

# A1 in Northumberland

## Alnwick to Ellingham scheme

### Public consultation

Share your views





## Investing in your roads

At Highways England, we believe in a connected country and our road network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That’s why we’re delivering £15 billion of investment on our network – the largest investment in a generation. Schemes improving the A1 in Northumberland are a critical part of this investment and will improve journeys along the A1 between Morpeth and Ellingham, which is great news for the local and regional economy. The A1 in Northumberland investment comprises 3 distinct packages:

- A1 Morpeth to Felton dualling scheme
- A1 Alnwick to Ellingham dualling scheme
- A1 north of Ellingham improvements

These schemes form part of a £290m investment on the A1, which will provide additional capacity, and improve journey times and safety while supporting economic growth in the region. The A1 Alnwick to Ellingham scheme is categorised as a Nationally Significant

Infrastructure Project under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order to obtain planning permission to construct the scheme. For more information on this process, please refer to our Development Consent for our Major Road Schemes leaflet, which is available to view on our webpage:

[highwaysengland.co.uk/a2e](http://highwaysengland.co.uk/a2e)

Hard copies will also be available at the consultation events.

**The consultation will run for 6 weeks, from Monday 25 February to Monday 8 April 2019**

In this brochure we explain our proposals for the scheme and include our consultation response form –

your responses will help us shape the scheme before we submit our planning application.

**Details on how you can give us your feedback during the public consultation can be found on page 6 of this brochure.**

## Objectives of the scheme

By dualling the A1 between Alnwick and Ellingham, we aim to:

- improve safety for all users of the A1
- support economic growth in the area
- provide a more consistent standard of road with more consistent layout of junctions
- reduce the number of junctions and private accesses to improve safety

The A1 Alnwick to Ellingham dualling upgrade involves widening the A1 to dual carriageway along the existing single carriageway road, for approximately 5.3 miles. The route begins at the end of the Alnwick bypass in a northerly direction where it will tie in at the existing dual carriageway at Brownieside, near Ellingham. The final arrangement will consist of two lanes both north and southbound separated by a central reservation and safety barrier.

There will be one new junction at Charlton Mires, connecting the A1, B6341 and B6347. Access will be provided for businesses and properties to the new junctions. Farm access and the bridleway/public right of way near Broxfield will be maintained via an overbridge. The scheme is illustrated on page 5.

## Scheme location



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**Note:** All maps are diagrammatic only and are not to scale.

# Our proposed design

We held a previous public consultation between November and December 2016, in which the public were asked for their views on the proposals to dual a 5.3 mile section of the A1 between the Alnwick bypass and the Brownieside dual carriageway south of Ellingham.

Since we announced our preferred route, we have and continue to undertake environmental surveys and have been working with landowners directly affected by the scheme, to develop the design.

**We are now ready to share our refined design with you and we'd like to know what you think.**

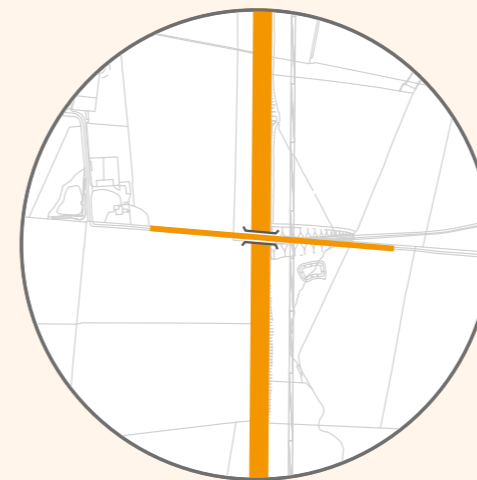
Key element	Details
<b>New access roads to West Linkhall and East Linkhall</b>	<p>The existing access roads to East Linkhall and West Linkhall will be closed for safety reasons.</p> <p>New access roads will be provided off the Charlton Mires split-level junction, running parallel to the A1.</p>
<b>Charlton Mires junction</b>	<p>The revamped Charlton Mires junction will ensure that existing links to the key secondary routes in the area remain accessible but safer to negotiate, for both vehicles and pedestrians. These being the B6347 (linking the Northumberland coast in the east and towards the A697 in the west) and B6341 (linking Alnwick town centre to Rothbury and the A696). The new overbridge will replace the existing staggered junction and as well as allowing access to secondary road networks, it will permit vehicles to manoeuvre from the north to southbound carriageway (or vice versa) without conflict with other vehicles.</p> <p>To the immediate west of the A1 northbound entry and exit slip roads, a roundabout would link to the B6347 and B6341. An overbridge would be provided here from the northernmost arm of the roundabout crossing the A1 and linking to the southbound entry and exit slip roads via a T-junction, whilst also allowing access to the eastbound B6347.</p>
<b>New access road to Rock South Farm</b>	<p>The existing access road to Rock South Farm will be closed for safety reasons.</p> <p>A new access road to Rock South Farm will be provided via the Charlton Mires junction (and B6347), running parallel to the A1.</p>
<b>Overbridge</b>	<p>An overbridge will be constructed as part of the scheme to maintain access across the A1 for existing public rights of way. There are two possible locations: option 1 Broxfield, as per the Preferred Route Announcement; or alternatively, option 2 Heckley Fence, approximately 1km to the north.</p> <p>The Broxfield location has minimal disruption to the existing public rights of way but would need more land to accommodate a new agricultural access track, which will be located to the west of the A1 (alignment to be developed with associated landowners).</p> <p>Heckley Fence location requires the existing public rights of way at Broxfield to be diverted approximately 1km to the north. However, it is more centrally situated along the route to serve the needs of all surrounding public rights of way. The Heckley Fence location would not require more land, as the overbridge would accommodate the required agricultural access across the A1.</p>

## Alnwick to Ellingham Key components of the proposed design



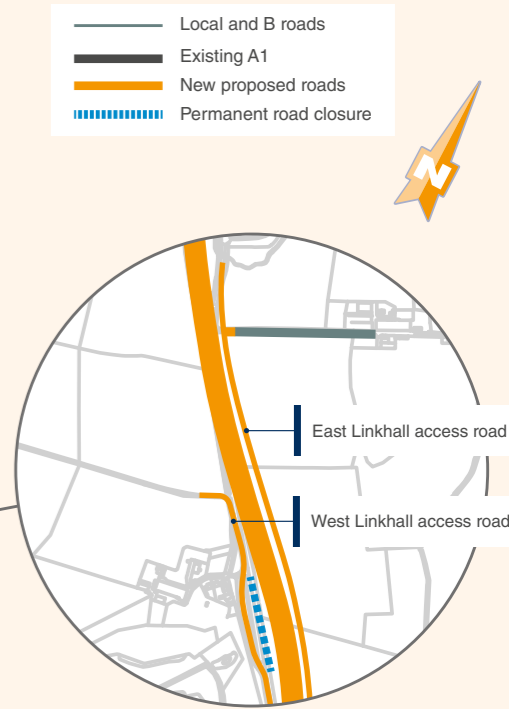
### Charlton Mires junction

- Split-level junction, with bridge over the A1
- Providing access to local roads and the A1
- Access roads to East Linkhall and West Linkhall



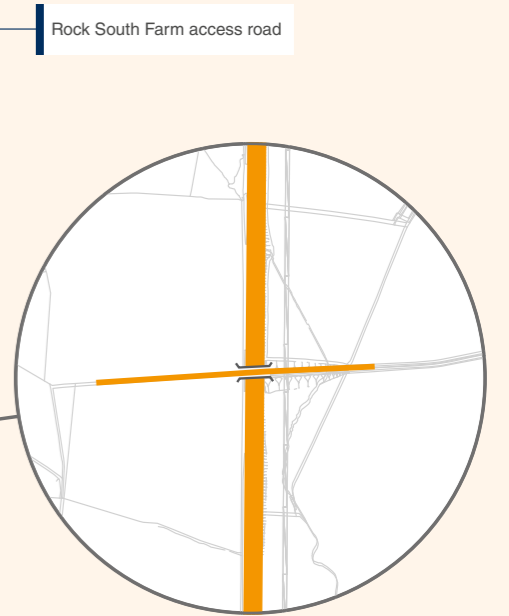
### Overbridge location option 2

- Heckley Fence



### New access roads

- Access roads to East Linkhall and West Linkhall



### Overbridge location option 1

- Broxfield



- Local and B roads
- Existing A1
- New proposed roads
- Permanent road closure

**Disclaimer:** This image is a schematic representation and is not to scale.


# Consultation events


One of the best ways to find out more about our proposals and have your say is to come to one of our consultation events. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

Location	Dates and times
<b>Rennington Village Hall Rennington</b> , Northumberland, NE66 3RR	<b>Thursday 7 March 2019</b> - 3pm to 8pm
<b>Rennington Village Hall Rennington</b> , Northumberland, NE66 3RR	<b>Saturday 16 March 2019</b> - 10am to 3pm
<b>Willowburn Leisure Centre Alnwick</b> , Northumberland, NE66 2JH	<b>Wednesday 20 March 2019</b> - 3pm to 8pm
<b>Willowburn Leisure Centre Alnwick</b> , Northumberland, NE66 2JH	<b>Saturday 30 March 2019</b> - 10am to 3pm

 **Online: complete the response form online at**  
[highwaysengland.co.uk/a2e](http://highwaysengland.co.uk/a2e)

 **Email us at:**  
[A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

 **Complete the consultation response form in this brochure:**  
 Return it using the freepost provided

 **Post: Write to us at:**  
 A1 in Northumberland project team, 3rd Floor South,  
 Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

**All responses must be returned by 23:59 on Monday 8 April 2019**

## Where to get the brochure

Paper consultation brochures and response forms will also be available at the following locations from **25 February 2019** (availability will depend on opening times).

Location	Opening times
<b>Alnwick Library</b> Green Batt, Alnwick, Northumberland NE66 1TU Tel: 01670 622156 <a href="mailto:alnwick.library@northumberland.gov.uk">alnwick.library@northumberland.gov.uk</a>	<b>Monday</b> 9am - 6pm <b>Tuesday</b> 9am - 5.30pm <b>Thursday</b> 9am - 5.30pm <b>Friday</b> 9am - 6pm <b>Saturday</b> 9.30am - 12.30pm
<b>Wooler Library</b> Cheviot Centre, Padgepool Place, Wooler, Northumberland NE71 6BL Tel: 01665 282123 <a href="mailto:wooler.library@northumberland.gov.uk">wooler.library@northumberland.gov.uk</a>	<b>Monday to Friday</b> 10am - 4.30pm <b>Saturday</b> 10am - 1pm
<b>Amble Library</b> Middleton Street, Amble, Northumberland NE65 0ET Tel: 01665 710419 <a href="mailto:amble.library@northumberland.gov.uk">amble.library@northumberland.gov.uk</a>	<b>Monday</b> 10am - 1pm, 2pm - 7pm <b>Wednesday</b> 10am - 1pm, 2pm - 7pm <b>Friday</b> 10am - 1pm, 2pm - 5pm <b>Saturday</b> 9.30am - 12.30pm
<b>Willowburn Leisure Centre</b> Alnwick, Northumberland NE66 2JH Tel: 01670 620200	<b>Monday to Friday</b> 8am - 10pm <b>Saturday and Sunday</b> 8am - 8pm

**WSP**  
 Amber Court, William Armstrong Drive,  
 Newcastle upon Tyne, NE4 7YQ  
 Tel: 0191 62000

By prior appointment only  
**Monday to Friday** 9am - 5pm

## Benefits and effects of the proposed design

When assessing the benefits and effects of the proposed design, we looked at a variety of features, such as those summarised in the table below.

This information is based on the findings of detailed surveys and assessments that we have carried out. Environmental impacts have been assessed based on national guidance.

We have provided more detailed information about the potential impacts of our proposal and our proposed mitigation measures in our **Preliminary Environmental Information Report (PEIR)** which is also available to read in a non-technical summary format. You can find both documents on the scheme web page [highwaysengland.co.uk/a2e](http://highwaysengland.co.uk/a2e)

Environmental topic	Benefit/impact of this scheme	Our proposed mitigation
<b>Air quality</b> <i>We will consider the health and ecological related issues for local and regional air quality and the global issues of climate change</i>	There are not likely to be any significant impacts or benefits generated upon air quality.	Mitigation assessments are in development and will be included in the Construction Environmental Management Plan later in 2019.  The Construction Environmental Management Plan (a key document used by the contractor to avoid, minimise or mitigate any construction effects on the environment) will outline measures to control dust and emissions from construction activities and machinery.
<b>Noise and vibration</b> <i>This considers noise generated through construction activities and the impact of the scheme traffic flow, noise and vibration levels.</i>  <i>Consideration is also given to noise levels once the scheme is operational.</i>	There is the potential for some temporary disruption for residents who live close to the scheme from construction vehicles and machinery whilst the scheme is being built.  Once the scheme is complete, there is likely to be increased noise levels for some residents located near to the scheme due to an increase in traffic and the road being moved closer to some properties.	Once finalised the Construction Environmental Management Plan will outline measures to minimise construction noise and vibration.  Where possible, the alignment of the scheme will be designed to minimise noise impacts. Low noise road surfacing and noise barriers will be installed, where needed, to further reduce noise impacts of the scheme.

Environmental topic	Benefit/impact of this scheme	Our proposed mitigation
<p><b>Cultural heritage</b></p> <p><i>This considers the impact of the scheme on archaeological sites, historic buildings and historic landscapes.</i></p>	<p>The scheme may impact on above or below-ground archaeology remains, protected field boundaries, heritage assets and historic landscapes whilst it is being built.</p> <p>The scheme could have permanent impacts on the setting of heritage assets and historic landscapes once built.</p>	<p>Direct impacts on above or below-ground archaeology remains will be minimised as far as possible through the exclusion of designated areas from construction activities where possible. Where this is not possible, the assets will be preserved in record or preserved in situ.</p> <p>Where required, the scheme design will incorporate measures to enhance heritage assets by providing screening where setting impacts are likely.</p>
<p><b>Landscape character and visual amenity</b></p> <p><i>This considers the impact of the scheme on the local landscape and on the quality of views from properties nearby.</i></p>	<p>The scheme will affect the landscape by the loss of trees and hedgerows during construction. Views from some houses and public footpaths may also be affected by the widening of the current road and the proposed Charlton Mires junction and overbridge.</p>	<p>A range of measures will be implemented to limit visual effects on the landscape, such as minimising vegetation loss, new planting (including hedgerows and trees) and screening where appropriate.</p>
<p><b>Ecology and nature conservation</b></p> <p><i>This considers the impact of the scheme on ecologically important sites and protected species such as barn owls.</i></p>	<p>The scheme has the potential to impact habitats of principal importance including arable fields, hedgerows and woodlands, and protected or notable species including badgers, bats and water vole.</p>	<p>Mitigation measures will be put in place to minimise the potential impacts, such as planting and improving the existing habitats.</p>
<p><b>Road drainage and the water environment</b></p> <p><i>This considers the impact of the scheme on surface water, groundwater and flood risk both during construction and once the scheme has finished.</i></p>	<p>The scheme could affect the quality of watercourses and could increase flood risk.</p>	<p>Our Construction Environmental Management Plan will define the control measures to be implemented to reduce the risk of these potential impacts during construction.</p> <p>By improving the drainage system and the road surface we will help to prevent flooding and improve the quality of the water entering local waterways.</p>

Environmental topic	Benefit/impact of this scheme	Our proposed mitigation
<p><b>Geology and soils</b></p> <p><i>This considers the impact of the scheme on soil quality and the disturbance of any contaminated land.</i></p>	<p>There are not likely to be any significant impacts or benefits generated upon geology and soils.</p>	<p>Where possible, excavated material will be reused within the construction site.</p>
<p><b>Population and health</b></p> <p><i>We will consider safety, journey time, congestion and accessibility for everyone along the route. We will also consider the effect of the scheme on access to community facilities, businesses and houses during construction and once complete.</i></p>	<p>The construction of the scheme would generate job opportunities.</p> <p>The dual carriageway will improve journey times on the A1 between Alnwick and Ellingham, improve the safety of the road and reduce traffic along local routes.</p> <p>Two properties will be lost as a result of the scheme where the Charlton Mires junction would be built.</p>	<p>During the construction phase, clear diversion routes will be put in place to maintain access where possible.</p> <p>Replacement access roads will be provided where private access roads are permanently closed to ensure access is maintained.</p> <p>Several public rights of way will be impacted through temporary and permanent closures or diversions.</p>
<p><b>Material storage and waste management during construction</b></p> <p><i>This considers the amount of waste materials to be created or reused as part of the scheme.</i></p>	<p>Storage of material and waste generated during construction will need to be managed.</p>	<p>Our Construction Environmental Management Plan will define how materials and waste will be managed on site during construction.</p>

# Next steps

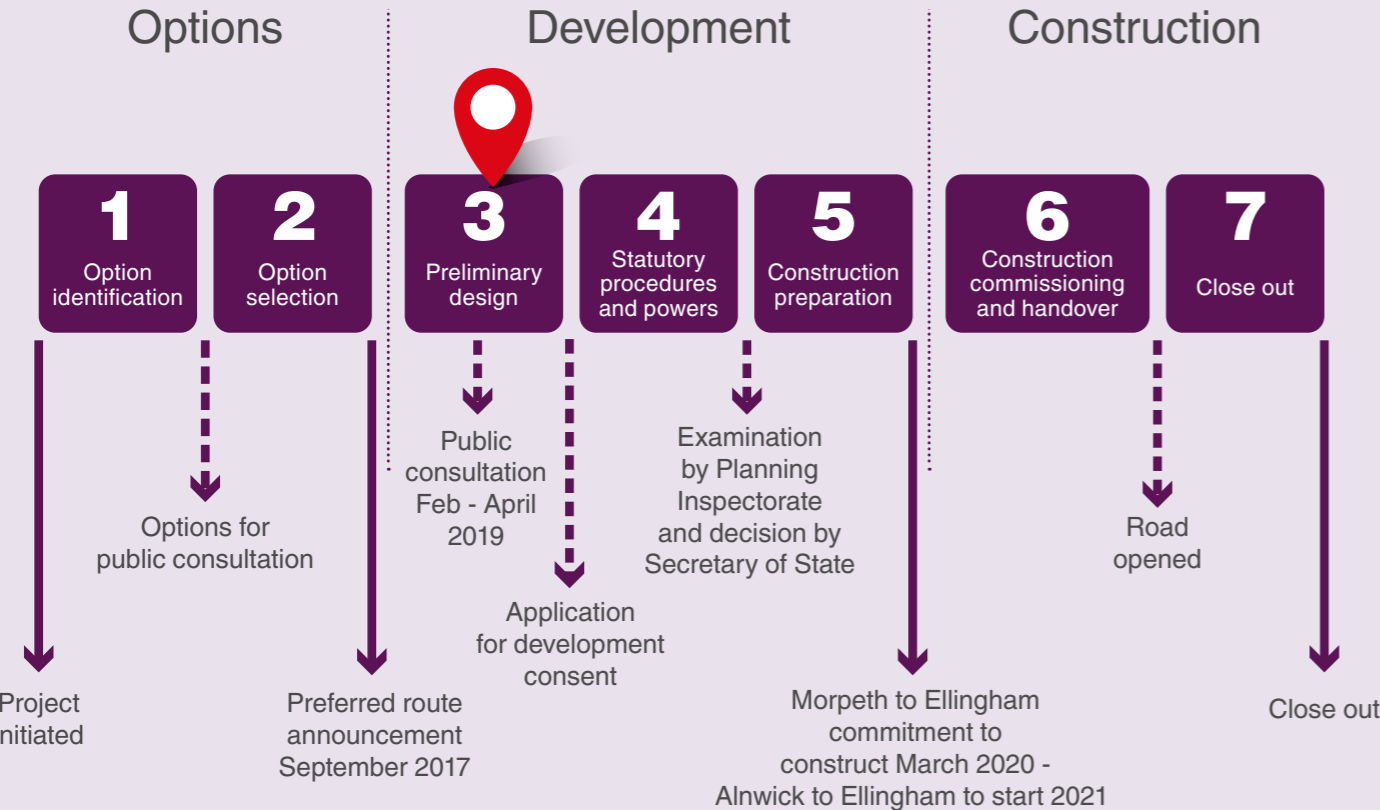
Once the consultation has closed on 8 April 2019, we'll review all of the suggestions and comments that we have received. We will take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures. We will set out a summary of the responses, and describe how our proposals have been informed and influenced by them, in a consultation report. This will form part of our development consent application and will also be available to the public following submission of the application. We expect to submit our application by late 2019 and provided it is granted works will start in 2021.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by, the scheme.

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and **submit your response by Monday 8 April 2019.**

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

The process for this is explained in the table below.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call 0300 123 5000\*. Please quote the Highways England publications code PR203/18.

Highways England creative job number LEE19\_0001

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363