passing trade and reduced amenity from construction works (particularly accommodation based businesses) are anticipated to be temporary <b>slight</b> adverse at a reasonable worst case (<b>not significant</b>).</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in driver stress along the A1 (High to Low) and no change on Burgham Park Road (Low) (Permanent beneficial)</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>422/011 – <b>slight</b> beneficial level of severance due to increased connectivity (<b>not significant</b>)</li> <li>422/018 – no change</li> <li>422/022 – no change</li> <li>Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield are predicted to be negligible. Therefore, there is predicted to be a permanent, <b>slight</b> adverse effect (<b>not significant</b>) for WCH users during operation as a reasonable worst case.</li> </ul> </li> <li>The magnitude of change for users of commercial properties along the route is considered to be negligible. All existing accesses to commercial properties would be maintained so there would not be an impact on the passing trade of these businesses. As such, there is considered to be a permanent, long term <b>slight</b> adverse effect on commercial properties (<b>not significant</b>) with mitigation</li> <li>Receptors along the de-trunked A1 would experience an improvement in air quality due to reduced traffic flow. The magnitude of impact is predicted to be <b>negligible</b>, as some receptors close to Part A would experience adverse effects and others along the de-trunked A1 would experience beneficial effects. (Permanent beneficial and adverse)</li> </ul>
Felton	<ul style="list-style-type: none"> <li>Increased level of driver stress on the A1 due to construction activities (assessed as High in the baseline), and likely on the unnamed road to East Thirston, particularly its junction with the A1, and the B6345 where traffic management and diversions are required throughout construction. (Temporary adverse)</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>115/007 – no change</li> <li>115/015 – no change</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Reduction in driver stress along the A1 (High to Low) and no change on the unnamed road to East Thirston and the B6345 (Low). (Permanent beneficial)</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>115/007 – no change</li> <li>115/015 - no change</li> </ul> </li> </ul>

Communities within 1km	Effects (construction)	Effects (operation)
	<ul style="list-style-type: none"> <li>○ 422/016 – no change</li> <li>○ 115/008 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>○ 115/009 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>○ 422/020 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>○ 422/002 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>○ 115/013 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>○ PRow within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this would be a reasonable worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> <li>• Commercial properties in this area and study area are: <ul style="list-style-type: none"> <li>○ C19, Thurston Garage</li> </ul> </li> <li>2. Following the implementation of mitigation listed in Chapter 12 Population and Human Health Part A [APP-054], effects on passing trade during construction are predicted to be temporary <b>slight</b> adverse at a reasonable worst case (<b>not significant</b>).</li> <li>• Felton Park is located to the north of the River Coquet between PRow 115/005 and 115/013. The proposed carriageway would be constructed to the east of the existing carriageway and the vegetation which is located alongside the existing carriageway would be removed. Users of the park would experience a temporary reduction in amenity value of the park due to the proximity of construction works and the temporary removal of the vegetation which currently provides a buffer between the park and the A1. This is considered to be of minor magnitude, resulting in a <b>slight</b> adverse temporary effect (<b>not significant</b>).</li> <li>• The magnitude of change for users of the River Coquet is considered to be a reasonable worst case of moderate as construction activity would reduce the amenity value of the areas for a protracted period and there are also likely to be times when the areas are unable to be used, such as when the second bridge over the River Coquet is constructed. As such, there is considered to be a temporary <b>moderate</b> adverse effect for recreational users of the River Coquet (<b>significant</b>).</li> </ul>	<ul style="list-style-type: none"> <li>○ 422/016 - no change</li> <li>○ 115/008 – <b>slight</b> beneficial due to increased connectivity (<b>not significant</b>)</li> <li>○ 115/009 – <b>slight</b> beneficial due to increased connectivity (<b>not significant</b>)</li> <li>○ 422/020 – <b>slight</b> beneficial due to increased connectivity (<b>not significant</b>)</li> <li>○ 422/002 – <b>slight</b> beneficial due to increased connectivity (<b>not significant</b>)</li> <li>○ 115/013 – no change</li> <li>○ Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield are predicted to be negligible. Therefore, there is predicted to be a permanent, <b>slight</b> adverse effect for WCH users during operation (<b>not significant</b>) as a reasonable worst case.</li> <li>• The magnitude of change for users of commercial properties along the route is predicted to be negligible. All existing accesses to commercial properties would be maintained so there would not be an impact on the passing trade of these businesses. As such, there is considered to be a permanent, long term <b>slight</b> adverse effect on commercial properties (<b>not significant</b>) with mitigation</li> <li>• For users of Felton Park, as planting would be reinstated screening the park from the A1, the magnitude of change is predicted to be negligible. Therefore, it is predicted that there would be a permanent <b>slight</b> adverse effect (<b>not significant</b>).</li> <li>• The bridge that is being constructed over the River Coquet would be parallel to the existing structure and of a similar design. Therefore, for recreational users of the River Coquet the magnitude of change is likely to be minor. Therefore, there is considered to be a , permanent <b>slight</b> adverse effect (<b>not significant</b>) for recreational users of the River Coquet.</li> </ul>
Part B		
Alnwick	<ul style="list-style-type: none"> <li>• An increased level of driver stress on the A1 would be experienced due to construction activities (from Low to High), and remain as High along Alnmouth Road, the B1340 and the unnamed road between the A1069 and Denwick. (Temporary adverse)</li> <li>• No impact on direct access or community severance is predicted for community facilities.</li> <li>• The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 141/014 – no change</li> <li>○ 141/022 – no change</li> <li>○ 141/016 – no change</li> <li>○ 104/029 – no change</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Levels of driver stress would remain as Low along the A1, and remain as High along Alnmouth Road, the B1340 and the unnamed road between the A1069 and Denwick (but an increase in capacity on the A1 and reduction in driver stress when compared to the “Do Nothing Scenario”). (Permanent beneficial)</li> <li>• No impact is anticipated on PRow during operation in Alnwick, as the Lionheart Enterprise Park Compound will no longer be present.</li> <li>• No impact on direct access or community severance is anticipated for community facilities or on recreational facilities</li> <li>• Existing accesses to commercial properties in the Study Area would be maintained so there would not be an impact on the operation of</li> </ul>

Communities within 1km	Effects (construction)	Effects (operation)
	<ul style="list-style-type: none"> <li>○ 141/013 – no change</li> <li>○ PRow within 500m of the Order limits (as listed above) and particularly PRow 141/014 and PRow 141/013 which are located adjacent to the boundary of the Compound, are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this would be a reasonable worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> <li>● It is anticipated that for users of the accommodation businesses west of the Lionheart Enterprise Park Compound, impacts on amenity from construction works would be negligible, resulting in a <b>slight</b> adverse effect (<b>not significant</b>). This is not anticipated to be detrimental to their ability to operate during the construction period.</li> <li>● A dentistry practice is accessed from the same road within the Lionheart Enterprise Park as will be used to access the Scheme compound, and therefore there may be some minor temporary, short term intermittent disruption for users due to any traffic management implemented in association with construction traffic movements to and from the Lionheart Enterprise Park Compound. This is predicted to result in a reasonable worst case <b>slight</b> adverse temporary effect (<b>not significant</b>) for users of the dentistry practice. Users of Greensfield Moor Caravan Park, approximately 500 m from the Order limits of the Lionheart Enterprise Park Compound may be affected by temporary reduced amenity. Temporary reduction on the amenity of users during the construction period due to the presence of the construction compound is predicted to be at a reasonable worst case of negligible adverse, resulting in a temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul>	<p>these businesses during operation of Part B. As such, there is not predicted to be any permanent effects on commercial properties with mitigation during operation of Part B.</p>
Denwick	<ul style="list-style-type: none"> <li>● An increased level of driver stress on the A1 would be experienced due to construction activities, and on the unnamed road from the Denwick intersection, and the extent of the B6347 between the A1 and B6246 (from Low to High) (Temporary adverse)</li> <li>● No impact on direct access or community severance is predicted for community facilities, although there may be temporary diversions and longer routes implemented during construction along the A1 when travelling to Alnwick, where the majority of community facilities in the area are located.</li> <li>● The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 129/023 - no change</li> <li>○ 129/012 – no change</li> <li>○ 129/013 – <b>slight</b> adverse level of severance (<b>not significant</b>)</li> <li>○ 129/022 - <b>moderate</b> adverse level of severance (permanent closure) (<b>significant</b>)</li> <li>○ 129/014 – <b>moderate</b> adverse level of severance (permanent closure) (<b>significant</b>)</li> <li>○ PRow within 500m of the Order limits (as listed above), are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this would be a worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Levels of driver stress would remain as Low along the A1, remain as Low on the unnamed road from the Denwick intersection and the extent of the B6437 between the A1 and B6246 (but an increase in capacity on the A1 and a reduction in driver stress when compared to the “Do Nothing Scenario”) (Permanent beneficial)</li> <li>● No impact on direct access or community severance is anticipated for community facilities or on recreational facilities</li> <li>● The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>○ 129/023 - no change</li> <li>○ 129/012 - no change</li> <li>○ 129/013 - <b>moderate</b> adverse level of severance (permanent closure) (<b>significant</b>)</li> <li>○ 129/022 - <b>moderate</b> adverse level of severance (permanent closure) (<b>significant</b>)</li> <li>○ 129/014 – <b>moderate</b> adverse level of severance (<b>significant</b>)</li> <li>○ Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield would likely be negligible. Therefore, there is predicted to be a permanent, <b>slight</b> adverse effect for WCH users during operation (<b>not significant</b>) as a worst case.</li> </ul> </li> <li>● Construction of the Heckley Fence Overbridge would provide grade separated provision for pedestrians reducing the need for interaction</li> </ul>

Communities within 1km	Effects (construction)	Effects (operation)
		<p>with traffic when crossing the A1. This is deemed to be a <b>substantial</b> relief from severance. (Permanent beneficial)</p> <ul style="list-style-type: none"> <li>Existing accesses to commercial properties in the Study Area would be maintained so there would not be an impact on the operation of these businesses during operation of Part B. As such, there is not predicted to be any permanent effects on commercial properties with mitigation during operation of Part B.</li> </ul>
Rock	<ul style="list-style-type: none"> <li>An increased level of driver stress on the A1 would be experienced due to construction activities, and on the unnamed road from the Denwick intersection, and the extent of the B6347 between the A1 and B6246, and the unnamed portions of the road between Rennington and Rock Mora Farm (from Low to High) (Temporary adverse)</li> <li>No impact on direct access or community severance is predicted for community facilities, although there may be temporary diversions and longer routes implemented during construction along the A1 when travelling to Alnwick, where the majority of community facilities in the area are located.</li> <li>The following PRow within this area and study area, and effects on them are predicted to be: <ul style="list-style-type: none"> <li>129/005 – slight adverse level of severance (<b>not significant</b>)</li> <li>129/006 – no change</li> <li>129/007 – no change</li> <li>129/009 – <b>moderate</b> adverse (<b>significant</b>) level of severance (with 110/003) (permanent closure)</li> <li>PRow within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this would be a reasonable worst case temporary <b>slight</b> adverse effect (<b>not significant</b>).</li> </ul> </li> <li>The removal of three bus stops at Charlton Mires and along the B5341 is predicted to increase journey times and reduce access to public transport for some local residents travelling via public transport. However, temporary bus stops would be provided during construction. (Temporary adverse)</li> </ul>	<ul style="list-style-type: none"> <li>Levels of driver stress would remain as Low along the A1, and on the unnamed road from the Denwick intersection, and the extent of the B6347 between the A1 and B6246, and the unnamed portions of the road between Rennington and Rock Mora Farm (but an increase in capacity on the A1 and a reduction in driver stress when compared to the “Do Nothing Scenario”) (Permanent beneficial)</li> <li>No impact on direct access or community severance is anticipated for community facilities or on recreational facilities</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>129/005 – no change</li> <li>129/006 – no change</li> <li>129/007 – no change</li> <li>129/009 - <b>moderate</b> adverse level of severance (with 110/003) (permanent closure) (<b>significant</b>)</li> <li>Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield would likely be negligible. Therefore, there is predicted to be a permanent, <b>slight</b> adverse effect for WCH users during operation (<b>not significant</b>) as a reasonable worst case.</li> </ul> </li> <li>Construction of the Charlton Mires Junction would provide grade separated provision for pedestrians reducing the need for interaction with traffic when crossing the A1. This is predicted to result in a <b>substantial</b> relief from severance. (Permanent beneficial)</li> <li>Existing accesses to commercial properties in the Study Area would be maintained so there would not be an impact on the operation of these businesses during operation of Part B. As such, there is not predicted to be any permanent effects on commercial properties with mitigation during operation of Part B.</li> <li>The removal of three bus stops at Charlton Mires and along the B5341 is likely to increase journey times and reduce access to public transport for some local residents travelling via public transport. However, permanent bus stops would be provided during operation. (Permanent adverse)</li> </ul>
South Charlton	<ul style="list-style-type: none"> <li>An increased level of driver stress on the A1 would be experienced due to construction activities, and the extent of the B6347 between the A1 and B6246, and</li> </ul>	<ul style="list-style-type: none"> <li>Levels of driver stress would remain as Low along the A1, the extent of the B6347 between the A1 and B6246, and the unnamed portions of the road between Rennington and Rock Mora Farm (but an</li> </ul>

Communities within 1km	Effects (construction)	Effects (operation)
	<p>the unnamed portions of the road between Rennington and Rock Mora Farm (from Low to High) (Temporary adverse)</p> <ul style="list-style-type: none"> <li>No impact on direct access or community severance is predicted for community facilities, although there may be temporary diversions and longer routes implemented during construction along the A1 when travelling to Alnwick, where the majority of community facilities in the area are located.</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>112/008 – no change</li> <li>112/009 – no change</li> <li>129/024 – <b>moderate</b> adverse level of severance (permanent closure) <b>(significant)</b></li> <li>129/004 – <b>moderate</b> adverse level of severance <b>(significant)</b></li> <li>129/005 – <b>slight</b> adverse level of severance (not significant)</li> <li>PRow within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this would be a reasonable worst case temporary <b>slight</b> adverse effect <b>(not significant)</b>.</li> </ul> </li> <li>The removal of three bus stops at Charlton Mires and along the B5341 is likely to increase journey times and reduce access to public transport for some local residents travelling via public transport. However, temporary bus stops would be provided during construction.</li> </ul>	<p>increase in capacity on the A1 and a reduction in driver stress when compared to the “Do Nothing Scenario”) (Permanent beneficial)</p> <ul style="list-style-type: none"> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>112/008 – no change</li> <li>112/009 – no change</li> <li>129/024 – <b>moderate</b> adverse level of severance (permanent closure) <b>(significant)</b></li> <li>129/004 - <b>moderate</b> adverse level of severance <b>(significant)</b></li> <li>129/005 – no change</li> <li>Users within 100m of the Scheme are predicted to experience minor adverse impacts to journey amenity and impacts further afield would likely be negligible. Therefore, there is likely to be a permanent, <b>slight</b> adverse effect for WCH users during operation <b>(not significant)</b> as a reasonable worst case.</li> </ul> </li> <li>No impact on direct access or community severance is anticipated for community facilities or on recreational facilities</li> <li>Existing accesses to commercial properties in the Study Area would be maintained so there would not be an impact on the operation of these businesses during operation of Part B. As such, there is not predicted to be any permanent effects on commercial properties with mitigation during operation of Part B.</li> <li>The removal of three bus stops at Charlton Mires and along the B5341 is predicted to increase journey times and reduce access to public transport for some local residents travelling via public transport. However, permanent bus stops will be provided during operation. (Permanent adverse)</li> </ul>
North Charlton	<ul style="list-style-type: none"> <li>An increased level of driver stress on the A1 and the unnamed road to the east between the A1 at Charlton Mires to Rock Moor Farm (from Low to High) is predicted to occur as a result of construction activities (Temporary adverse)</li> <li>No impact on direct access or community severance is predicted for community facilities, although there may be temporary diversions and longer routes implemented during construction along the A1 when travelling to Alnwick, where the majority of community facilities in the area are located.</li> <li>The following PRow within this area and study area, and effects on them are: <ul style="list-style-type: none"> <li>112/037 – no change</li> <li>218/024 – no change</li> <li>112/007 – no change</li> <li>218/023 – no change</li> <li>PRow within 500m of the Order limits (as listed above) are susceptible to visual intrusion from construction works, and increased noise and reduced air quality during construction. Following implementation of mitigation this would be a reasonable worst case temporary <b>slight</b> adverse effect <b>(not significant)</b>.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Levels of driver stress would remain as Low along the A1 and the unnamed road to the east between the A1 at Charlton Mires to Rock Moor Farm (but an increase in capacity on the A1 and a reduction in driver stress when compared to the “Do Nothing Scenario”) (Permanent beneficial)</li> <li>No direct impact is anticipated on PRow during operation in North Charlton. Users within 100m of the Scheme are likely to experience minor adverse impacts to journey amenity and impacts further afield would likely be negligible. Therefore, there is likely to be a permanent, <b>slight</b> adverse effect for WCH users during operation <b>(not significant)</b> as a reasonable worst case.</li> <li>No impact on direct access or community severance is anticipated for community facilities or on recreational facilities</li> <li>Existing accesses to commercial properties in the Study Area would be maintained so there would not be an impact on the operation of these businesses during operation of Part B. As such, there is not predicted to be any permanent effects on commercial properties with mitigation during operation of Part B.</li> </ul>

Communities within 1km	Effects (construction)	Effects (operation)
	<ul style="list-style-type: none"> <li>The access off the A1 to Middlemoor Wind Farm would temporarily be disrupted while a new exit from the A1 is constructed. Access would still be possible during this period from the unclassified road to the west of the junction at North Charlton. It is therefore predicted that a <b>slight</b> adverse temporary effect (<b>not significant</b>) would be experienced during construction.</li> <li>Visitors to the Armstrong Household and Farming Museum in North Charlton may experience some temporary disruption if road diversions or traffic management measures are required in the vicinity, but as the museum is accessible from both the A1 and the B6346, this should not prevent visitors from accessing it and constitutes a negligible impact. This effect to visitors is anticipated to be <b>neutral (not significant)</b>.</li> </ul>	
Ellingham	<ul style="list-style-type: none"> <li>An increased level of driver stress on the A1 would be experienced due to construction activities, and on the unnamed road alongside Switcherdean Burn, and the unnamed roads between the A1 and Ellingham (from Low to High). (Temporary adverse)</li> <li>No impact on direct access or community severance is predicted for community facilities, although there may be temporary diversions and longer routes implemented during construction along the A1 when travelling to Alnwick, where the majority of community facilities in the area are located.</li> <li>There are no PRow within this community area which fall within the study area.</li> </ul>	<ul style="list-style-type: none"> <li>Levels of driver stress would remain as Low along the A1, the unnamed road alongside Switcherdean Burn, and the unnamed roads between the A1 and Ellingham (but an increase in capacity on the A1 and a reduction in driver stress when compared to the “Do Nothing Scenario”) (Permanent beneficial)</li> <li>No impact on direct access or community severance is anticipated for community facilities or on recreational facilities</li> <li>Existing accesses to commercial properties in the Study Area would be maintained so there would not be an impact on the operation of these businesses during operation of Part B. As such, there is not predicted to be any permanent effects on commercial properties with mitigation during operation of Part B.</li> </ul>

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