

**A19 Downhill Lane Junction Improvement**  
**Scheme Number: TR010024**  
**4.1 Statement of Reasons**

APFP Regulation 5(2)(h)  
Planning Act 2008  
Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009

## Infrastructure Planning

### Planning Act 2008

### The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

# A19 DOWNHILL LANE JUNCTION IMPROVEMENT

## The A19 (Downhill Lane Junction Improvement) Development Consent Order 201[ ]

---

### STATEMENT OF REASONS

---

<b>Regulation Number:</b>	Regulation 5(2)(h)
<b>Planning Inspectorate Scheme Reference</b>	TR010024
<b>Application</b>	TR010024/APP/4.1
<b>Author:</b>	A19 Project Team, Highways England & Jacobs

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	January 2019	Application Issue

*Page Left Intentionally Blank*

## CONTENTS

<b>1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	Summary.....	1
1.2	The Scheme.....	1
1.3	Compulsory Acquisition.....	1
1.4	Land Interests .....	1
1.5	The Case for Compulsory Acquisition .....	2
1.6	Human Rights .....	2
1.7	Special Considerations.....	2
1.8	Compliance with Statutory Requirements and Policy Guidance .....	2
<b>2</b>	<b>THE SCHEME.....</b>	<b>4</b>
2.1	Description of the Scheme .....	4
2.2	Need for and benefits of the Scheme .....	4
2.3	The Authorised Works.....	4
2.4	Alternatives .....	5
<b>3</b>	<b>COMPULSORY ACQUISITION.....</b>	<b>6</b>
3.1	Scope of Compulsory Powers Sought.....	6
3.2	Main Compulsory Acquisition Powers.....	6
3.3	Other Compulsory Acquisition Powers .....	6
3.4	Temporary Possession Powers.....	7
<b>4</b>	<b>LAND INTERESTS .....</b>	<b>9</b>
4.1	The extent of the land subject to compulsory acquisition powers.....	9
4.2	Location .....	9
4.3	Existing land use .....	9
4.4	Identifying persons with an interest in the Land.....	11
4.5	Category 1 and 2 persons .....	11
4.6	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 .....	11
4.7	Assessment of Category 3 persons which fall under Part I of the Land Compensation Act 1973 (LCA 1973).....	11
4.8	Contact Referencing.....	12
4.9	Negotiations to acquire by agreement .....	12
<b>5</b>	<b>THE CASE FOR COMPULSORY ACQUISITION .....</b>	<b>14</b>
5.2	The statutory conditions and CA Guidance .....	14

5.3	Need for the Land and purposes for which the Compulsory Acquisition Powers are sought .....	15
5.4	Compelling Case in the Public Interest.....	16
5.5	Need for Power to Override Rights and Easements .....	16
5.6	Case for the Scheme and alternatives considered .....	16
5.7	Reasonable prospect of Funding.....	17
5.8	Acquisition by agreement .....	17
5.9	Conclusions.....	17
<b>6</b>	<b>HUMAN RIGHTS .....</b>	<b>19</b>
6.1	The Protected Rights.....	19
6.2	Compliance with the Convention .....	19
6.3	Fair Compensation .....	20
6.4	Conclusion .....	20
<b>7</b>	<b>SPECIAL CONSIDERATION.....</b>	<b>21</b>
7.1	Crown Land & Escheat Land.....	21
7.2	Special category land comprising land forming part of a common open space, or fuel or field garden allotment.....	21
7.3	National Trust Land.....	21
7.4	Statutory undertaker land .....	21
<b>8</b>	<b>CONCLUSION .....</b>	<b>24</b>
8.1	Overview .....	24
<b>ANNEX A</b>	<b>DETAILS OF THE PURPOSE FOR WHICH COMPULSORY ACQUISITION AND TEMPORARY POSSESSION POWERS ARE SOUGHT .....</b>	<b>25</b>
<b>ANNEX B</b>	<b>SCHEDULE OF ALL OBJECTIONS MADE BY REPRESENTATION TO THE GRANTING OF COMPULSORY ACQUISITION POWERS AND PROGRESS OF NEGOTIATIONS WITH THOSE AFFECTED PERSONS.....</b>	<b>47</b>

*Page Left Intentionally Blank*

## 1 INTRODUCTION

### 1.1 Summary

1.1.1 This Statement of Reasons (this “Statement”) relates to the A19 Downhill Lane Junction Improvement (the “Scheme”) and has been submitted by Highways England (the “Applicant”) to the Planning Inspectorate (“the Inspectorate”) acting on behalf of the Secretary of State for Transport. It relates to an application for a Development Consent Order (DCO) to permit and enable implementation of the Scheme made under section 37 of the Planning Act 2008 (the “2008 Act”).

### 1.2 The Scheme

1.2.1 The Scheme is a nationally significant infrastructure project (NSIP) within sections 14(1)(h) and 22(1)(b) of the 2008 Act. For further information regarding how the Scheme qualifies as a NSIP, refer to the Explanatory Memorandum (**Application Document Reference: TR010024/APP/3.2**).

1.2.2 The Scheme comprises the upgrade of the existing grade separated signal-controlled junction to a fully signal controlled gyratory style junction. A more detailed description of the Scheme is set out in **Chapter 2** of this Statement.

### 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 is described in **Chapter 4** of this Statement.

1.4.2 The Applicant has carried out diligent inquiry to identify all persons with an interest in Land 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.

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. It is therefore necessary to acquire the land interests by compulsory acquisition in order to enable the Scheme to be delivered. The Applicant is satisfied that the acquisition of all of the land interests is necessary to enable the Scheme to proceed.

1.4.4 The Applicant owns a number of plots which are subject to the rights of others or unknown rights which are or may be 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 The Applicant is satisfied that the powers of compulsory acquisition and temporary possession sought in the DCO are necessary, proportionate and justified. The Applicant is further satisfied that the powers sought are in accordance with all relevant statutory and policy guidance.
- 1.5.2 This Statement sets out the reasons for the inclusion of compulsory powers within the draft DCO. It explains that it is necessary to include compulsory powers within the draft 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 compulsory powers are necessary to enable the Applicant to use land temporarily, and acquire or extinguish rights over land in order to be able to construct the Scheme in a way that minimises the costs to the Applicant (and hence the public purse) and the impacts on affected landowners. Given the public benefits of the Scheme, there is a compelling case in the public interest for the powers for the realisation of those benefits and the proportionate nature of the powers requested. This compelling case is evidenced further in the wider documentation comprising the Application (in particular, the Planning Statement and National Networks National Policy Statement (NNNPS) Accordance Table (**Application Document Reference: TR010024/APP/7.1**)). The conclusion of this Statement, therefore, is that the grant of the compulsory powers requested would be lawful under all applicable legal regimes. Accordingly, the Applicant is firmly of the view that 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.

## 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 the 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 further considered what other consents are required in order to enable the Scheme to proceed and set out how these will be required.

## 1.8 Compliance with Statutory Requirements and Policy Guidance

- 1.8.1 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).
- 1.8.2 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: TR010024/APP/3.1**)
- Explanatory Memorandum (**Application Document Reference: TR010024/APP/3.2**)
- Book of Reference (**Application Document Reference: TR010024/APP/4.3**)
- Land Plans (**Application Document Reference: TR010024/APP/2.3**)
- Works Plans (**Application Document Reference: TR010024/APP/2.4**)
- Funding Statement (**Application Document Reference: TR010024/APP/4.2**)
- Planning Statement & Accordance Table (**Application Document Reference: TR010024/APP/7.1**)
- Introduction to the Application (**Application Document Reference: TR010024/APP/1.1**)

## 2 THE SCHEME

### 2.1 Description of the Scheme

#### 2.1.1 The Scheme comprises of:

- The construction of a new bridge spanning the A19 south of the existing junction bridge. The new bridge and the existing bridge will be used to form a grade separated roundabout junction layout above the A19.
- The realignment of the existing northbound and southbound A19 slip roads to tie in with the new roundabout layout. The slip roads north of the junction will serve as link roads between Downhill Lane Junction and the proposed Testo's junction. The slip roads south of the junction will continue to provide direct access to and from the A19.
- The realignment of the A1290, Downhill Lane (West), Downhill Lane (East) and Washington Road (East) local roads to suit the new junction layout.
- A segregated non-motorised user facility featuring a dedicated overbridge for walkers, cyclists, horse riders and wheelchair users is proposed to the south of the junction.

#### 2.1.2 A more detailed description of the Scheme can be found in the Environmental Statement (**Application Document Reference: TR010024/APP/6.1**).

### 2.2 Need for and benefits of the Scheme

#### 2.2.1 The key objectives of the proposed Scheme are to:

- Support economic growth.
- Provide a safe and serviceable network.
- Provide a more free flowing network.
- Improve the environment.
- Provide an accessible and integrated network.
- Maintain access for local traffic whilst improving the conditions for strategic traffic.

#### 2.2.2 Further details about the case for the Scheme and the benefits it will bring are set out in the Planning Statement and NNNPS Accordance Table (**Application Document Reference: TR010024/APP/7.1**).

### 2.3 The Authorised Development

#### 2.3.1 In order to deliver the Scheme, it will be necessary to carry out the following works comprising of:

- the construction of a new circulatory carriageway incorporating the existing Downhill Lane overbridge and new overbridge to the south.
- construction of new private means of access
- construction of new drainage attenuation ponds

- stopping up and removal of an existing A19 layby and construction of a new edge of carriageway for the A19 mainline
- construction of a new southbound on-slip road
- construction of a new shared non-motorised facility
- construction of a new section of road forming part of the new Washington Road (East)
- construction of a widening and re-aligned road forming the new Downhill Lane (East)
- improvement to the existing Bridleway B46
- improvement of the existing A1290
- construction of a new road forming the new A1290 westbound carriageway
- construction of new drainage features
- construction of a new realigned section of road forming the new A1290 eastbound carriageway
- construction of a new section of road forming the new Downhill Lane (West).

2.3.2 A full description of the works referred to in the DCO as “the authorised development” is set out in **Schedule 1** of the DCO (**Application Document Reference: TR010024/APP/3.1**)

2.3.3 The works described above would also be subject to specific mitigation requirements, for example, landscaping and environmental mitigation. These requirements are set out in **Schedule 2** to the DCO.

## 2.4 Alternatives

2.4.1 As the Scheme is programmed for construction to overlap in part with the Testo’s scheme it is important to note that portion of temporary land take within the Scheme DCO red line boundary includes provision for the opportunity to share use of the proposed Testo’s main site compound for some of the facilities associated with the Scheme. This would be mainly for general storage, traffic management and office-based administrative purposes. With both schemes expected to be under construction within the same timeframe, it would be possible for the Scheme to share the use of the Testo’s scheme’s main site compound for general storage, traffic management and office-based administrative purposes. Article 30 of the draft Development Consent Order (**Application Document Reference: TR010024/APP/3.1**) sets out how the powers of temporary possession would be exercised in this scenario. This is explained in greater detail below and in the Explanatory Memorandum (**Application Document Reference: TR010024/APP/3.2**). Further details on this scenario and how it has been assessed can be found in the Environmental Statement (**Application Document Reference: TR010024/APP/6.1**).

### **3 COMPULSORY ACQUISITION**

#### **3.1 Scope of Compulsory Powers Sought**

3.1.1 The scope of the compulsory acquisition powers sought by the Applicant is set out in full in **Part 5** of the Draft DCO (**Application Document Reference: TR010024/APP/3.1**).

#### **3.2 Main Compulsory Acquisition Powers**

3.2.1 The main powers authorising the compulsory acquisition of land, or interests in, are contained in Articles 20 (compulsory acquisition of land) and 23 (compulsory acquisition of rights and restrictive covenants) of the Draft DCO.

3.2.2 Other compulsory acquisition powers are sought in the Draft DCO (identified in paragraph 3.3) below and these similarly relate to land and will, or may, interfere with property, rights and interests.

3.2.3 In addition, powers are sought in the Draft DCO to enable the temporary possession and use of land.

3.2.4 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 DCO include:

##### **Article 24: Private rights over land**

3.3.2 Article 24 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, Article 24 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.

##### **Article 27: Acquisition of subsoil or airspace only**

3.3.5 Article 27 provides that where the Applicant has, in respect of any land, powers of compulsory acquisition under Article 20 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 above the land.

##### **Article 28: Rights under or over streets**

3.3.6 Article 28 would authorise the Applicant to:

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

3.3.7 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 easement right in the street.

### **3.4 Temporary Possession Powers**

3.4.1 The Applicant further seeks in the DCO, powers to take temporary possession of land to carry out and thereafter maintain the Scheme as follows:

#### **Article 29: Temporary use of land for carrying out the authorised development**

3.4.2 Article 29 would authorise the Applicant to take temporary possession of:

- the land specified in column 1 of Schedule 7 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 to 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 the land would be subject to the time limits set out in Article 22. 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 7 to the DCO, for more than a year after completing that part of the Scheme specified in relation to that land in column 3 of Schedule 7; and
- b) as regards to any 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 29 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. The restoration of the land will not include an obligation to replace any buildings which have been demolished.

3.4.6 Article 30 would empower the Applicant to continue to take temporary possession of a construction compound proposed to be utilised as part of the Testo's junction alteration scheme. The effects of this use have been assessed in the Environmental Statement (**Application Document Reference: TR010024/APP/6.1**). Article 30 authorises the Applicant, provided the construction compound for the Testo's junction alteration scheme has not been vacated, to utilise that aforementioned construction compound. If this power is exercised, Plot 1/14b will not be used for construction activities. Plot 1/14b is required for construction activities only if the Testo's construction compound is not or cannot be used, and the need for an entirely standalone Scheme construction compound arises.

#### **Article 31: Temporary use of land for maintaining the authorised development**

3.4.7 Article 31 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 (ie: five years from the date on which that part of the Scheme is first opened for use).

3.4.8 Article 31 would allow the Applicant to construct temporary works and buildings on the land, as 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.

3.4.9 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 is being 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. Paragraphs (6) to (8) provide for compensation to be paid to owners and occupiers of land of which temporary possession is taken under this Article.

#### **Other rights and powers**

3.4.10 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 are:

- a) Article 12: Temporary stopping up and restriction of use of streets
- b) Article 13: Permanent stopping up and restriction of use of streets and private means of access; and
- c) Article 19: Authority to survey and investigate the land.

A detailed description of these rights and other rights mentioned in this chapter is contained in the Explanatory Memorandum (**Application Document Reference: TR010024/APP/3.2**).

## 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: TR010024/APP/2.3**) and the Works Plans (**Application Document Reference: TR010024/APP/2.4**). It is further described in the Book of Reference (**Application Document Reference: TR010024/APP/4.3**) and in Chapter 8, Landscape of the Environmental Statement (**Application Document Reference: TR010024/APP/6.1**).
- 4.1.2 The Land comprises of approximately 36.81 hectares. Of this approximately 17.42 hectares will be acquired permanently, and 12.81 hectares will be subject to temporary possession with an additional approximately 6.13 hectares subject to temporary possession should construction of the Scheme be delivered concurrently with the adjacent Testo's scheme. Furthermore, an additional 0.45 hectares of land is required over which Rights are to be permanently acquired or extinguished. It should be noted that 11.55 hectares of the land to be acquired or used permanently is land contained within the existing highway boundary, of which 10.55 hectares is owned by Highways England.
- 4.1.3 The purpose for the acquisition of each plot of land is described in **Annex A** of this Statement.

### 4.2 Location

- 4.2.1 The A19 forms part of an orbital route of the Tyneside and Sunderland conurbations. This consists of the A1 Gateshead/Newcastle Western Bypass, the A194, the A184, the A19 and the A1231.
- 4.2.2 The A19 Downhill Lane serves as the main link between Nissan's manufacturing plant via the A1290 to the west, the urban areas of Town End Farm and Hylton Castle Estate via Washington Road to the south east, and west Boldon via Downhill Lane to the north east. Local farms are accessible via the A1290 and via Downhill Lane west and east.
- 4.2.3 The location of the Land is shown on the Scheme Location Plan (**Application Document Reference: TR010024/APP/2.1**).
- 4.2.4 The Land is located within the administrative areas of South Tyneside Council and Sunderland City Council.

### 4.3 Existing land use

- 4.3.1 The wider surrounding area is predominantly agricultural in nature, interspersed with residential communities. The A19 Downhill Lane junction is situated in a generally rural corridor located between Gateshead, Jarrow and Sunderland. There are small blocks of woodland in the surrounding area. Most of the surrounding landscape comprises a pattern of rectilinear fields divided by hedgerows.

- 4.3.2 The Nissan Sunderland manufacturing plant is located approximately 1km south of Downhill Lane junction, on the former RAF Usworth site, within the local authority boundary of Sunderland City Council. Adjacent to the Nissan plant is the North East Land, Sea and Air Museum, the Three Horse Shoes pub and The Gateshead College Skills Academy.
- 4.3.3 A number of existing utility services are located in the surrounding area and within the Scheme boundary. Apparatus has been identified within the scheme boundary for the following statutory undertakers;
- Northern Powergrid
  - BT Group
  - Northern Gas Networks
  - Northumbrian Water
- 4.3.4 Preliminary assessment undertaken by the Applicant indicates diversionary works are required for;
- Northern Powergrid, and,
  - BT Group.
- 4.3.5 The Applicant has made contact with all relevant third parties and discussions are currently underway to confirm the works required. The Applicant has taken the proportionate view of the land that would be reasonably required to undertake any diversionary or protection works in order to ensure that the Scheme is deliverable.
- 4.3.6 The public rights of way, detailed in the table below, have been identified as being permanently affected by the Scheme. Existing public rights of way, and the alterations proposed to the network as part of the Scheme, are shown on the Streets, Rights of Way and Access Plans (**Application Document Reference TR010024/APP/2.5(A)&(B)**).

Name	Classification	Responsible Authority
A19(T)	Trunk road	Highways England
A1290	Local Road	South Tyneside Council and Sunderland City Council
Washington Road (East)	Local Road	South Tyneside Council and Sunderland City Council
Downhill Lane (East)	Local Road	South Tyneside Council
Downhill Lane (West)	Local Road	South Tyneside Council and Sunderland City Council
Footpath B27	Public Right of Way	South Tyneside Council
Bridleway B46	Public Right of Way	South Tyneside Council

4.3.7 There are, in addition to the highways listed above, a number of bus stops which are located on the A1290 southwest of the Downhill Lane junction and on Downhill Lane (East).

#### **4.4 Identifying persons with an interest in the Land**

4.4.1 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. Such persons are listed in the Book of Reference (**Application Document Reference: TR010024/APP/4.3**) and have been consulted about the DCO application in accordance with section 42 of the 2008 Act.

4.4.2 Diligent inquiry to identify affected landowners, those with interests in land, and those with a potential claim was undertaken by the Applicant's land referencing supplier. The categories of person identified and the methods used to identify them are described below. Land Referencing will continue to be undertaken throughout the making of the DCO to ensure that any changes in ownership are identified and to ensure that any new owners will be consulted and subject to engagement.

#### **4.5 Category 1 and 2 persons**

4.5.1 A shapefile of the search area, being the proposed land requirements, was submitted to the Land Registry so that a search could be completed of the index map on 6<sup>th</sup> November 2018. Ongoing Land Registry searches have been used to ensure that any changes in title were identified. The official copies of the Registered Titles and Plans were examined to identify all land interests.

4.5.2 On completion of the above initial desk based exercise, the extent of unregistered land became known. In order to establish ownership of unregistered land that falls within the proposed land requirements, public sources of information were used including site visits, the posting of site notices, the Planning Portal, Rural Payments Agency website, DEFRA, Natural England, Companies House website, the relevant Highways Authority, records held by Statutory Undertakers, Electoral Registers and online resources). A land charges search was also carried out.

#### **4.6 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**

4.6.1 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 for the Scheme and preparation of the DCO application.

4.6.2 In order to identify potential Category 3 persons who may have a claim pursuant to section 10 of the CPA 1965, a desk based assessment was carried out to identify properties with a potential claim.

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

4.7.1 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 of the DCO limits but close to the Highway.

4.7.2 The Applicant's land referencing team were provided with guidance from environmental specialists. 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 the time regarding:

- Background noise levels; and
- Distances to receptors

4.7.3 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 2008 Act based on a worst case assessment. Further details about the noise assessments and other environmental assessments undertaken could be found in the Environmental Statement (**Application Document Reference: TR010024/APP/6.1**).

#### **4.8 Contact Referencing**

4.8.1 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 questionnaire requesting return of information about their interests in the Land. This was then followed up by telephone and letter contact and the offer of a face-to face meeting.

#### **4.9 Negotiations to acquire by agreement**

4.9.1 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.

4.9.2 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".

4.9.3 The Applicant has engaged with all landowners and occupiers with a view to acquiring their land interest by agreement. As a result, the Applicant is in the process of engaging with a significant proportion of landowners with regard to the acquisition of land by agreement; and negotiations on this objective will be ongoing throughout the DCO process. The status of such negotiations is set out in **Annex B** to this Statement.

4.9.4 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 in unknown ownership which cannot be acquired by agreement. The

Applicant has therefore concluded that the Scheme is unlikely to be capable of being delivered without compulsory purchase powers.

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

## 5 THE CASE FOR COMPULSORY ACQUISITION

5.1.1 In seeking compulsory acquisition and temporary possession powers in the DCO, the Applicant 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 the 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
- In subsection (3), that there is a compelling case in the public interest for the land to be acquire 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 development) have been explored;
- that the proposed interference with the rights of those with an interest in the Land is for a legitimate purpose and is necessary and proportionate;
- that the Applicant has a clear idea of how the land which it is proposing to acquire will be used;
- that there is a reasonable prospect of the requisite funds becoming available; and
- that the purposes for which the compulsory acquisition of land are included in the application are legitimate and are sufficient to justify interfering with the human rights of those with an interest in the land affected.

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

### **5.3 Need for the Land and 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 Planning Act 2008 is met. It considers that the Land which is proposed to be subject to compulsory acquisition powers is either needed for the development, or is needed to facilitate the development, or is incidental to the development.

5.3.2 In Annex A of this Statement, the Applicant sets out the purposes for which compulsory acquisition and temporary possession powers are necessary in relation to each individual plot of the Land, with reference to the relevant numbered works (comprising the authorised development as set out in Schedule 1 to the DCO). The Application is supported by Land Plans (**Application Document Reference: TR010024/APP/2.3**) and Works Plans (**Application Document Reference: TR010024/APP/2.4**). The location of the Works on the Works Plans demonstrates and justifies that the Land as shown on the Land Plans is required in order for the Scheme to be constructed; without the Land the Scheme cannot be delivered.

5.3.3 The compulsory acquisition powers are also required as a means of overriding existing rights and interests in or over the Land, as well as creating new rights over the Land and granting the right to take temporary possession of the Land.

5.3.4 The Applicant considers that the Land included in the DCO is the minimum land-take required to construct, operate, maintain and mitigate the Scheme and is therefore 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 the Land 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.

## 5.4 Compelling Case in the Public Interest

- 5.4.1 The Applicant is satisfied that the condition in section 122(3) of the 2008 Act is met and that there is a compelling case in the public interest for compulsory acquisition.
- 5.4.2 The need for and the benefits of the Scheme are set out in **Chapter 2** of this Statement and in the other application documents including the Planning Statement & NNNPS Accordance Table (**Application Document Reference: TR010024/APP/7.1**). Together, they demonstrate a very strong and compelling case in the public interest for the Scheme to be delivered.
- 5.4.3 In particular, paragraph 2.2 of the NNNPS 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 NNNPS is set out in detail at **Chapter 2** of the Planning Statement & NNNPS Accordance Table. General compliance with the NNNPS is set out in **Appendix A** to the Planning Statement & NNNPS Accordance Table. This clearly demonstrates that there would be public benefits arising from the implementation of the Scheme.

## 5.5 Need for Power to Override Rights and Easements

- 5.5.1 Existing rights and easements that affect the Land are listed in part 3 of the Book of Reference (**Application Document Reference: TR010024/APP/4.3**), to the extent that they are known. The Applicant is seeking powers in the draft DCO to override rights and easements. Without such provision the beneficiaries of these rights might seek to enforce them by injunction. The risk that beneficiaries might be successful in such action means that it is necessary to provide that the rights of those affected be changed to a right to compensation. This would be for injurious affection, and is an accepted measure of compensation payable under the Compensation Code.
- 5.5.2 Given that the Land is the only location that this Scheme can be carried out (as the A19 is already constructed and in operation, and the Scheme is an improvement to the A19), and given the availability of compensation for injurious affection under the provisions of the Compensation Code, it is necessary and appropriate for the draft DCO to contain provisions specifically and expressly authorising the benefit of those restrictions to be overridden. In addition, the Scheme will address the need for improved national networks as per the NN NPS. Accordingly, any interference with rights occasioned by the Scheme will be for a legitimate and proportionate purpose.

## 5.6 Case for the Scheme and alternatives considered

- 5.6.1 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 relevant issues. This process is described in detail in the Environmental Statement (**Application Document Reference: TR010024/APP/6.1**) and the Planning Statement & NNNPS Accordance Table (**Application Document Reference: TR010024/APP/7.1**).

- 5.6.2 Following public consultation, the Applicant selected the most appropriate option. This selection took into account various factors included, amongst others, view of consultees including persons with a land interest. Other factors included environmental impacts, meet the objectives of the Scheme, affordability, value for money, safety and construction and operational considerations. None of the alternatives or modifications considered would obviate the need for the compulsory acquisition and temporary possession of the Land.

## **5.7 Reasonable prospect of Funding**

- 5.7.1 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: TR010024/APP/4.2**)

## **5.8 Acquisition by agreement**

- 5.8.1 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.
- 5.8.2 The Applicant sets out in Chapter 4 of and 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 the Land by agreement.

## **5.9 Conclusions**

- 5.9.1 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.
- 5.9.2 All of the Land subject to compulsory acquisition and temporary possession powers is necessary to construct, operation, maintain and mitigate the Scheme necessary to achieve the objectives of the Scheme. The extent of the Land sought is reasonable and proportionate.
- 5.9.3 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 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 The Protected Rights

6.1.1 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, the aim of which is to protect the right of the individual. The relevant Articles can be summarised as follows:

- Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest.
- Article 6 entitles those affected by the powers sought in a DCO to a fair and public hearing.
- Article 8 protects the right of the individual to respect for his or her 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.

6.1.2 Paragraph 10 of the CA Guidance sets out how the Applicant should take into account Human Rights;

*“The Secretary of State must ultimately be persuaded that the purposes of which an order authorises the compulsory acquisition of land are legitimate and 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 provision 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”*

6.1.3 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 have been followed.
- Any interference with a human right is proportionate and otherwise justified.

### 6.2 Compliance with the Convention

6.2.1 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 the 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.

6.2.2 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 of this Statement and in the Planning Statement and NNNPS Accordance Table (**Application Document Reference: TR010024/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.

- 6.2.3 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 the iterative design changes throughout the life of the Scheme. Examples of the design changes are provided within the Consultation Report (**Application Document Reference: TR010024/APP/5.1**).
- 6.2.4 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.
- 6.2.5 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.

### 6.3 Fair Compensation

- 6.3.1 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 the draft DCO. The Applicant has the resources to may such compensation and has demonstrated (in the Funding Statement (**Application Document Reference: TR010024/APP/4.2**)) that these resources are available.
- 6.3.2 Any dispute in respect of the compensation payable may be referred to the Upper Tribunal (Lands Chamber), and independent tribunal, for determination.

### 6.4 Conclusion

- 6.4.1 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 CONSIDERATION**

### **7.1 Crown Land & Escheat Land**

- 7.1.1 None of the Land is Crown Land for the purposes of section 135 of the 2008 Act.
- 7.1.2 Part 1 contains two plots (namely Plot 1/910a and 1/910b), that list The Crown Estate as the proprietor. These plots are subject to 'escheat' and it has previously been confirmed by The Crown Estate that plots such as these do not constitute Crown Land for the purposes of the Planning Act 2008. Therefore, these plots have been included in Part 1 rather than Part 4.

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

- 7.2.1 Sections 131 of the 2008 Act applies to the compulsory acquisition of any land forming part of a common, open space or fuel or field garden allotment. Section 132 of the 2008 Act applies to the compulsory acquisition of any rights over land forming part of a common, open space or fuel or field garden allotment. They make provision for Special Parliamentary Procedure (SPP) to apply where a DCO will be subject to SPP unless the Secretary of State is satisfied that one of the following four circumstances apply:
  - 7.2.2 Replacement land will be given in exchange for the land to be compulsory acquired within the same rights, trusts and incidents; or
  - 7.2.3 The land to be acquired does not exceed 200 square metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary; or
  - 7.2.4 For open space land only, replacement land in exchange is not available or is only available at a prohibitive cost, but it is strongly in the public interest for the Scheme to proceed sooner than SPP would allow; or
  - 7.2.5 For open space land only, the land is only being compulsorily acquired for a temporary basis.
- 7.2.6 The Applicant is satisfied that, in respect of this Scheme, there is no special category land pursuant to section 131 and 132 of the 2008 Act. Accordingly, the draft DCO does not include provision for the compulsory acquisition of land to which the provisions of the 2008 Act relating to special category land apply.

### **7.3 National Trust Land**

- 7.3.1 None of the Land to be acquired 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 the 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:

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

7.4.2 The Scheme does not require permanent land take to be acquired from Statutory Undertakers in order to facilitate delivery of the Scheme.

7.4.3 Section 127(5) of the 2008 Act provides that a DCO may only authorise the compulsory acquisition of a right over statutory undertakers 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 use of other land belonging to or available for acquisition by the undertaker.

7.4.4 The Applicant is in consultation with all of the statutory undertakers affected by the Scheme and is aiming to address any issues that have been raised by them to date and to reach an agreed position through negotiations. Protective provisions for statutory undertakes have been included in the draft DCO and are forming part of the negotiations. As such, the Applicant expects to achieve an agreed and satisfactory position with each of the Statutory Undertakers prior to the close of the examination period.

7.4.5 However, should any representations from Statutory Undertakers remain outstanding before completion of the examination, the Applicant considers that the tests set out subsections 127(3) and/or 127(5) (as appropriate) can be demonstrated.

7.4.6 Section 138 of the Act applies if a DCO authorises the acquisition of land (compulsorily or by agreement) and:

- there subsists over the land a relevant right; or
- there is on, under or over the land relevant apparatus.

7.4.7 For the purposes of section 138:

- as defined by section 138(2); a 'relevant right' means a right of way, or a right of laying down, erecting, continuing or maintaining apparatus on, under or over land which is vested in or belongs to Statutory Undertakers for the purpose of the carrying on of their undertaking
- as defined by section 138(3); 'relevant apparatus' means apparatus vested in or belonging to Statutory Undertakers for the purpose of the carrying on of their undertaking, or electronic communications apparatus kept installed for the purposes of an electronic communications code network.

- 7.4.8 A DCO may only include provision for the extinguishment of the relevant right, or the removal of the relevant apparatus, if the Secretary of State is satisfied that the extinguishment or removal is necessary for the purpose of carrying out the development to which the development consent order relates (section 138(4) of the Act).
- 7.4.9 The Scheme may affect the apparatus of statutory undertakers; subject to design development and establishing exact location and depth of the apparatus. If diversionary works are required; the extents of these diversionary works will be ascertained from the relevant statutory undertakers.
- 7.4.10 The Applicant proposes to acquire land with existing permanent rights in favour of statutory undertakers. In particular, the Scheme boundary contains the apparatus of Northern Powergrid, BT Group, Northern Gas Networks and Northumbrian Water. This apparatus lies in land which is to be acquired permanently by the Applicant and in such cases these rights will be retained.

## **8 CONCLUSION**

### **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 are 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 2008 Act 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 the 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 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 the 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.

## 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 or temporary possession 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). The second column of each table sets out the corresponding numbered works (as shown on the Works Plans) 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 Plans (Application Document Reference: TR010024/APP/2.3)
- Works Plans (Application Document Reference: TR010024/APP/2.4)
- Draft DCO (Application Document Reference: TR010024/APP/3.1)
- Book of Reference (Application Document Reference: TR010024/APP/4.3)

Note: Plots 1/1w, 1/10j and 1/13b are not contained in the tables below as it is not proposed to exercise powers of compulsory acquisition nor temporary possession over them. These plots are required in order to alter public rights of way proposed and proposed to be extinguished under the Testo's Order. This is explained in more detail in the Revised Testo's plans, drawings and sections document (Application Document Reference TR010024/APP/7.5) and the Explanatory Memorandum (Application Document Reference: TR010024/APP/3.2).

**Table 1: Permanent acquisition of land**

Permanent acquisition of land	
Plot No.	Purpose for which land is required
1/1a	<p><b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility.</p> <p><b>Work No. 16</b> - The construction of a new shared use non-motorised user facility approximately 60m in length that links Follingsby Lane and the proposed A1290 non-motorised user crossing facility (Work No. 15).</p>
1/1b	<p><b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility.</p>
1/1c	<p><b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility.</p> <p><b>Work No. 16</b> - The construction of a new shared use non-motorised user facility approximately 60m in length that links Follingsby Lane and the proposed A1290 non-motorised user crossing facility (Work No. 15).</p>
1/1d	<p><b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility.</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1e	<b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).
1/1f	<b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).
1/1g	<b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility.
1/1h	<b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility. <b>Work No. 16</b> - The construction of a new shared use non-motorised user facility approximately 60m in length that links Follingsby Lane and the proposed A1290 non-motorised user crossing facility (Work No. 15).

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1i	<p><b>Work No. 1</b> - The construction of a new private means of access approximately 960m in length that links the A1290 with; the new drainage attenuation ponds (Work Nos. 2 &amp; 18), and the fields to the south of the junction (Plots 1/3a &amp; 1/5b).</p> <p><b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).</p> <p><b>Work No. 4</b> - The construction of drainage features and the reinstatement of barrier in the existing mainline A19 central reserve.</p> <p><b>Work No. 5</b> - The construction of a new southbound on-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 5 is approximately 640m in length that originates at the proposed Downhill Lane circulatory carriageway (Work No. 7) and terminates at the existing A19 dual carriageway.</p> <p><b>Work No. 6</b> - The construction of a new shared non-motorised user facility – footway/cycle track approximately 260m in length between a proposed non-motorised user crossing facility on Washington Road (East) and a junction with Work No. 8.</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 9</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 9 is approximately 320m in length, forming the new Washington Road (East), originating at the entry/exit with the new circulatory carriageway (Work No. 7) and tying into the existing Washington Road (East).</p>
1/1j	<p><b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility.</p> <p><b>Work No. 16</b> - The construction of a new shared use non-motorised user facility approximately 60m in length that links Follingsby Lane and the proposed A1290 non-motorised user crossing facility (Work No. 15).</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1k	<b>Work No. 16</b> - The construction of a new shared use non-motorised user facility approximately 60m in length that links Follingsby Lane and the proposed A1290 non-motorised user crossing facility (Work No. 15).
1/1l	<b>Work No. 17</b> - The construction of a new drainage features on the A1290 over a length of approximately 180m, including a replacement carrier pipe under the existing verge and filter drain at the earthwork toe.
1/1m	<p><b>Work No. 1</b> - The construction of a new private means of access approximately 960m in length that links the A1290 with; the new drainage attenuation ponds (Work Nos. 2 &amp; 18), and the fields to the south of the junction (Plots 1/3a &amp; 1/5b).</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 17</b> - The construction of a new drainage features on the A1290 over a length of approximately 180m, including a replacement carrier pipe under the existing verge and filter drain at the earthwork toe.</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1n	<p><b>Work No. 17</b> - The construction of a new drainage features on the A1290 over a length of approximately 180m, including a replacement carrier pipe under the existing verge and filter drain at the earthwork toe.</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p>
1/1o	<p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p> <p><b>Work No. 21</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 21 is approximately 115m in length, forming the new Downhill Lane (West); originating at the existing Downhill Lane (West) and terminating at a junction with the proposed eastbound A1290 carriageway (Work No. 20).</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1p	<p><b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).</p> <p><b>Work No. 5</b> - The construction of a new southbound on-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 5 is approximately 640m in length that originates at the proposed Downhill Lane circulatory carriageway (Work No. 7) and terminates at the existing A19 dual carriageway.</p> <p><b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1q	<p><b>Work No. 5</b> - The construction of a new southbound on-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 5 is approximately 640m in length that originates at the proposed Downhill Lane circulatory carriageway (Work No. 7) and terminates at the existing A19 dual carriageway.</p> <p><b>Work No. 6</b> - The construction of a new shared non-motorised user facility – footway/cycle track approximately 260m in length between a proposed non-motorised user crossing facility on Washington Road (East) and a junction with Work No. 8.</p> <p><b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 9</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 9 is approximately 320m in length, forming the new Washington Road (East), originating at the entry/exit with the new circulatory carriageway (Work No. 7) and tying into the existing Washington Road (East).</p> <p><b>Work No. 10</b> - The construction of a widened and realigned road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 10 is approximately 115m in length, forming the new Downhill Lane (East) and including a new shared non-motorised user crossing facility; originating at the entry/exit with the new circulatory carriageway (Work No. 7) and tying into the existing Downhill Lane (East).</p> <p><b>Work No. 14</b> - Improvement to the existing Bridleway B46 for a length of approximately 215m, from the site boundary to the proposed Downhill Lane (East) non-motorised user crossing facility.</p>
1/1r	<b>All Works</b> - Environmental mitigation works associated with all works.

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1s	<p><b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p>
1/1t	<p><b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.</p> <p><b>Work No. 14</b> - Improvement to the existing Bridleway B46 for a length of approximately 215m, from the site boundary to the proposed Downhill Lane (East) non-motorised user crossing facility.</p> <p><b>Work No. 23</b> - The construction of an improved and realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 23 is approximately 135m in length, originating at the new circulatory carriageway (Work No. 7) and terminating on the existing northbound on-slip with the A19.</p> <p><b>Work No. 24</b> - The construction of an improved section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 24 is approximately 140m in length, originating on the existing southbound off-slip with the A19 and terminating at the new circulatory carriageway (Work No. 7).</p>
1/1u	<p><b>All Works</b> - Environmental mitigation works associated with all works.</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/1v	<p><b>Work No. 23</b> - The construction of an improved and realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 23 is approximately 135m in length, originating at the new circulatory carriageway (Work No. 7) and terminating on the existing northbound on-slip with the A19.</p> <p><b>All Works</b> - Environmental mitigation works associated with all works.</p>
1/2a	<p><b>Work No. 15</b> - The improvement of the existing A1290 for a length of approximately 50m for the construction of a non-motorised user crossing facility.</p>
1/2b	<p><b>Work No. 16</b> - The construction of a new shared use non-motorised user facility approximately 60m in length that links Follingsby Lane and the proposed A1290 non-motorised user crossing facility (Work No. 15).</p>
1/2g	<p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p>
1/3b	<p><b>Work No. 1</b> - The construction of a new private means of access approximately 960m in length that links the A1290 with; the new drainage attenuation ponds (Work Nos. 2 &amp; 18), and the fields to the south of the junction (Plots 1/3a &amp; 1/5b).</p> <p><b>Work No. 2</b> - The construction of a new drainage attenuation pond, including, but not limited to, excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Work No.2 is adjacent to the existing A19, approximately 50m north of Washington Road footbridge and accessed via a new private means of access (Work No. 1).</p> <p><b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/3c	<p><b>Work No. 1</b> - The construction of a new private means of access approximately 960m in length that links the A1290 with; the new drainage attenuation ponds (Work Nos. 2 &amp; 18), and the fields to the south of the junction (Plots 1/3a &amp; 1/5b).</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 18</b> - The construction of a drainage attenuation pond, including, but not limited to, excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Work No. 18 is adjacent to the proposed A1290 non-motorised user facility (Work No. 8) and accessed via a new private means of access (Work No. 1).</p>
1/4b	<p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p> <p><b>Work No. 21</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 21 is approximately 115m in length, forming the new Downhill Lane (West); originating at the existing Downhill Lane (West) and terminating at a junction with the proposed eastbound A1290 carriageway (Work No. 20).</p> <p><b>Work No. 22</b> - The construction of a new private means of access approximately 55m in length that links the realigned Downhill Lane (West) (Work No. 21) with the existing Make-Me-Rich Farm private means of access.</p>
1/4c	<p><b>Work No. 21</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 21 is approximately 115m in length, forming the new Downhill Lane (West); originating at the existing Downhill Lane (West) and terminating at a junction with the proposed eastbound A1290 carriageway (Work No. 20).</p> <p><b>Work No. 22</b> - The construction of a new private means of access approximately 55m in length that links the realigned Downhill Lane (West) (Work No. 21) with the existing Make-Me-Rich Farm private means of access.</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/5a	<p><b>Work No. 1</b> - The construction of a new private means of access approximately 960m in length that links the A1290 with; the new drainage attenuation ponds (Work Nos. 2 &amp; 18), and the fields to the south of the junction (Plots 1/3a &amp; 1/5b).</p> <p><b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).</p> <p><b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/7a	<p><b>Work No. 6</b> - The construction of a new shared non-motorised user facility – footway/cycle track approximately 260m in length between a proposed non-motorised user crossing facility on Washington Road (East) and a junction with Work No. 8.</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 9</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 9 is approximately 320m in length, forming the new Washington Road (East), originating at the entry/exit with the new circulatory carriageway (Work No. 7) and tying into the existing Washington Road (East).</p> <p><b>Work No. 10</b> - The construction of a widened and realigned road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 10 is approximately 115m in length, forming the new Downhill Lane (East) and including a new shared non-motorised user crossing facility; originating at the entry/exit with the new circulatory carriageway (Work No. 7) and tying into the existing Downhill Lane (East).</p>
1/7c	<p><b>Work No. 12</b> - The construction of a new private means of access approximately 150m in length that links Downhill Lane (East) with the new drainage attenuation pond (Work No. 13).</p> <p><b>Work No. 13</b> - The construction of a drainage attenuation pond, including, but not limited to, excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Work No.13 is adjacent to the improved Bridleway B46 (Work No. 14) and accessed via a new private means of access (Work No. 12).</p>
1/7e	<p><b>Work No. 12</b> - The construction of a new private means of access approximately 150m in length that links Downhill Lane (East) with the new drainage attenuation pond (Work No. 13).</p>
1/8	<p><b>Work No. 21</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 21 is approximately 115m in length, forming the new Downhill Lane (West); originating at the existing Downhill Lane (West) and terminating at a junction with the proposed eastbound A1290 carriageway (Work No. 20).</p>

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/9a	<b>Work No. 22</b> - The construction of a new private means of access approximately 55m in length that links the realigned Downhill Lane (West) (Work No. 21) with the existing Make-Me-Rich Farm private means of access.
1/9b	<b>Work No. 22</b> - The construction of a new private means of access approximately 55m in length that links the realigned Downhill Lane (West) (Work No. 21) with the existing Make-Me-Rich Farm private means of access.  Environmental mitigation works associated with the numbered works as set out above.
1/10a	<b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.  <b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.  <b>Work No. 24</b> - The construction of an improved section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 24 is approximately 140m in length, originating on the existing southbound off-slip with the A19 and terminating at the new circulatory carriageway (Work No. 7).
1/10b	<b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.  <b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.

<b>Permanent acquisition of land</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/10c	<b>All Works</b> - Environmental mitigation works associated with all works.
1/10d	<b>All Works</b> - Environmental mitigation works associated with all works.
1/10e	<p><b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.</p> <p><b>Work No. 23</b> - The construction of an improved and realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 23 is approximately 135m in length, originating at the new circulatory carriageway (Work No. 7) and terminating on the existing northbound on-slip with the A19.</p> <p><b>Work No. 24</b> - The construction of an improved section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 24 is approximately 140m in length, originating on the existing southbound off-slip with the A19 and terminating at the new circulatory carriageway (Work No. 7).</p>
1/10g	<b>Work No. 12</b> - The construction of a new private means of access approximately 150m in length that links Downhill Lane (East) with the new drainage attenuation pond (Work No. 13).
1/13a	<p><b>Work No. 14</b> - Improvement to the existing Bridleway B46 for a length of approximately 215m, from the site boundary to the proposed Downhill Lane (East) non-motorised user crossing facility.</p> <p><b>Work No. 24</b> - The construction of an improved section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 24 is approximately 140m in length, originating on the existing southbound off-slip with the A19 and terminating at the new circulatory carriageway (Work No. 7).</p>

**Table 2: Temporary possession of land only**

<b>Temporary possession of land only</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/2c	<p>Required for construction access for the following work;</p> <p><b>Work No. 17</b> - The construction of a new drainage features on the A1290 over a length of approximately 180m, including a replacement carrier pipe under the existing verge and filter drain at the earthwork toe.</p>
1/2d	<p>Required for construction access for the following work;</p> <p><b>Work No. 17</b> - The construction of a new drainage features on the A1290 over a length of approximately 180m, including a replacement carrier pipe under the existing verge and filter drain at the earthwork toe.</p>
1/2e	<p>Required for construction access for the following works;</p> <p><b>Work No. 17</b> - The construction of a new drainage features on the A1290 over a length of approximately 180m, including a replacement carrier pipe under the existing verge and filter drain at the earthwork toe.</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p>
1/2f	<p>Perimeter enclosure and exclusion zone to allow for safe construction of the following work;</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p>

<b>Temporary possession of land only</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/3a	<p><b>All Works</b> - Required to provide an area for construction material storage and storage of plant.</p> <p>Required for construction access for the following works;</p> <p><b>Work No. 1</b> - The construction of a new private means of access approximately 960m in length that links the A1290 with; the new drainage attenuation ponds (Work Nos. 2 &amp; 18), and the fields to the south of the junction (Plots 1/3a &amp; 1/5b).</p> <p><b>Work No. 2</b> - The construction of a new drainage attenuation pond, including, but not limited to, excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Work No.2 is adjacent to the existing A19, approximately 50m north of Washington Road footbridge and accessed via a new private means of access (Work No. 1).</p> <p><b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 17</b> - The construction of a new drainage features on the A1290 over a length of approximately 180m, including a replacement carrier pipe under the existing verge and filter drain at the earthwork toe.</p> <p><b>Work No. 18</b> - The construction of a drainage attenuation pond, including, but not limited to, excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Work No. 18 is adjacent to the proposed A1290 non-motorised user facility (Work No. 8) and accessed via a new private means of access (Work No. 1).</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p>

<b>Temporary possession of land only</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/4a	<p><b>All Works</b> - Required to provide an area for construction material storage and storage of plant.</p> <p>Required for construction access for the following works;</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p> <p><b>Work No. 21</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 21 is approximately 115m in length, forming the new Downhill Lane (West); originating at the existing Downhill Lane (West) and terminating at a junction with the proposed eastbound A1290 carriageway (Work No. 20).</p>

1/5b	<p><b>All Works</b> - Required to provide an area for construction material storage and storage of plant.</p> <p>Required for construction access for the following works;</p> <p><b>Work No. 1</b> - The construction of a new private means of access approximately 960m in length that links the A1290 with; the new drainage attenuation ponds (Work Nos. 2 &amp; 18), and the fields to the south of the junction (Plots 1/3a &amp; 1/5b).</p> <p><b>Work No. 3</b> – The stopping up and removal of an existing A19 layby and the construction of a new edge of carriageway for the A19 mainline including drainage works, and the construction of a new northbound off-slip and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 3 is approximately 625m in length that originates at the existing A19 dual carriageway and terminates at the proposed Downhill Lane circulatory carriageway (Work No. 7).</p> <p><b>Work No. 7</b> - The construction of a new circulatory carriageway, incorporating the existing Downhill Lane overbridge and a new overbridge to the south; including earthworks, abutments and a single span structure, and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 7 is approximately 550m in length and will accommodate the new entry/exit links of Work Nos. 3, 5, 9, 10, 19 and 20, and the improved existing entry/exit links of Work Nos. 23 and 24.</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 19</b> - The construction of a new road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 19 is approximately 290m in length, forming the new A1290 westbound carriageway; originating at the new circulatory carriageway (Work No. 7) and merging with the existing single carriageway A1290.</p> <p><b>Work No. 20</b> - The construction of a realigned section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 20 is approximately 290m in length, forming the new A1290 eastbound carriageway; originating at the new circulatory carriageway (Work No. 7) and terminating at the existing single carriageway A1290.</p>
1/6	<p>Perimeter enclosure and exclusion zone to allow for safe construction of the following work;</p>

<b>Temporary possession of land only</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
	<p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p>
1/7b	<p><b>All Works</b> - Required to provide an area for construction material storage and storage of plant.</p> <p>Required for construction access for the following works;</p> <p><b>Work No. 8</b> - The construction of a new shared use non-motorised user facility and ancillary works including, but not limited to, embankments, cuttings, roadside furniture, roadside signage, electrical connections and the construction of a multi-span structure with approach ramps. Work No. 8 is approximately 1,110m in length that links to the improved existing Bridleway B46 via a non-motorised user crossing facility on Downhill Lane (East) and the A1290 non-motorised user facilities.</p> <p><b>Work No. 9</b> - The construction of a new section of road and ancillary works including, but not limited to, embankments, cuttings, alterations to existing pavements and kerbs, road markings, roadside furniture, roadside signage, electrical connections and strengthening works necessary for its operation. Work No. 9 is approximately 320m in length, forming the new Washington Road (East), originating at the entry/exit with the new circulatory carriageway (Work No. 7) and tying into the existing Washington Road (East).</p> <p><b>Work No. 11</b> - The construction of a new private means of access linking Downhill Lane (East) with the field to the southeast (Plot 1/7b).</p>
1/7d	<p><b>All Works</b> - Required to provide site access from Downhill Lane (East)</p>

<b>Temporary possession of land only</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/10f	<p>Required for construction access for the following works;</p> <p><b>Work No. 12</b> - The construction of a new private means of access approximately 150m in length that links Downhill Lane (East) with the new drainage attenuation pond (Work No. 13) as shown between points 1/17 and 1/20 on the Streets, Rights of Way and Access Plans.</p> <p><b>Work No. 13</b> - The construction of a drainage attenuation pond, including, but not limited to, excavations, embankments, cuttings, environmental mitigation, and fencing necessary for its construction and operation. Work No.13 is adjacent to the improved Bridleway B46 (Work No. 14) and accessed via a new private means of access (Work No. 12).</p> <p><b>Work No. 25A-25C</b> – The main site compound to include, but not limited to, site offices, welfare facilities, parking provisions, storage of plant and materials, and the treatment of site generated waste. In accordance with Article 30, Work No. 25 will be carried out on either:</p> <p>(a) Plots 1/14a and 1/14b, shown on Works Plan Sheet 1 labelled as Work Nos. 25A and 25B</p> <p>(b) Plots 1/14a, 2/1, 2/2a and 2/2b, shown on Works Plan Sheet 1 &amp; 2 labelled as Work Nos. 25A and 25C.</p>
1/10h	<b>All Works</b> - Required to provide site access from Downhill Lane (East).
1/10i	<b>All Works</b> - Required to provide site access from Downhill Lane (East).
1/11	<b>All Works</b> - Required to provide an area for construction material storage and storage of plant.
1/12a	<b>All Works</b> - Required to provide an area for construction material storage and storage of plant.
1/12b	<b>All Works</b> - Required to provide site access from Downhill Lane (East).
1/14a	<p><b>Work No. 25A-25C</b> – The main site compound to include, but not limited to, site offices, welfare facilities, parking provisions, storage of plant and materials, and the treatment of site generated waste. In accordance with Article 30, Work No. 25 will be carried out on either:</p> <p>(a) Plots 1/14a and 1/14b, shown on Works Plan Sheet 1 labelled as Work Nos. 25A and 25B</p> <p>(b) Plots 1/14a, 2/1, 2/2a and 2/2b, shown on Works Plan Sheet 1 &amp; 2 labelled as Work Nos. 25A and 25C.</p>

<b>Temporary possession of land only</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
1/14b	<p><b>Work No. 25A-25C</b> – The main site compound to include, but not limited to, site offices, welfare facilities, parking provisions, storage of plant and materials, and the treatment of site generated waste. In accordance with Article 30, Work No. 25 will be carried out on either:</p> <p>(a) Plots 1/14a and 1/14b, shown on Works Plan Sheet 1 labelled as Work Nos. 25A and 25B</p> <p>(b) Plots 1/14a, 2/1, 2/2a and 2/2b, shown on Works Plan Sheet 1 &amp; 2 labelled as Work Nos. 25A and 25C.</p>
1/15a	<b>All Works</b> - Required to provide site access from Downhill Lane (East).
1/15b	<p><b>Work No. 25A-25C</b> – The main site compound to include, but not limited to, site offices, welfare facilities, parking provisions, storage of plant and materials, and the treatment of site generated waste. In accordance with Article 30, Work No. 25 will be carried out on either:</p> <p>(a) Plots 1/14a and 1/14b, shown on Works Plan Sheet 1 labelled as Work Nos. 25A and 25B</p> <p>(b) Plots 1/14a, 2/1, 2/2a and 2/2b, shown on Works Plan Sheet 1 &amp; 2 labelled as Work Nos. 25A and 25C.</p>
2/1	<p>To provide access to the following work:</p> <p><b>Work No. 25A-25C</b> – The main site compound to include, but not limited to, site offices, welfare facilities, parking provisions, storage of plant and materials, and the treatment of site generated waste. In accordance with Article 30, Work No. 25 will be carried out on either:</p> <p>(a) Plots 1/14a and 1/14b, shown on Works Plan Sheet 1 labelled as Work Nos. 25A and 25B</p> <p>(b) Plots 1/14a, 2/1, 2/2a and 2/2b, shown on Works Plan Sheet 1 &amp; 2 labelled as Work Nos. 25A and 25C.</p>
2/2a	<p>To provide access to the following work:</p> <p><b>Work No. 25A-25C</b> – The main site compound to include, but not limited to, site offices, welfare facilities, parking provisions, storage of plant and materials, and the treatment of site generated waste. In accordance with Article 30, Work No. 25 will be carried out on either:</p> <p>(a) Plots 1/14a and 1/14b, shown on Works Plan Sheet 1 labelled as Work Nos. 25A and 25B</p> <p>(b) Plots 1/14a, 2/1, 2/2a and 2/2b, shown on Works Plan Sheet 1 &amp; 2 labelled as Work Nos. 25A and 25C.</p>

<b>Temporary possession of land only</b>	
<b>Plot No.</b>	<b>Purpose for which land is required</b>
2/2b	<p><b>Work No. 25A-25C</b> – The main site compound to include, but not limited to, site offices, welfare facilities, parking provisions, storage of plant and materials, and the treatment of site generated waste. In accordance with Article 30, Work No. 25 will be carried out on either:</p> <p>(a) Plots 1/14a and 1/14b, shown on Works Plan Sheet 1 labelled as Work Nos. 25A and 25B</p> <p>(b) Plots 1/14a, 2/1, 2/2a and 2/2b, shown on Works Plan Sheet 1 &amp; 2 labelled as Work Nos. 25A and 25C.</p>

## ANNEX B SCHEDULE OF ALL OBJECTIONS MADE BY REPRESENTATION TO THE GRANTING OF COMPULSORY ACQUISITION POWERS AND PROGRESS OF NEGOTIATIONS WITH THOSE AFFECTED PERSONS

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

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary/Rights to be acquired:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
1/1	<i>Highways England Company Limited</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent (b) Rights to be acquired</i>	<i>(a) 1/1a, 1/1b, 1/1c, 1/1d, 1/1e, 1/1f, 1/1g, 1/1h, 1/1i, 1/1j, 1/1k, 1/1l, 1/1m, 1/1n, 1/1o, 1/1p, 1/1q, 1/1r, 1/1s, 1/1t, 1/1u, 1/1v (b) 1/1w</i>	<i>(a) Y (b) N</i>	<i>Highways England have confirmed that they have no issue with the compulsory acquisition and temporary possession of their interests.</i>
1/2	<i>Sunderland City Council</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent (b) Temporary</i>	<i>(c) 1/2a, 1/2b, 1/2g (d) 1/2c, 1/2d, 1/2e, 1/2f</i>	<i>(c) Y (d) N</i>	<i>Sunderland City Council have confirmed that they have no issue with the compulsory acquisition and temporary possession of their interests. Discussions ongoing.</i>
1/3	<i>Jawid Iqbal</i>  <i>Contact: Peter Razaq Town End Farm Partnership</i>  <i>Agent: H&amp;H Land</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent (b) Temporary</i>	<i>(a) 1/3b, 1/3c (b) 1/3a</i>	<i>(a) Y (b) N</i>	<i>HE representatives have met the landowners and their planning consultant on a number of occasions to discuss the proposals and potential land use from their interest. Several matters have been resolved/clarified to the satisfaction of the landowner.  The landowners are also in discussions with Sunderland City Council and IAMP LLP regarding future development plans for their land. Consequently, discussions are ongoing.</i>

1/4	<i>Dianne Talbot</i>  <i>Agent:</i> <i>Youngs RPS</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent</i> <i>(b) Temporary</i>	<i>(a) 1/4b, 1/4c</i> <i>(b) 1/4a</i>	<i>(a) Y</i> <i>(b) N</i>	<i>HE representatives have met with the land agents on a number of occasions and most recently with the landowner to discuss HE proposals.</i>  <i>The landowner and agent are also in discussions with IAMP LLP who are trying to acquire the entirety of the landholdings in this location.</i>  <i>HE's District Valuer met the agent and have provisionally agreed terms to acquire lands and settle compensation claim in full. Currently finalising heads of terms.</i>
1/5	<i>Wingdale Investments NV</i>  <i>Agent:</i> <i>H&amp;H Land</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent</i> <i>(b) Temporary</i>	<i>(a) 1/5a</i> <i>(b) 1/5b</i>	<i>(a) Y</i> <i>(b) N</i>	<i>HE's District Valuer discussed HE's proposals with the agent in November 2018 and it has been indicated that terms to sell all of the lands in this locality have been agreed with a third party. As the sale is only in the early stages, the agent is not in a position to provide HE with details of the potential purchaser.</i>
1/6	<i>Gentoo Group Ltd</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Temporary</i>	<i>1/6</i>	<i>N</i>	<i>Gentoo have confirmed that they have no issue with the compulsory acquisition and temporary possession of their interests. Discussions ongoing.</i>
1/7	<i>Joan Natrass</i>  <i>Contact:</i> <i>Paul Natrass</i>  <i>Agent:</i> <i>Youngs RPS</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent</i> <i>(b) Temporary</i>	<i>(a) 1/7a, 1/7c, 1/7e</i> <i>(b) 1/7b, 1/7d</i>	<i>(a) Y</i> <i>(b) N</i>	<i>HE representatives have met the landowners and their planning consultant on a number of occasions to discuss the proposals and potential land use from their interest. Several matters have been resolved/clarified to the satisfaction of the landowner. HE have made several amendments to their design resulting in a reduction of the permanent land required.</i>  <i>HE's District Valuer has met with the agent representing the landowner to progress land negotiations.</i>

1/8	<i>IAMP LLP</i>  <i>Agent:</i> <i>BNP Paribas</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Permanent</i>	<i>1/8</i>	<i>Y</i>	<i>IAMP LLP have confirmed that they have no issue with the compulsory acquisition of their interests.</i>  <i>Regular discussions have taken place with IAMP LLP and their agent with regard to land matters. For further information please refer to the interrelationship document (Application Document Reference: TR010024/APP/7.3).</i>
1/9	<i>The Crown Estate Commissioners</i>  <i>Agent:</i> <i>Burges Salmon</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Permanent</i>	<i>1/9a, 1/9b</i>	<i>Y</i>	<i>HE have corresponded with the agent with regard to the Crown Estate's interests of which these plots forms the southern boundary.</i>  <i>HE understand that there is an agreement between IAMP LLP and Crown Estate Commissioners to acquire the entirety of the Crown Estate's interests in this area which is likely to be legally concluded prior to SoS decision for this Scheme.</i>  <i>HE have agreement with both parties to acquire this parcel from legal owner.</i>
1/10	<i>South Tyneside Council</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent</i> <i>(b) Temporary</i> <i>(c) Rights to be acquired</i>	<i>(a) 1/10a, 1/10b, 1/10c, 1/10d, 1/10e, 1/10g</i> <i>(b) 1/10f, 1/10h, 1/10i</i> <i>(c) 1/10j</i>	<i>(a) Y</i> <i>(b) N</i> <i>(c) N</i>	<i>South Tyneside Council have confirmed that they have no issue with the compulsory acquisition, acquisition of rights and temporary possession over their interests. Discussions ongoing.</i>
1/11	<i>Marilyn Margaret Jacobson</i>  <i>Contact:</i> <i>Brett Jacobson</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Temporary</i>	<i>1/11</i>	<i>N</i>	<i>The Jacobson family have not raised any issues with the temporary possession of their interests.</i>  <i>Limited engagement to date regarding the Scheme specifically, however the HE District Valuer has been in regular contact with the landowner regarding the voluntary acquisition of land for the Testo's scheme.</i>

1/12	<i>The Church Commissioners for England</i>  <i>Agent:</i> <i>Savills</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Temporary</i>	<i>1/12a, 1/12b</i>	<i>N</i>	<i>The Church Commissioners for England have not raised any issues with the temporary possession of their interests.</i>  <i>Limited engagement to date regarding the Scheme specifically, however the HE District Valuer is in regular contact with the landowners agent regarding other HE schemes inc. Testo's.</i>
1/13	<i>Christopher Grieveson</i>  <i>Solicitor:</i> <i>Hathaways</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>(a) Permanent</i> <i>(b) Rights to be acquired</i>	<i>(a) 1/13a</i> <i>(b) 1/13b</i>	<i>(a) Y</i> <i>(b) N</i>	<i>Discussions with Mr Grieveson confirmed that there is no issue with the effect on his land interests under the Scheme as the land is not currently used by Mr Grieveson for any particular purpose.</i>  <i>Pending further confirmation and investigation of title / ownership</i>
1/14	<i>Davinder Singh Kandola</i>  <i>Agent:</i> <i>Youngs RPS</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Temporary</i>	<i>1/14a, 1/14b</i>	<i>N</i>	<i>HE representatives have met with the land agents on a number of occasions to discuss HE's proposals.</i>  <i>The agent has confirmed that the landowner has no issue with the temporary possession of their interest.</i>
1/15	<i>Peter John Tate</i>  <i>Agent:</i> <i>Youngs RPS</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Temporary</i>	<i>1/15a, 1/15b</i>	<i>N</i>	<i>The landowner has not raised any issues with the temporary possession of their interests.</i>  <i>Limited engagement to date regarding the Scheme specifically, however the HE District Valuer has been in regular contact with the landowner regarding the voluntary acquisition of land for the Testo's scheme.</i>
2/1	<i>Edward James Cleary</i>  <i>Contact:</i> <i>Tom Cleary</i> <i>West Pastures Caravan Site</i>	<i>Part 1 (Category 1 – Owner)</i>	<i>Temporary</i>	<i>2/1</i>	<i>N</i>	<i>The landowner has not raised any issues with the temporary possession of this assumed interest.</i>

2/2	<p><i>The Church Commissioners for England</i></p> <p><i>Agent:</i> <i>Burges Salmon</i></p>	<p><i>Part 1 (Category 1 – Owner)</i></p>	<p><i>Temporary</i></p>	<p><i>2/2a, 2/2b</i></p>	<p><i>N</i></p>	<p><i>The Church Commissioners for England have not raised any issues with the temporary possession of their interests for the Scheme.</i></p> <p><i>The HE District Valuer is in regular contact with the landowners agent at this time regarding the temporary possession of these plots for the works associated with the Testo’s scheme.</i></p>
-----	--	---	-------------------------	--------------------------	-----------------	--