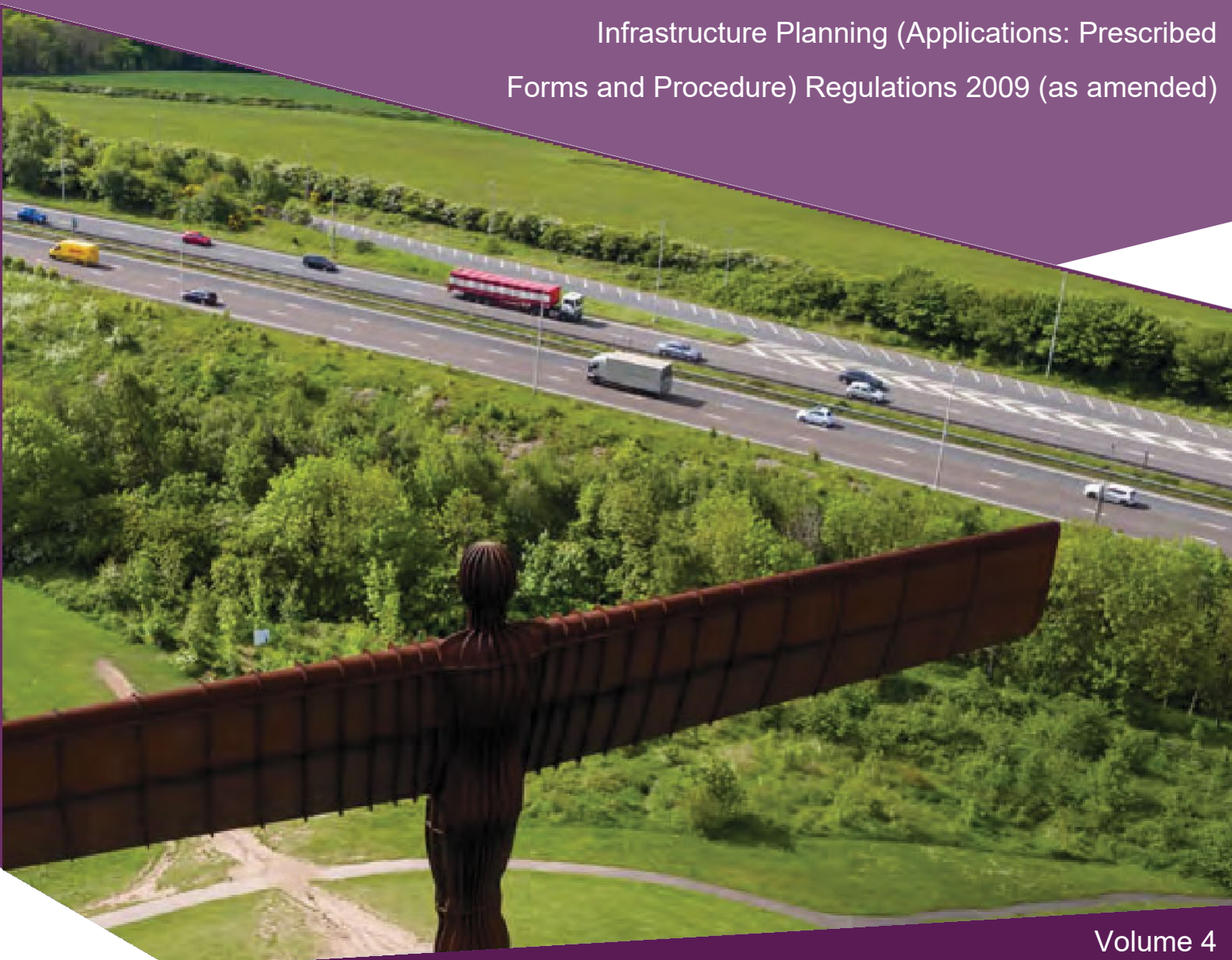


# A1 Birtley to Coal House Scheme Number: TR010031 Updates to Statement of Reasons

APFP Regulation 5(2)(h)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009 (as amended)



Infrastructure Planning

Planning Act 2008

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

**The A1 Birtley to Coal House**

Development Consent Order 20[xx]

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**STATEMENT OF REASONS**

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<b>Regulation Number:</b>	Regulation 5(2)(h)
<b>Planning Inspectorate Scheme Reference</b>	TR010031
<b>Application Document Reference</b>	TR010031/APP/4.1
<b>Author:</b>	A1 Birtley to Coal House Project Team - Highways England

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## 1 Introduction

### 1.1 Summary

1.1.1 This Statement of Reasons (this “Statement”) relates to an application made by Highways England (the “Applicant”) to the Planning Inspectorate (the “Inspectorate”) under the Planning Act 2008 (the “2008 Act”) for a Development Consent Order (DCO). If made the DCO would grant consent for the Applicant to undertake the A1 Birtley to Coal House (the “Scheme”). A detailed description of the Scheme can be found in **Chapter 2** of the Environmental Statement (ES) [APP-023] and Addendum to the Environmental Statement [AS-016].

### 1.2 The Scheme

1.2.1 The Scheme is a Nationally Significant Infrastructure Project (NSIP) within sections 14(1)(h) and 22(1) of the 2008 Act. The Scheme is considered to be an “alteration” within the meaning of Section 22(1)(b). For further information regarding how the Scheme qualifies as a NSIP, please refer to the Explanatory Memorandum (**Application Document Reference:TR010031/APP/3.2**) that accompanies the application.

1.2.2 As the Scheme is an NSIP, development consent must be obtained from the Secretary of State to authorise it, and an application for a DCO must be made to the Secretary of State under section 37 of the 2008 Act.

1.2.3 In summary the Scheme comprises:

- i. Widening of the southbound carriageway from three to four lanes and widening of the northbound carriageway from two to three lanes (with an additional lane between junctions) between junction 67 (Coal House) and junction 65 (Birtley).
- ii. Changes to signage and road markings on the southbound carriageway between just south of junction 68 (Lobley Hill) and junction 67 (Coal House).
- iii. A replacement bridge structure where the A1 crosses over the East Coast Main Line (ECML), 40m to the immediate south of the existing Allerdene Bridge structure, which would tie into the existing carriageways at junction 67 (Coal House) and north of junction 66 (Eighton Lodge). The replacement bridge would consist of either a single span option (the Embankment Option), a 6/7 span viaduct option, or a 3 span viaduct option.
- iv. The Scheme would include a replacement of North Dene Footbridge located between junction 66 (Eighton Lodge) and junction 65 (Birtley) to accommodate the widening of the A1 and

v. Diversion of existing utilities.

1.2.4 A more detailed description of the Scheme can be found in **Chapter 2** of the Environmental Statement [APP-023]) and the Addendum to the Environmental Statement [AS-016].

### 1.3 Compulsory acquisition

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

### 1.4 Land interests

1.4.1 The extent of the land interests affected by the compulsory acquisition and temporary possession powers sought by the Applicant in relation to the Land is described in **Chapter 4** of this Statement.

1.4.2 The Applicant has carried out diligent inquiry, as set out in 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”), to identify all persons with an interest in the “Land” (the land shown on the Land Plans (**Application Document Reference: TR010031/APP/2.2**) and persons with a potential claim for compensation as a result of the Scheme. These persons have been consulted pursuant to section 42 of the 2008 Act. The categories of persons identified, and the methods used to identify them are described in **Chapter 4** of this Statement by reference to the categories in the Book of Reference (**Application Document Reference: TR010031/APP/4.3**).

1.4.3 The Applicant has entered into negotiations to acquire other parties’ interests voluntarily so as to enable the acquisition of the land required by agreement and is progressing those discussions. These negotiations are not yet complete. The current position on these negotiations is set out at **Annex B** of this Statement.

1.4.4 It is necessary to acquire the land interests by compulsory acquisition in order to enable the Scheme to be delivered. The acquisition of all of the land interests is necessary to enable the Scheme to proceed. Further details are set out in **Chapter 4** of this Statement.

1.4.5 The Applicant already owns a number of plots, which are subject to the rights of others which are incompatible with the construction and operation of the Scheme. In order to ensure that any such rights can be removed (and the persons benefitting from them are compensated for such

removal) the Applicant's own land has been included within the Land to which the compulsory powers sought will apply.

- 1.4.6 The Land Plans TR010031/APP/2.2 revision 3 have been updated to show the "Additional Land" that now forms part of the application.

## 1.5 The case for compulsory acquisition

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

## 1.6 Human rights

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

## 1.7 Special considerations

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

## 1.8 Compliance with statutory requirements and policy guidance

- 1.8.1 This 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 is required because the DCO, if made, would confer upon the Applicant the compulsory acquisition powers described in this Statement, including the power to acquire land outright, the power to acquire rights over land, the power to extinguish rights over land, and the power to occupy land temporarily for construction and maintenance purposes.
- 1.8.3 This Statement forms part of a suite of documents accompanying the application submitted in accordance with section 55 of the 2008 Act and regulations 5 and 6 of the APFP Regulations and should be read alongside the other DCO application documents that relate to the compulsory acquisition powers sought by the Applicant, including:
- The draft DCO [TR010031/APP/3.1 Rev 3] (specifically Work No 5a) and Schedule 2 (Requirement 14 relating to options);
  - Explanatory Memorandum [TR010031/APP/3.2 Rev 2];
  - Introduction to the Application [APP-003];
  - Change Request [EXA/D4/002];
  - Consents and Agreements Position Statement [APP-015];
  - Book of Reference [TR010031/4.3];
  - Land Plans [TR010031/2.2] TR];
  - Works Plans [TR010031/2.3];
  - Special Category Land Plans [REP2-043];
  - Funding Statement [APP-173];
  - Planning Statement [TR010031/APP/7.1];
  - Planning Addendum [EXA/D4/005];
  - NNNPS Accordance Table [APP-172];
  - Documents to be Certified [REP3-002];
  - Transport Assessment Report [APP-173];
  - Environmental Statement [APP-022 to 037];
  - Addendum to the Environmental Statement [AS-016];
  - Construction Environmental Management Plan (CEMP) [TR010031/APP/7.4].

## 2 The Scheme

### 2.1 Description of the Scheme

- 2.1.1 The Scheme is located between land north of junction 67 (Coal House) and junction 65 (Birtley) of the A1 in Gateshead. It aims to increase capacity and reduce congestion along this section of the A1 trunk road. Most of the work would take place within the existing highway boundary. However, some permanent and temporary land-take would be required alongside the A1 at certain points to enable the additional lanes in each carriageway to be constructed and for the construction of an offline replacement for Allerdene Bridge.
- 2.1.2 The Scheme would provide additional road capacity by widening of the southbound carriageway from three to four lanes and widening of the northbound carriageway from two to three lanes (with an additional lane between junctions) between junction 67 (Coal House) and junction 65 (Birtley). The additional lane between the junctions would help manage traffic joining and leaving the A1 on the northbound carriageway. The Scheme would also include changes to signage and road markings on the southbound carriageway between just south of junction 68 (Lobley Hill) and junction 67 (Coal House).
- 2.1.3 The Scheme includes a replacement bridge structure where the A1 crosses over the ECML, 40m to the immediate south of the existing Allerdene Bridge structure, which would tie into the existing carriageways at junction 67 (Coal House) and north of junction 66 (Eighton Lodge). The Scheme would include a replacement North Dene Footbridge located between junction 66 (Eighton Lodge) and junction 65 (Birtley) to accommodate the widening of the A1. Diversion of existing utilities would also be required as part of the Scheme.
- 2.1.4 A more detailed description of the Scheme can be found in **Chapter 2 The Scheme** of the Environmental Statement [APP-023] and within the Addendum to the Environmental Statement [AS-016].
- 2.1.5 The key objectives of the Scheme are as follows:
- i. **Supporting Economic Growth**– the Scheme forms part of a wider government initiative for growth in the North East and aims to support economic growth by improving the road to the Newcastle and Tyneside area.
  - ii. **A safe and serviceable network** – the Scheme aims to reduce accidents and improve journey time reliability which will lead to a reduction in driver stress and delays.
  - iii. **A more free-flowing network** – the traffic model used to design the Scheme predicts that road users travelling through the Scheme will



benefit significantly from reduced journey times as a result of the proposal.

- iv. **Improved environment** – the environmental effects resulting from the Scheme have been considered during previous stages of development. Measures to mitigate potential effects on the local environment have been identified and will be further refined as the Scheme design is finalised. Opportunities to improve the local environment are also being sought as part of the final Scheme design.

## 2.2 Need for and benefits of the Scheme

- 2.2.1 The A1 Newcastle Gateshead Western Bypass (NGWB) is a critical part of both the national and local road network and experiences congestion issues, as shown in **Chapters 1 and 3** of the Transport Assessment Report (**Application Document Reference: TR010031/APP/7.3**). Traffic flows and journey times have been derived from the Northern Regional Transport Model. Analysis of network performance in the Transport Assessment Report indicates that the section between junction 67 (Coal House) and junction 65 (Birtley) experiences significant congestion with two-way flows exceeding the North of England benchmark for Dual Links. Figure 3-9 of the Transport Assessment Report states that junction 67 (Coal House) to junction 65 (Birtley) experiences the worst overall delays along the A1. Traffic in the region is forecast to grow further in the future, largely due to new housing and employment development planned in Gateshead, Newcastle and wider region. This additional traffic demand will further exacerbate the congestion and capacity issues on the stretch of the A1 between Coal House and Birtley.
- 2.2.2 The National Networks National Policy Statement (NNNPS) sets out the need and Government policies for nationally significant infrastructure rail and road projects for England. It is used by the Secretary of State as the primary basis for making decisions on development consent applications related to such projects. Section 104 of the 2008 Act states that where there is a relevant national policy statement in place, as with the Scheme, then the Secretary of State must decide the application in accordance with the NNNPS unless one of four exceptions listed in section 104 applies. The exceptions do not apply to the Scheme.
- 2.2.3 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

- 2.2.4 The Planning Statement [[EXA/D4/006] revision 2, Addendum to the Planning Statement [EXA/D4/005] revision 2, the Addendum to the Environmental Statement [AS-016] and NNNPS Accordance Table (**TR010031/APP/7.2**) set out the need for the Scheme by reference to the NNNPS and other national and local policy.
- 2.2.5 Development of improvements to the A1 NWGB has taken place since the publication of the Tyneside Area Multi Modal Study (TAMMS) in November 2002 which recommended a number of highway measures for further investigation to address congestion and capacity issues on the A1 NGWB. In 2010, the Access to Tyne and Wear City Region Study identified that the A1 NGWB experienced significant network stress with corresponding impacts on the economy, environment and quality of life. The North East Delivering a Sustainable Transport System (DaSTS) Study Report (2010) further identified addressing congestion problems on the A1 NGWB and the challenges posed by large numbers of commuter journeys from South East Northumberland and North Durham to its urban centres, as one of 16 high-level city and regional challenges identified by the DfT and its North East partners.
- 2.2.6 The Scheme was first announced in the Autumn Statement 2014 and was subsequently included in the Road Investment Strategy (RIS) which outlines the Government's plan for long term investment in the Strategic Road Network (SRN).
- 2.2.7 A Feasibility Study was undertaken in 2014 (and published in 2015) to determine the existing issues on the A1 NGWB and prioritise the sections which most urgently needed attention. The study recommended that improvements on this stretch of the A1 would help address current congestion and accommodate forecasted traffic demand.
- 2.2.8 The Scheme is designed to improve traffic flows and reduce driver delays and journey times during all hours in both directions on this section of the A1 NGWB, a strategically important part of the road network for the regional and national economy. It is likely to improve user experience by reducing frustration and stress due to less stop-start traffic and making the network more reliable for all road users. The Transport Assessment Report (**Application Document Reference: TR010031/APP/7.3**) demonstrates that the Scheme has a significant effect on reducing delays, including improving conditions on local roads as well as the SRN. Benefits in terms of reduced accidents are also highlighted.
- 2.2.9 The existing Allerdene Bridge structure has a number of inherited design/construction deficiencies which cannot be easily resolved due to its complex structural form. Also, it is not sufficiently wide to accommodate the Scheme within its existing structure. To increase its width would require additional structures to accommodate further lanes, adding to the difficulties associated with an already complex structure.

- 2.2.10 Allerdene Bridge already requires regular maintenance works to keep the bridge operational, which in turn requires traffic management on the A1, disrupting the free flow of traffic and causing congestion. As the residual life of the structure further reduces, it is anticipated that the maintenance regime and cost to keep the bridge serviceable will only increase, and the disruption for users of the A1 will also increase. Therefore, it is in the interests of travellers for the bridge to be replaced.
- 2.2.11 The replacement of this structure as part of the Scheme will help to reduce local traffic disruption and lead to significant savings in maintenance costs. The Scheme also provides an opportunity to raise the bridge in height where it crosses the railway, allowing supporting poles to be installed to carry Overhead Line Equipment, an improvement on the current arrangement where these structures are attached to the underside of the bridge, which further complicates maintenance of this structure.
- 2.2.12 The Scheme would reduce delays in the vicinity of the Team Valley Trading Estate, a strategic employment area and forms a key role in the government's investment strategy for creating jobs in the North East. The Scheme would provide additional capacity to support and facilitate future development of the Trading Estate.
- 2.2.13 The Scheme would improve the connectivity between communities through reducing delays that currently make travel difficult on this section of the A1.
- 2.2.14 The Scheme is designed to provide an overall environmental enhancement, in particular through improved landscaping, water management (through Sustainable Urban Drainage Systems (SuDS) and other measures), and noise reduction (through improved carriageway surfacing and additional noise barriers). There would also be some initial improvements in air quality and carbon emissions through reduced congestion, although increased capacity may mean that benefits are offset as traffic levels increase. The assessment of effects on the environment, including climate change, is set out in the ES (**Application Document Reference: TR010031/APP/6.1**) and the Addendum to the Environmental Statement [AS-016].”
- 2.2.15 Further details about the development of the Scheme and the benefits it is expected to bring can be found in the Planning Statement [EXA/D4/006] revision 2 and the Addendum to the Planning Statement [EXA/D4/005].

## 2.3 The authorised works

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

- i. The widening, alteration and realignment of the existing highway to provide additional lanes on the A1 varying from four lanes southbound to three lanes northbound (with a lane gain/drop) between junction 67 (Coal House) and junction 65 (Birtley). This includes construction of new pavements, embankments, cuttings, retaining walls, ground improvements (to increase bearing capacity of proposed retaining walls), drainage, road signs and markings, road lighting, utility works/ diversions, a hardened central reserve, and landscape design.
- ii. The widening of the existing Kingsway Viaduct bridge over junction 67 (Coal House) roundabout.
- iii. Associated drainage works and underground storage drainage facilities within the junction 67 (Coal House) roundabout to collect and store water and works to associated existing outfalls to the River Team.
- iv. The construction of a new offline structure to cross the ECML and demolition of the existing Allerdene Bridge. Removal and replacement of Overhead Line Equipment structures on the ECML.
- v. Construction of two gas transfer station buildings (one new and one replacement) for the benefit of Northern Gas Networks (NGN) Limited with associated diversions of existing pipelines.
- vi. Construction of a private maintenance access road for maintenance of gas, railway and highway structures.
- vii. Construction of an access road from the main A1 southbound carriageway to a drainage attenuation pond and pipe outfall to Allerdene Culvert.
- viii. Diversion of Northumbrian Water main underneath the A1 carriageway between junction 67 (Coal House) and Smithy Lane Overbridge.
- ix. Widening of the three existing structures at junction 66 (Eighton Lodge Slip Road/ North / South underbridges).
- x. Demolition of the existing North Dene Footbridge and construction of a new foot/cycle bridge in place of the existing.
- xi. Extension of the north side of the Longbank Bridleway Underpass and provision of lighting and associated improvements on approach.
- xii. Alteration and realignment of existing culverted watercourse (Allerdene Culvert) under the A1.
- xiii. Installation of CCTV, MIDAS and traffic counting equipment with associated ducting and removal of Vehicle Activated Signs and motorway signals.
- xiv. Treatment of underground historical mine workings to reduce the risk of ground instability to include drilling and grouting, mine shaft stabilisation and/or installation of other protection measures.

2.3.2 A full description of the works and associated development, referred to in the DCO as "the authorised works" is set out in Schedule 1 of the draft DCO (**Application Document Reference: TR010031/APP/3.1**)

## 2.4 Allerdene Bridge Options

2.4.1 The Application provides for three options in respect of the replacement of Allerdene Bridge. These are described in full at **paragraphs 2.7.11 to 2.7.18** of the ES (**Application Document Reference: TR010031/APP/6.1**) and assessed in the Addendum to the Environmental Statement EXA/D4/009. The following section of this Statement explains why the Application and the proposed DCO allow options to be provided for the construction of the new structure over the ECML.

2.4.2 A series of ground investigation surveys, which are reported in **Appendix 9.2, Volume 6.3** of the ES (**Application Document Reference: TR010031/APP/6.3**), identified that ground settlement could occur at a magnitude of 600 – 1000mm along the footprint of the new A1 earthwork embankment.

2.4.3 In order to mitigate this issue and to retain flexibility for the detailed design stage, three design solutions are proposed in the DCO application for the replacement of Allerdene Bridge. All options are in all respects acceptable engineering solutions and all options include ground improvement works to mitigate the settlement risk but address it in different ways which will be deployed based upon the final engineering design. The options are:

- i. Construction of a single span bridge supported by its abutments (the embankment option), and approached by embankments which utilise ground improvements in the form of rigid inclusions e.g. controlled modulus columns; and
- ii. Construction of a multi 6/7 span viaduct option (the 6/7 span viaduct option) supported on piled foundations 40-45m deep which ties into shorter embankment structures at either end and requires no or fewer rigid inclusions.
- iii. Construction of a 3 span viaduct option (the 3 span viaduct option) supported by its abutments and reinforced by embankments. The 3-span viaduct option would comprise a central span (of approx. 65m in length), which would pass over the railway, with back spans to the east and west of "the railway (each approx. 45m in length). The proposed 3 span viaduct option would be supported on rigid piled foundations. The depths are expected to vary between 40m and 50m in length, all founded in competent rock.

- 2.4.4 As a result, three options for the replacement of Allerdene Bridge are proposed in the application: embankment option, the 6/7 span viaduct option and the 3 span viaduct option . Further detail for each option is outlined below:
- 2.4.5 **Embankment Option** - the existing Allerdene Bridge would be replaced with a single span steel bridge (approximately 62m in length) that is two additional lanes wider than the existing in order to improve capacity. The height of the bridge and A1 at this section would also be raised to ensure the bridge meets Network Rail requirements.
- 2.4.6 An embankment would be constructed either side of the bridge and extend between the eastern extent of Kingsway Viaduct and tie-in to the existing alignment to the north of Smithy Lane Overbridge. The proposed embankment would be located adjacent to the existing A1 embankment and extend up to 12m high, with side slopes at a gradient of 1:3. Ground improvement for the embankment in the form of rigid inclusions, would be constructed extending to a depth of 30m below existing ground level. A load transfer platform (likely to be constructed from granular fill and basal geogrid) would span across the rigid inclusions, upon which the embankment would be constructed. The embankment would be constructed from standard earthwork materials.
- 2.4.7 Allerdene Culvert, located just east of junction 67 (Coal House), would be completely removed and replaced with a new culvert structure measuring 116.5m in length. The proposed culvert would comprise a steel multi-plate pipe arch with concrete headwalls, wingwalls and apron to both the upstream and downstream ends of the structure. The cross section of the new culvert would exceed that of the existing culvert to allow for future increases in hydraulic capacity.
- 2.4.8 **6/7 Span Viaduct Option** – Allerdene Bridge would be replaced with a viaduct structure – comprising either six spans (with a maximum length of 290m) or seven spans (with a maximum length of 310m). The proposed viaduct option would be supported on rigid piled foundations, 40m deep. The structure would have three components as follows:
- i. Superstructure – The north and southbound A1 carriageway would be two structurally independent decks. The main girders are expected to comprise fabricated weathering steel plate sections (not standard beams) that are connected to form the webs/flanges to the main longitudinal girders. The girders would support a reinforced concrete deck.
  - ii. Substructure – The intermediate piers would comprise reinforced concrete piers or alternatively a series of columns interconnected via a reinforced concrete cross head beam at the top and a pile cap at

the base. The end supports (abutments) would comprise reinforced concrete cantilever construction.

- iii. Foundations – The foundation to the intermediate piers/abutments would comprise reinforced concrete bored pile foundations with a minimum diameter of 900mm and an embedment depth of 40m.

2.4.9 Towards the end of the viaduct there would be some earthworks (embankments) required for the A1 to transition from the viaduct to the existing road alignment. The embankments would be significantly smaller than the Embankment Option. To mitigate any settlement risks, ground improvement would be provided in the form of rigid inclusions in these proposed embankments. Allerdene Culvert would be diverted under one of the bridge spaces as an open ditch. This would be suitably sized to allow for significant storm water flows. The alignment of the open channel would be protected against scour by a form of rip-rap and stone pitchings. Sediment control would also be incorporated in the form of a plunge-pool and throttles to reduce velocity.

2.4.10 It is important that both options are included in the powers conferred by the DCO because at this stage it is not possible to determine which engineering option is most feasible. For the proper and efficient performance of Highways England's functions that it should be able to select the most appropriate engineering solution. This will either be a cost effective and practicable bridge/embankment option or, if that results in residual engineering and cost uncertainties, a viaduct option. This design selection will be undertaken following the completion of ground investigation works prior to implementation of the Scheme.

2.4.10A *3 Span Viaduct Option - the existing Allerdene Bridge would be replaced with a 3-span viaduct with a central span (of approx. 65m in length), which would pass over the railway, with back spans to the east and west of "the railway (each approx. 45m in length). The form of the superstructure would be a composite deck comprising a reinforced concrete deck slab atop steel girders as for the other options. The proposed form of the superstructure is the same as the 6/7 span option.*

2.4.10B *It is also proposed that reinforced soil is used to form the approach embankments to the east and west of the railway. This would result in slopes at a maximum angle of 60 degrees (in contrast to the 1 (vertical) in 3 (horizontal) slope under the 6/7 span option).*

2.4.10C *The reinforced earth slopes would be seeded with a species rich grass mix appropriate to the location. The seed specification and final seed mix would include a nursery crop for quick establishment as well as slower growing species. The design of the grass mix will support minimal frequency maintenance to encourage biodiversity interest over time.*

- 2.4.10D A road restraint system, in the form of a bridge parapet atop a concrete ground beam, would be required to extend over the length of the steepened earth embankment. The bridge substructure at the intermediate piers would be reinforced concrete leaf piers supported by piled foundations, following the engineering principles in for the 6/7 span viaduct option.*
- 2.4.10E Abutments would be similar in appearance to the 6/7span viaduct option, with reinforced concrete vertical walls supported by piled foundations. The only difference in respect of the abutments would arise from the interface between the structure and the approach embankments, due to the introduction of reinforced earth, which is internal to the structure and embankment.*
- 2.4.10F For the purposes of understanding how the 3 span viaduct option differs from the Embankment Option and the 6/7 span Viaduct Option, the illustrative design for the 3 span viaduct option should be compared with the elevations contained in document 2.7 Structures Engineering Drawings and Sections (Application Document Reference: TR010031/APP/2.7), in which the Embankment option is on Sheet 3 TR010031/APP/2.7(D), the 6-span viaduct option is on Sheet 4 TR010031/APP/2.7(E); and the 7-span viaduct option is on Sheet 5 TR010031/APP/2.7(F). Further details are found in the Change Request submitted at Deadline 4 [EXA/D4/002].*
- 2.4.10G The alignment of the proposed structure is the same for all three options. The footprint would have minor differences between the 3 options but is not considered to be materially different to reflect the division between embankment and bridge/viaduct, and the embankment required for the 3 span viaduct option would differ from that for the embankment option as a result of the steepening of its slopes (as described at paragraph 2.1.3 above). For the 3 span viaduct option, the treatment of the culvert which carries Allerdene Burn would be as for the embankment option, as shown on Sheet 3 of the Structures Engineering Drawings and Sections (Application Document Reference. TR010031/APP/2.7).”*

## **2.5 Grouting Works**

- 2.5.1 As part of the works required for the Scheme, ground improvement will be required. This is necessary so that the effects resulting from naturally occurring phenomena and/or historical mining activity are controlled / managed with respect to ground stability, construction and the safe operation of the Scheme once constructed.
- 2.5.2 One method that is likely to be used to address this is grouting, which includes the drilling of an array of vertical or inclined holes to intercept below ground coal seams and/or mine workings and the pumping of grout to consolidate broken ground and fill voids. Drilling and grouting is



anticipated to be undertaken at various depths beneath the Scheme, targeting various coal seams and/or mine workings, at between approximately 5 and 60m below existing ground level.

- 2.5.3 Consequently, in some areas, grouting will take place resulting in subsoil grouting of land permanently acquired, land over which temporary access is taken, but where the subsoil will be affected by grout after the works are complete and land where temporary access is not taken at the surface, but grout will be in situ after the works are complete at subsoil level. Grouting works are identified for each relevant land plot in the Land Plans (**Application Document Reference: TR010031/APP/2.2**) and **Annex A** of this Statement.

### 3 Compulsory Acquisition

#### 3.1 Scope of compulsory acquisition powers sought

3.1.1 The purpose of the compulsory acquisition powers in the DCO is to enable the Applicant to construct, operate and maintain the Scheme. The specific compulsory acquisition powers sought by the Applicant is set out in full in Part 5 of the Draft DCO (**Application Document Reference: TR010031/APP/3.1**).

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

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

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

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

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

## 3.2 Main compulsory acquisition powers

- 3.2.1 The main powers authorising the compulsory acquisition of land, or interests in, or rights over land, are contained in Articles 23 (compulsory acquisition of land) and 26 (compulsory acquisition of rights and restrictive covenants) of the draft DCO.
- 3.2.2 **Table 1 of Annex A** to this Statement provides a description of the land which is subject to powers of outright acquisition in terms of Article 23. The purpose for acquiring this land is to enable the Applicant to construct the permanent works on the land and other elements described in **Annex A**.
- 3.2.3 Article 26 allows rights over land to be acquired instead of outright acquisition. This allows for a flexibility in approach and a reduction in the impact on the interests of owners. Compulsory acquisition of rights and the compulsory imposition of restrictive covenants is authorised by Article 26. Schedule 6 sets out land in respect of which only rights may be required, or restrictive covenants imposed. **Table 3 of Annex A** to this Statement provides a description of the land which is subject to the acquisition of rights or the imposition of restrictive covenants. These rights are necessary for the purposes of constructing the works and the maintenance of the works thereafter, ensuring the finished Scheme fulfils its highway functions.
- 3.2.4 **Table 4 of Annex A** to this Statement provides a description of the land which is subject to powers of acquisition provided in Article 23, (with the exception of the highway/railway land beneath the soffit level of Allerdene Bridge).
- 3.2.5 **Table 5 of Annex A** to this Statement provides a description of the land which is subject to powers of acquisition above ground level provided in Article 23, as well as temporary possession and use of land at ground level, which is covered in **paragraph 3.4.1** below.
- 3.2.6 **Table 6 of Annex A** to this Statement provides a description of the land which is subject to the permanent acquisition of rights over subsoil in terms of Article 26 (and Article 30), as well as temporary possession and use of land, which is covered in **paragraphs 3.3.7 and 3.4.1** below.
- 3.2.7 Other compulsory acquisition powers are sought in the draft DCO (identified in **section 3.3** below) and these similarly relate to land and will, or may, interfere with property, rights and interests.
- 3.2.8 In addition, powers are sought in the draft DCO to enable the temporary possession and use of land for the construction and maintenance of the Scheme.
- 3.2.9 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 27: Private rights over land**

3.3.2 Article 27 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 may be extinguished to the extent that continuing enjoyment of 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 of which the Applicant may take temporary possession under draft Article 27, all private rights over that land will be suspended and unenforceable for as long as the Applicant is in lawful possession of the land.

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

3.3.6 Article 27 provides that any person who suffers loss caused by the extinguishment or suspension of rights (pursuant to the exercise of the power in Article 27) is entitled to compensation.

#### **Article 30: Acquisition of subsoil or airspace only**

3.3.7 Article 30 provides that where the Applicant has, in respect of any land, powers of compulsory acquisition under Article 30 above then it may, for the same purposes for which it is authorised to acquire the whole of the land, choose instead to acquire only the subsoil underneath or the airspace over the land. This power is included for flexibility as it would allow the Applicant to minimise its costs and/or the impact on landowners by acquiring subsoil or airspace only where it is possible to do so and still deliver the Scheme, leaving landowners in possession of the valuable part of the land. **Table 6 of Annex A** to this Statement provides a description of the land which is subject to the permanent acquisition of rights over subsoil in terms of Article 30 (and Article 26), as well as temporary possession and use of land which is covered in **paragraphs 3.2.6 and 3.4.1**.

### **Article 31: Rights under or over streets**

- 3.3.8 Article 31 is not in a strict sense a power of compulsory acquisition. However, it is included here for completeness because it would authorise the Applicant to:
- i. enter on and appropriate so much of the subsoil underneath or airspace over any street within the limits of the DCO as may be required to provide the Scheme; and
  - ii. use that subsoil or airspace for the purposes of carrying out the Scheme or any purpose ancillary to it.
- 3.3.9 Save in the case of subways or underground buildings, or to cellars or similar structures forming part of a building fronting the street, the Applicant may exercise its powers under this Article without having to acquire any part of the street or any easement or right in the street.
- 3.3.10 Save in the case of subways or underground buildings, or to cellars or similar structures forming part of a building fronting the street, the Applicant may exercise its powers under this Article without having to acquire any part of the street or any easement or right in the street.

### **3.4 Temporary possession powers**

- 3.4.1 The Applicant further seeks, in the DCO, powers to take temporary possession of land to carry out and thereafter maintain the Scheme. **Table 2 of Annex A** to this Statement provides a description of the land which may be occupied temporarily. **Table 5 of Annex A** to this Statement provides a description of the temporary possession and use of land at ground level in terms of Article 32 and 33, as well as the powers of acquisition above ground level as described in **paragraph 3.2.5** above. **Table 6 of Annex A** to this Statement provides a description of the temporary possession and use of land provided in Article 32 and 33, as well as permanent acquisition of rights over subsoil described in **paragraphs 3.2.6 and 3.3.7** above. The powers of temporary possession in the DCO are as follows:

#### **Article 32: Temporary use of land for carrying out the authorised development**

- 3.4.2 Article 32 would authorise the Applicant to take temporary possession of:
- i. the land specified in column 1 of Schedule 8 to the DCO; or
  - ii. 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:
- i. remove any buildings and vegetation from the land;
  - ii. construct temporary works (including accesses) and buildings on the land; and
  - iii. construct any works on the land as specified in Schedule 1 to the DCO.
- 3.4.4 The power to take temporary possession of land would be subject to the time limits set out in Article 32. The Applicant cannot remain in possession unless the owner of the land agrees after:
- a) as regards to any land specified in column 1 of Schedule 8 to the DCO, for more than a year after completing that part of the Scheme specified in relation to that land in column 1 of Schedule 8; and
  - b) as regards to any other land included in the DCO, for more than a year after completing the work for which temporary possession was taken (unless before the end of that period the Applicant has made a vesting declaration or served notice of entry in relation to that land).
- 3.4.5 Article 32 provides that before giving up possession of any land the Applicant is obliged to remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land.
- Article 33: Temporary use of land for maintaining the authorised development**
- 3.4.6 Article 33 would empower the Applicant to take temporary possession of any land within the limits of the DCO, if reasonably required for the purpose of maintaining the Scheme, at any time during the maintenance period (i.e. five years from the date on which that part of the Scheme is first opened for use).
- 3.4.7 This Article would allow the Applicant to construct temporary works and buildings on the land, so far as reasonably necessary for the purpose of carrying out the maintenance. The Applicant would not be able to take temporary possession of a house, or a garden belonging to a house, or any other occupied building under this Article.
- 3.4.8 The Applicant would only be able to remain in possession of land under this Article for so long as may be reasonably necessary to carry out the maintenance of the part of the Scheme for which possession was taken. Before giving up possession of the land, the Applicant would be required to remove all temporary works and restore the land to the owner's reasonable satisfaction.

3.4.9 The powers to use land temporarily for carrying out the authorised development ensures that appropriate work sites, working space and means of access will be available for use during the construction period and provides space for mitigation and other permanent works. This temporary power minimises the impact on landowners by ensuring that the Applicant does not have to acquire land it only requires temporarily.

3.4.10 The powers to use land temporarily for maintaining the authorised development ensures that the land is available for maintenance works during a five year period from when that part of the Scheme is first opened for use. This is in the public interest as it ensures that it is possible to maintain the Scheme and the public benefits it will deliver. Temporary powers are sought for this purpose as permanent powers would entail an excessive impact on landowners.

### 3.5 Other rights and powers

3.5.1 In addition to powers of compulsory acquisition, if made, the DCO would also confer on the Applicant other rights and powers that may interfere with property rights and private interests. These additional powers (which are explained in more detail in the Explanatory Memorandum (**Application Document Reference: TR010031/APP/3.2**)) are:

- a) Article 15: Temporary stopping up and restriction of use of streets;
- b) Article 16: Permanent stopping up and restriction of use of streets, public rights of way and private means of access;
- c) Article 21: Protective work to buildings;
- d) Article 22: Authority to survey and investigate the land;
- e) Article 31: Rights under or over streets; and
- f) Article 37: Felling or lopping of tree and removal of hedgerows.

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

## 4 Land Interests

### 4.1 The extent of the land subject to compulsory acquisition powers

4.1.1 The full extent of the Land subject to powers of compulsory acquisition and required in order to enable the Applicant to construct the Scheme as described in **Chapter 2** of this Statement is shown on the Land Plans (**Application Document Reference: TR010031/APP/2.2**) revision 3 and the Works Plans (**Application Document Reference: TR010031/APP/2.3**) revision 3. It is further described in the Book of Reference (**Application Document Reference: TR010031/APP/4.3**) revision.

4.1.2 The Land comprises approximately 90 hectares (ha). Of this, approximately 57ha will be acquired permanently, 29ha will be subject to temporary possession, 1ha will be subject to acquisition of permanent rights and 3ha will be subject to acquisition of permanent rights and temporary possession.

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

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

### 4.2 Location

4.2.1 This Scheme is approximately 6.5km in length and is located approximately 3km from Gateshead City Centre and 4km from Newcastle City Centre.

4.2.2 The location of the Land is shown on the Revised Location Plan (**Application Document Reference: TR010031/APP/2.1 revision 2**).

4.2.3 The Land is located within the administrative area of Gateshead Council.

### 4.3 Existing Land Use

4.3.1 The area is characterised by a combination of land uses (residential, rural, industrial, recreational, open space and urban fringe). Much of the area within the Scheme Footprint falls within designated Green Belt, namely the Tyne & Wear Green Belt. Approximately 66ha of the 90ha of land



required for the Scheme is within the Green Belt. The rest comprises the existing A1 road and associated infrastructure.

- 4.3.2 The area to the north of junction 67 (Coal House) is characterised by Team Valley Trading Estate. To the west and north-west of junction 67 (Coal House) lies Ravensworth Conservation Area, which includes several listed buildings. This area also includes Lady Park which is made up of a small number of residential properties.
- 4.3.3 To the east of junction 67 (Coal House) lies Allerdene Bridge which carries the A1 over the ECML. This is an engineering constraint to the Scheme due to the vertical and the horizontal clearance requirements for the ECML.
- 4.3.4 The central area between junction 67 (Coal House) and junction 66 (Eighton Lodge) is dominated by the A1. Areas to the north and south of the A1 are designated Green Belt. Longacre Wood Local Wildlife Site (LWS) lies directly south of the A1. Smithy Lane Overbridge crosses the A1 in this location, north of the LWS. Other land uses include Lamesley Conservation Area (and listed buildings) and large areas of agricultural land. Longacre Dene ancient woodland lies close to junction 66 (Eighton Lodge) to the south.
- 4.3.5 The additional, non-highway land required for the Scheme is comprised of various land uses. The south section of the Scheme between junction 65 (Birtley) and junction 66 (Eighton Lodge) has predominantly suburban use with areas of grazing land. The area between junction 66 (Eighton Lodge) and junction 67 (Coal House) is currently open countryside, to the south of the existing A1. The north section of the Scheme near junction 67 (Coal House) is comprised of grazing land bordered by commercial land uses.
- 4.3.6 Bowes Railway Scheduled Monument, one of the earliest and best-preserved examples of a rope haulage system; and Bowes Railway Local Wildlife Site are located just south of junction 66 (Eighton Lodge). The area subject to these designations is also a bridleway for most of its length known as Longbank Bridleway. In practice, this land comprises a 6km linear length of recolonised disused railway line with patches of heathland and acid grassland. Small areas of linear woodland and a small pond are also present.
- 4.3.7 The area south of junction 66 (Eighton Lodge) at Birtley is predominantly residential in nature. Residential properties immediately adjacent to the A1 in this location include North Dene, Crathie, Lockwood Avenue and Birtley Northside.

- 4.3.8 To the east of junction 67 (Coal House) lies Allerdene Bridge which carries the A1 over the ECML. The Angel of the North sculpture is situated to the east of the A1 between junction 67 (Coal House) and junction 66 (Eighton Lodge).
- 4.3.9 The Order limits have been extended to include an additional construction compound, which previously fell outside the limits of the application boundary. The additional area of land is currently agricultural land (a mixture of 3a and 3b classifications). It is currently used for horse grazing. This additional area of land will be required on a temporary basis and will be returned to its previous condition once construction works have been completed.
- 4.3.10 Other than this change, the existing land use and character of the location of the Scheme has not changed as a result of the proposed changes to the application.

#### **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.
- 4.4.2 Those persons who were identified by the Applicant are listed in the Book of Reference (**Application Document Reference: TR010031/APP/4.3**) revision 3 and have been consulted about the Application in accordance with section 42 of the 2008 Act as described in the Consultation Report (**Application Document Reference: TR010031/APP/5.1**). The Applicant has also identified those persons with an interest in the additional land. These persons are also listed in the Book of Reference and have been consulted as part of a targeted non-statutory consultation which took place between 17 March 2020 and 14 April 2020.
- 4.4.3 Diligent inquiry to identify affected landowners, those with interests in land, and those with a potential claim was undertaken by the Applicant's expert independent land referencing supplier. The categories of persons identified, and the methods used to identify them are described below by reference to the categories in the Book of Reference (**Application Document Reference: TR010031/APP/4.3**).
- 4.4.4 Land referencing has been undertaken throughout the pre-application period to ensure any changes in ownership or new interests have been identified, consulted and subject to engagement. Land referencing will continue to be undertaken throughout the DCO process to ensure that any changes in ownership are identified and to ensure that any new interests will be consulted and subject to engagement. Any changes will also be recorded and updated in the Book of Reference.

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

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

## **4.6 Category 3 persons - section 10 of the Compulsory Purchase Act 1965 (CPA 1965) and/or section 152(3) of the 2008 Act**

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

4.6.4 Furthermore, proposed new residential developments, identifiable from the Local Plan or from local authority information on developments with the benefit of planning permission were taken into account.

#### **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 the DCO order limits but close to the Highway;

4.7.2 The Applicant's land referencing team were provided with guidance from environmental specialists involved in the compilation of the ES (**Application Document Reference: TR010031/APP.6.1**). This guidance was based on the topography of the land and the likely significant effects arising from the Scheme. For example, the noise assessments had regard to information available at that time regarding:

- Background noise levels; and
- Distances to receptors.

4.7.3 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 can be found in **Chapter 11** Noise and Vibration of the ES (**Application Document Reference: TR010031/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 with a plan describing the extent of the Scheme and a questionnaire requesting return of information about their interests in the Land.

#### **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 by writing to them to inform them of the Applicant's willingness to negotiate to acquire the Land by agreement, and to invite dialogue on this point. As a result, the Applicant is continuing the process of engaging with a significant proportion of landowners with regard to the acquisition of land by agreement; and negotiations with this objective will be ongoing throughout the DCO process. The status of such negotiations is set out in **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 of land in unknown ownership which cannot be acquired by agreement. These are set out in **Table 1** below:

**Table 1 – Unregistered Land Interests within the Order Limits relevant to Permanent Acquisition**

Nature of Interest	Description of Land	Affected Land Plot Numbers
Unknown Freeholder (in respect of mines and minerals)	Approximately 5337 square metres of grassland and woodland south of public highway (Chowdene Bank)	3/3i
Unknown Freeholder (in respect of mines and minerals)	Approximately 18 square metres of grassland south of public highway (Chowdene Bank)	3/3rr
Unknown Freeholder (in respect of mines and minerals)	Approximately 27690 square metres of public highway (A1), North Dene Footbridge, public footpath (Lamesley No. 43) and verges	4/1s
Unknown Freeholder (in	Approximately 228 square metres of verge and footway adjacent to the northbound carriageway (A1)	4/1t

Nature of Interest	Description of Land	Affected Land Plot Numbers
respect of mines and minerals)		
Unknown Freeholder (in respect of mines and minerals)	Approximately 82 square metres of footway and verge (A167, Durham Road)	4/3c
Unknown Freeholder (in respect of mines and minerals)	Approximately 98 square metres of public highway (A167, Durham Road) and verges	4/3e
Unknown Freeholder (in respect of mines and minerals)	Approximately 262 square metres of public bridleway (Lamesley No. 72) and verge adjacent to northbound carriageway (A1)	4/3r
Unknown Freeholder (in respect of mines and minerals)	Approximately 531 square metres of public highway (A1), underpass and public footpath (Lamesley No. 72)	4/3s
Unknown Freeholder (in respect of mines and minerals)	Approximately 330 square metres of public bridleway (Lamesley No. 72) and hedgerow (Bowes Mineral Railway Line)	4/3t
Unknown Freeholder	Approximately 219 square metres of agricultural land and access track south of public highway (Long Bank, B1296) and public footpath (Lamesley 40)	4/4e
Unknown Freeholder (in respect of mines and minerals)	Approximately 1262 square metres of woodland and grassland adjacent to the southbound carriageway (A1)	4/7d
Unknown Freeholder (in respect of mines and minerals)	Approximately 181 square metres of woodland south of public highway (A1)	4/9c
Unknown Freeholder	Approximately 69 square metres of grassed area (to the rear of 45 Dene Court, Birtley, DH3 1QH)	4/11
Unknown Freeholder (in respect of mines and minerals)	Approximately 261 square metres of verge and footway adjacent to the northbound carriageway (A1)	4/12c

Nature of Interest	Description of Land	Affected Land Plot Numbers
Unknown Freeholder (in respect of mines and minerals)	Approximately 534 square metres of agricultural land, hedgerows (Northside Farm) and verge adjacent to southbound carriageway (A1)	4/13a
Unknown Freeholder (in respect of mines and minerals)	Approximately 834 square metres of agricultural land, hedgerows (Northside Farm) and verge adjacent to southbound carriageway (A1)	4/13c
Unknown Freeholder (in respect of mines and minerals)	Approximately 1532 square metres of agricultural land, hedgerow and verge adjacent to southbound carriageway (A1)	4/14a
Unknown Freeholder (in respect of mines and minerals)	Approximately 28376 square metres of public highway (A1), slip road at Junction 65 onto public highway (A1231) and verges	5/2a
Unknown Freeholder (in respect of mines and minerals)	Approximately 7895 square metres of woodland and verge adjacent to the southbound carriageway (A1)	5/2b
Unknown Freeholder (in respect of mines and minerals)	Approximately 4752 square metres of woodland and verge adjacent to the northbound carriageway (A1)	5/2c
Unknown Freeholder (in respect of mines and minerals)	Approximately 12052 square metres of public highway (A1) and verge	5/2d
Unknown Freeholder (in respect of mines and minerals)	Approximately 11034 square metres of verge adjacent to the northbound carriageway (A1)	5/2e
Unknown Freeholder (in respect of mines and minerals)	Approximately 14633 square metres of public highway (A1), grassland and verges	5/2f
Unknown Freeholder (in respect of mines and minerals)	Approximately 2115 square metres of public highway (A194) and verges	5/2g

Nature of Interest	Description of Land	Affected Land Plot Numbers
Unknown Freeholder (in respect of mines and minerals)	Approximately 3537 square metres of woodland and verge south of public highway (A194)	5/2i
Unknown Freeholder (in respect of mines and minerals)	Approximately 1015 square metres of agricultural land and verge adjacent to southbound carriageway (A1)	5/3a
Unknown Freeholder (in respect of mines and minerals)	Approximately 162 square metres of grassland, hedgerow and verge Bowes Incline Hotel)	5/4a
Unknown Freeholder (in respect of mines and minerals)	Approximately 174 square metres of hedgerow and verges adjacent to southbound carriageway (A1)	5/4c
Unknown Freeholder (in respect of mines and minerals)	Approximately 1382 square metres of public highway and roundabout (A1231)	5/5d
Unknown Freeholder (in respect of mines and minerals)	Approximately 697 square metres of woodland and verge east of public highway (A1231)	5/5f
Unknown Freeholder	Approximately 113 square metres of unnamed access track adjacent to southbound carriageway (A1)	5/9
Unknown Freeholder (in respect of mines and minerals)	Approximately 7896 square metres of public highway (A1231), footway and verges	5/10a
Unknown Freeholder (in respect of mines and minerals)	Approximately 1168 square metres of bridge carrying public highway (A1231) over public highway (A1)	5/10c
Unknown Freeholder (in respect of mines and minerals)	Approximately 3105 square metres of public highway slip road (A1231) onto northbound carriageway (A1)	5/10d



Nature of Interest	Description of Land	Affected Land Plot Numbers
Unknown Freeholder (in respect of mines and minerals)	Approximately 1763 square metres of woodland and verge north of public highway (A1231)	5/10e
Unknown Freeholder (in respect of mines and minerals)	Approximately 1022 square metres of woodland and verge adjacent to northbound carriageway (A1)	5/10g

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

4.9.6 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.

#### 4.10 Utility Diversions

4.10.1 A number of existing utility services are located in the surrounding area that would be affected by the Scheme. The relevant major utility diversions are summarised below and have been defined as specific works within the development listed within Schedule 1 of the draft DCO (**Application Document Reference: TR010031/APP/3.1**). These works are also shown on the Works Plans (**Application Document Reference: TR010031/APP/2.3**):

- Works No. 9,13,14,15, and 16 –Diversion of existing Northern Gas Networks Gas Pipeline
- Work No. 22 – Diversion of Northumbrian Water main

## 5 The Case for Compulsory Acquisition

### 5.1 Introduction

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

### 5.2 The statutory conditions and CA Guidance

5.2.1 Section 122 of 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; and
- In subsection (3), that there is a compelling case in the public interest for the land to be acquired compulsorily.

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

- i. 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.
- ii. 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.

- iii. 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:

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

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

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

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

5.3.2 At **Annex A** of this Statement, the Applicant sets out why compulsory powers are necessary in relation to each individual parcel of the Land, with reference to the relevant DCO works numbers, and the nature of the

works as set out in Schedule 1 of the DCO. The proposed use of the Land is set out in **Chapter 2** and **Annex A** of this Statement.

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

## **5.4 Compelling case in the public interest**

- 5.4.1 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 **Section 2.2** of this Statement and in the other application documents, including **Chapter 4** of the Transport Assessment Report (**Application Document Reference: TR010031/APP/7.3**) and **Chapters 2 and 4** of the Planning Statement (**Application Document Reference: TR010031/APP/7.1**). Together, they demonstrate that there is a compelling case in the public interest for the Scheme to be delivered.
- 5.4.3 In particular, as set out at **Chapter 5** of the Planning Statement (**Application Document Reference: TR010031/APP/7.1**), paragraph 2.2 of the National Networks National Policy Statement (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.

5.4.1 The Government identified the need for the Scheme in the Road Investment Strategy. The A1 between Birtley and Coal House is an important stretch of the SRN serving both the local and wider economy. In the morning peak period (without the Scheme), the two-way total traffic between junction 65 (Birtley) and junction 66 (Eighton Lodge) is forecast to grow by 16% and 3% between junction 66 (Eighton Lodge) and junction 67 (Coal House) by 2038. This is largely due to the planned growth in the Newcastle, Gateshead and wider region. This additional traffic demand will further exacerbate the congestion and capacity issues experienced on the A1 NGWB, particularly between junction 65 (Birtley) and junction 67 (Coal House). Further details can be found in the Transport Assessment Report (**Application Document Reference: TR010031/APP/7.3**). These issues are a constraint to future investment and economic growth in the area without the Scheme in place.

5.4.2 The way in which the strategic objectives of the Scheme are aligned with the NNNPS is set out in detail at **Chapter 5** of the Planning Statement (**Application Document Reference: TR010031/APP/7.1**). General compliance with the NNNPS is set out in the NNNPS Accordance Table (**Application Document Reference: TR010031/APP/7.2**). This clearly demonstrates that there would be substantial public benefits arising from the implementation of the Scheme.

5.4.3 The powers of compulsory purchase are proportionate as:

- They are no more than are necessary for delivery of the Scheme;
- The Land is no larger in extent than is necessary for the delivery of the Scheme;
- There are no reasonable alternatives to the Scheme that would reduce the amount of land that would be subject to compulsory acquisition.

5.4.4 The Applicant has minimised the land take required in order to deliver the benefits of the Scheme. However, the acquisition of the Land is necessary in order to provide the Scheme. The loss of private interests in the Land is outweighed by the clear public benefits which would be delivered by the Scheme.

## 5.5 Consideration of alternatives

- 5.5.1 As explained in detail in **Chapter 2** of the Consultation Report (**Application Document Reference: TR010031/APP/5.1**); **Chapter 3** of the Environmental Statement (**Application Document Reference: TR010031/APP/6.1**) and **Chapter 3** of the Planning Statement (**Application Document Reference: TR010031/APP/7.1**) the Applicant has explored alternative options for the Scheme.
- 5.5.2 In designing the Scheme and determining the land to be subject to compulsory acquisition and temporary possession powers, the Applicant has considered alternatives and modifications to the Scheme to minimise the potential land take. These alternatives and modifications were consulted on and the preferred route has been chosen based on a thorough consideration of all of the relevant issues. This process is described in detail in **Chapter 3** of the ES (**Application Document Reference: TR010031/APP/6.1**) and **Chapter 3** of the Planning Statement (**Application Document Reference: TR010031/APP/7.1**).
- 5.5.3 Following public consultation, the Applicant selected the most appropriate option. Further details of this public consultation are provided in **Chapter 2** of the Consultation Report (**Application Document Reference: TR010031/APP/5.1**). This selection, where appropriate, took into account various factors, including, amongst others, views of consultees including persons with a land interest. Other factors included environmental impacts, meeting the objectives of 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 in its entirety.
- 5.5.4 Whilst the option of reproviding Allerdene Bridge in an online location would potentially have resulted in a smaller permanent land take, there are a number of reasons why there is a compelling reason for selecting the offline solution, which include:
- i. That for an online solution, a temporary diversion via an offline bridge would be needed in all likelihood, resulting in a similar working area in any event;
  - ii. The online reprovision of Allerdene Bridge would result in a materially sub-optimal engineering solution should the existing bridge be extended, whilst a new bridge would result in greater disruption; and
  - iii. The results of public consultation favour the offline reprovision of Allerdene Bridge.

5.5.5 Between the 6/7 Span Viaduct Option, the 3 Span Viaduct Option and the Embankment Option, the land required on a temporary basis for construction is identical. Whilst there might be minor variations in the final footprint of the three options resulting from the comparative width of an embankment and the viaduct, it is also the case that the permanent land take can be expected to be the same.

## 5.6 Reasonable prospect of funding

5.6.1 The Applicant is content that there is a reasonable prospect of the necessary funds for acquisition being available for the reasons set out in the Funding Statement (**Application Document Reference: TR010031/APP/4.2**).

## 5.7 Acquisition by agreement

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

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

5.7.3 Evidence of the discussions with the owners of the additional land can be found in the Consultation Statement [EXA/D4/004] and Appendix 1.3A CA Objections Schedule [REP2-012] rev 1 updated at Deadline 4 . The Applicant's approach to acquisition by agreement has not changed as a result of the Proposed Amendments. The text within Section 5.7 of the Statement of Reasons revision 2 [TR010031/APP/4.1] remains unchanged

## 5.8 Conclusions

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

5.8.2 All of the Land subject to compulsory acquisition and temporary possession powers is necessary to construct, operate, maintain and

mitigate the Scheme and is necessary to achieve the objectives of the Scheme. The extent of the Land sought is reasonable and proportionate.

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



## 6 Human rights

### 6.1 Overview

6.1.1 No residential properties - and no part of any residential properties - are to be acquired for the Scheme.

### 6.2 The protected rights

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

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

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

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

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

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

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

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

### 6.3 Compliance with the convention

- 6.3.1 The Applicant recognises that the Scheme may have an impact on individuals but considers that the significant public benefits that will arise from the Scheme as set out in this Statement outweigh any harm to those individuals. The DCO strikes a fair balance between the public interest in seeing the Scheme proceed (which is unlikely to happen in the absence of the DCO) and the private rights which will be affected by the compulsory acquisition.
- 6.3.2 In relation to both Article 1 and 8, the compelling case in the public interest for the compulsory acquisition powers included within the DCO has been demonstrated in **Chapter 5** of this Statement and in **Chapter 4** of the Planning Statement (**Application Document Reference: TR010031/APP/7.1**). The public benefits which will be realised by the Scheme can only be delivered if all of the land required for Scheme can be acquired. These significant public benefits justify the effects of the DCO upon affected persons. The land over which compulsory acquisition powers are sought as set out in the DCO is the minimum necessary to ensure the delivery of the Scheme. The Scheme has been designed to minimise harm whilst achieving its publicly stated objectives. In this respect the interference with human rights is both proportionate and justified.
- 6.3.3 In relation to Article 6, the Applicant is content that the proper procedures have been followed for both the consultation on the Scheme and in determining the compulsory acquisition powers included within the DCO. Throughout the development of the Scheme, the Applicant has given persons with an interest in the land a full opportunity to comment on the proposals, both in a statutory and non-statutory capacity, and the Applicant has endeavoured to engage with landowners. The Applicant has had regard to landowner feedback in both the initial design of the Scheme and in iterative design changes throughout the life of the Scheme. Examples of design changes are provided within the Consultation Report (**Application Document Reference: TR010031/APP/5.1**).
- 6.3.4 Furthermore, any individuals affected by the DCO may submit representations by way of an objection to the Application in response to any notice given under section 56 of the 2008 Act, the examination of the application by the examining authority, any written representations procedure which the examining authority decides to hold and in particular, any compulsory acquisition hearing held under section 92 of the 2008 Act, at which each affected person is entitled to make oral representations about the compulsory acquisition request.

6.3.5 If the DCO is made, a person aggrieved may challenge the DCO by judicial review in the High Court if they consider that the grounds for doing so are made out pursuant to section 118 of the 2008 Act.

## 6.4 Fair compensation

6.4.1 Any person affected by the exercise of compulsory acquisition powers or by the exercise of temporary possession, may be entitled to compensation. This entitlement to compensation is provided for by the existing compensation code and Article(s) 27, 32 and 33 in and Schedule(s) 7 to the DCO. The Applicant has the resources to pay such compensation and has demonstrated in the **Funding Statement (Application Document Reference: TR010031/APP/4.2)** that these resources are available.

6.4.2 Any dispute in respect of the compensation payable may be referred to the Upper Tribunal (Lands Chamber), an independent tribunal, for determination.

## 6.5 Conclusion

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

## 7 Special Considerations

### 7.1 Crown land

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

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

7.2.1 As shown in **Part 5** of the Book of Reference (**Application Document Reference: TR010031/APP/4.3**) and the Special Category Land Plans (**Application Document Reference: TR010031/APP/2.8**), the DCO makes provision for the acquisition of special category land, comprising open space, namely:

- i. The land that is open space is within plots 3/2d, 3/2i, 3/2j, 3/2l, 3/2m, 3/2n, 3/3oo, 3/3qq, 3/3rr, 3/3xx, 3/3yy, 3/3eee, 3/3fff, 3/3ggg, 3/3hhh, 3/3iii, 3/3jjj, 3/3kkk, 3/3lll, 3/3mmm, 3/3nnn, 3/4f, 3/4h, 3/4i, 3/4k, 3/4m, 3/4q, 3/4r, 3/4s, 3/6g, 4/1d, 4/1e, 4/1h, 4/2a, 4/2b, 4/9a, 4/9b, 4/9c, 4/10, 4/11 and 4/12b comprises 3.30 hectares of land to be permanently acquired, 2.76 hectares of land required temporarily, and 1.03 hectares of land where permanent rights are required for access/maintenance/other.

7.2.2 Section 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. These provisions make provision for Special Parliamentary Procedure (SPP) to apply where a DCO authorises the compulsory acquisition of or rights over such land. This means that the DCO will be subject to SPP unless the Secretary of State is satisfied that one of the following four circumstances apply:

- Replacement land will be given in exchange for the land to be compulsory acquired with the same rights, trusts and incidents; or
- 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
- 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

- For open space land only, the land is only being compulsory acquired for a temporary purpose.

7.2.3 **Table 2** below sets out the special category land plots within the order limits and the four circumstances that apply. The application should not be the subject of Special Parliamentary Procedures as one of the four circumstances set out in **paragraph 7.2.2** above, apply to each plot affected.

7.2.4 The plot references align with **Part 5** of the Book of Reference (**Application Document Reference: TR010031/APP/4.3**) and are marked on the Land Plans (**Application Document Reference: TR010031/APP/2.2**) and Special Category Land Plans (**Application Document Reference: TR010031/APP/2.8**).

**Table 2 – Special Category Land within the order limits**

Four Circumstances	Plot
Replacement land will be given in exchange for the land to be compulsory acquired with the same rights, trusts and incidents	N/A
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	3/2d, 3/2i,3/2j, 3/2l, 3/2m, 3/2n, 3/3qq, 3/3rr, 3/3yy, 3/3hhh, 3/3iii, 3/3kkk, 3/3lll, 3/3mmm, 3/3nnn, 3/4i, 3/4m, 3/4q, 3/4s, 4/1d, 4/1e, 4/1h, 4/9b, 4/9c, 4/10, 4/11, 4/12b
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	N/A
For open space land only, the land is only being compulsory acquired for a temporary purpose	3/3oo, 3/3xx, 3/3eee, 3/3fff, 3/3ggg, 3/3jjj, 3/4f, 3/4h, 3/4k, 3/4r, 3/6g, 4/2a, 4/2b, 4/9a

### 7.3 National Trust land

7.3.1 None of the land to be acquired for the scheme is National Trust “inalienable” land for the purposes of s130 of the 2008 Act.

### 7.4 Statutory undertaker land

7.4.1 The DCO, if made, will authorise the permanent compulsory acquisition of land and rights on statutory undertaker's land comprising of plots 3/6b,

3/6d, 3/6e, 3/6f, 3/6j, 3/6k, 3/6l, 3/10b, 3/10c, 3/10d, 3/10e, 3/10f, 3/10g, 3/10h, 3/10j, 3/10k, 3/11, 3/12a, 3/12b, 3/12c, 3/12d, 3/12e and 3/12f as described in the Book of Reference (**Application Document Reference: TR010031/APP/4.3**) and shown on the Land Plans (**Application Document Reference: TR010031/APP/2.2**). This land is held by either Northern Gas Networks Limited or Network Rail Limited for the purposes of carrying out their statutory undertakings.

7.4.2 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:

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

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

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

7.4.4 The Applicant has, during preparation of the DCO application, been in discussions with Northern Gas Networks Limited and Network Rail Limited about the proposed compulsory acquisition of plots and the status of those discussions is set out in **Annex B** of this Statement.

7.4.5 Northern Gas Networks Ltd and Network Rail Limited have not indicated to the Applicant that they have any objection to the acquisition of their land. The Applicant hopes to conclude an agreement with Northern Gas Networks Ltd and Network Rail Limited in due course. Following a meeting with Northumbrian Water they confirmed the land acquisition does not affect them.

## 7.5 Other consents

7.5.1 The Consents and Agreements Position Statement (**Application Document Reference: TR010031/APP/3.3**) sets out the additional

consents required outside of the DCO and the current position as to the status of securing those consents. The Consents and Agreements Position Statement will continue to be updated as necessary during the Examination.

- 7.5.2 The Applicant is satisfied that all necessary consents to enable the Scheme to proceed have been identified and that there is no reason why such consents should not be secured or granted pursuant to the DCO or by other means.

## 8 Conclusions

### 8.1 Overview

- 8.1.1 This Statement sets out why compulsory acquisition and temporary possession powers have been sought in the DCO application and explains why the Applicant considers such powers to be necessary, proportionate, and justified.
- 8.1.2 In determining the extent of the compulsory acquisition and temporary possession powers proposed in the DCO, the Applicant has had regard to the legislative tests set out in the 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 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 that the significant public benefits arising from the Scheme will outweigh the harm to those individuals.
- 8.1.5 Without the grant of compulsory acquisition and temporary possession powers, the Applicant considers that it will not be possible to construct the Scheme, or realise the public benefits arising from it.



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## Figures and Annexes

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

## Annex A

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

The specific purposes for which each plot of Land subject to compulsory acquisition and temporary possession powers is required are set out in **Tables 1 - 6** in this Annex. The first column of each table identifies the plot number (as shown on the Land Plans) and used in the Book of Reference. Plots may be grouped in each row to the extent that they relate to the same Work. The second column of each table sets out the corresponding Works numbers as shown on the Works Plans and the broad uses for which the plot in question is required.

It should be noted that whilst reference is made to particular work numbers, in practice the Scheme is a composite whole, meaning that the use of a plot (particularly during the construction phase) will be required for the delivery of the Scheme as a whole.

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

- Land Plans (**Application Document Reference: TR010031/APP/2.2**)
- Works Plans (**Application Document Reference: TR010031/APP/2.3**)
- Draft DCO (**Application Document Reference: TR010031/APP/3.1**)

Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
1/1	N/A	Alteration and realignment of road markings and new/relocation of ADS signs.
2/1	Work Nos. 1a and 1b	The widening, alteration and realignment of the existing southbound and northbound carriageway of the A1 dual carriageway on the approach to junction 67 (Coal House). Alteration and realignment of road markings and new/relocation of ADS signs.
3/2a	Work Nos. 1a, 1b, 2, 3a and 3d	The widening, alteration and realignment of the existing highway, junction 67 (Coal House) southbound off slip road and northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements and the widening of the existing Kingsway Viaduct bridge. Grouting works under land.
3/2b	Work Nos. 1a, 1b and 2	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and the widening of the existing Kingsway Viaduct bridge. Grouting works under land.
3/2c	Work Nos. 1a, 1b, 2, 3b, 3c, 4a, 5a, 5b, 15 and 20	The widening, alteration and realignment of the existing highway junction 67 (Coal House) southbound on slip road, northbound off slip road and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening of the existing Kingsway Viaduct bridge. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line and the demolition of the existing Allerdene Bridge. Diversion of existing Northern Gas Networks gas pipeline. Alteration and realignment of existing culverted watercourse. Grouting works under land.
3/2d	Work Nos. 4a, 5b, 17 and 22	The construction of a new offline section of the A1 with construction of new pavements, embankments, ground improvements and directional gantry signs. The demolition of the existing Allerdene Bridge. Construction of attenuation pond and an access road. Diversion of Northumbrian Water main under the A1 carriageway.
3/2e	Work Nos. 4a, 4b, 5a, 5b, 17 and 22	The construction of a new offline section of the A1 with construction of new pavements, embankments, ground improvements. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line and the demolition of the existing Allerdene Bridge. Construction of an access road. Diversion of Northumbrian Water main under the A1 carriageway.
3/2f	Work Nos. 6a and 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.

Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/2g	Work Nos. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
3/2h	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
3/2i	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
3/2j	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
3/2k	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
3/2l	Work Nos. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
3/2m	Work Nos. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
3/2n	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
3/3a	Work Nos. 1b and 3d	The widening, alteration and realignment of the existing highway and junction 67 (Coal House) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements. Grouting works under land.
3/3j	Work No. 3a	The widening, alteration and realignment of the junction 67 (Coal House) southbound off slipslip road with construction of new pavements, embankments, retaining walls, ground improvements. Grouting works under land.
3/3l	Work Nos. 1b and 3d	The widening, alteration and realignment of the existing highway and junction 67 (Coal House) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements. Grouting works under land.
3/3m	Work Nos. 1b and 2	The widening, alteration and realignment of the existing northbound carriageway of the A1 dual carriageway on the approach to junction 67 (Coal House) with construction of new pavements, embankments, retaining walls, ground improvements. The widening of the existing Kingsway Viaduct bridge and the accommodation of attenuation tanks.
3/3o	Work Nos. 1a and 2	The widening, alteration and realignment of the existing southbound carriageway of the A1 dual carriageway on the approach to junction 67 (Coal House) with construction of new pavements, embankments, retaining walls, ground improvements. The widening of the existing Kingsway Viaduct bridge and the accommodation of attenuation tanks. Grouting works under land.
3/3t	Work Nos. 1a and 2	The widening, alteration and realignment of the existing southbound carriageway of the A1 dual carriageway on the approach to junction 67 (Coal House) with construction of new pavements, embankments, retaining walls, ground improvements. The widening of the existing Kingsway Viaduct bridge and the accommodation of attenuation tanks. Grouting works under land.
3/3u	Work Nos. 1b and 2	The widening, alteration and realignment of the existing northbound carriageway of the A1 dual carriageway on the approach to junction 67 (Coal House) with construction of new pavements, embankments, retaining walls, ground improvements. The widening of the existing Kingsway Viaduct bridge and the accommodation of attenuation tanks.
3/3ii	Work Nos. 1a, 3b, 5b, 12, 15 and 20.	The widening, alteration and realignment of the existing southbound carriageway of the A1 dual carriageway on the approach to junction 67 (Coal House), junction 67 (Coal House) southbound on slip road with construction of new pavements, embankments, ground improvements. The demolition of the existing Allerdene Bridge. Construction of a replacement gas transfer station building and construction of new gas main pipeline under the A1. Alteration and realignment of existing culverted watercourse.

Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/3kk	Work No. 3c	The widening, alteration and realignment of the junction 67 (Coal House) northbound off slip road with construction of new pavements, embankments, ground improvements.
3/3nn	Work No. 3c	The widening, alteration and realignment of the junction 67 (Coal House) northbound off slip road with construction of new pavements, embankments, ground improvements.
3/3rr	Work No. 3b	Realignment of the junction 67 (Coal House) southbound on slip road.
3/3vv	Work Nos. 4a, 5a and 5b	The construction of a new offline section of the A1 with construction of new pavements, embankments, ground improvements. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line and the Demolition of the existing Allerdene Bridge.
3/3zz	Work Nos. 4a, 4b, 5a and 22	The construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line. Diversion of Northumbrian Water main under the A1 carriageway.
3/3ddd	Work No. 4b	The construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements.
3/3iii	Work No. 6a	The widening, alteration and realignment of the existing highway and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements.
3/3mmm	Work No. 6a	The widening, alteration and realignment of the existing highway and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements.
3/4c	Work Nos. 4b and 6b	The widening, alteration and realignment of the existing highway and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Required for access to the A1.
3/4d	Work No. 4b	The construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Required for access to the A1.
3/4g	Work No. 6b	The widening, alteration and realignment of the existing highway and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Required for access to the A1.
3/4i	Work No. 6b	The widening, alteration and realignment of the existing highway and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Required for access to the A1.
3/4l	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
3/4m	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
3/4n	Work Nos. 4a, 4b, 6a and 6b	The widening, alteration and realignment of the existing highway and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
3/4o	Work Nos. 4a and 6a	The widening, alteration and realignment of the existing highway and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Required for access to the A1.
3/4p	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
3/4s	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.

Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/6e	Work Nos. 1b, 3c, 4a, 4b, 5a, 11, 14, 15 and 20	The widening, alteration and realignment of the existing southbound carriageway of the A1 dual carriageway on the approach to the junction 67 (Coal House), northbound off slip road and the construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line. Diversion of existing Northern Gas Networks Gas Pipeline. Alteration and realignment of existing culverted watercourse. Construction of new maintenance access track to access new Allerdene Bridge and Network Rail land. Grouting works under land.
3/6j	Work Nos. 4a, 12 and 15	The construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Construction of a replacement gas transfer station building and construction of new gas main pipeline under the A1.
3/10j	Work Nos. 4a, 4b, 5a and 23	The construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line and installation of new Overhead Line Equipment.
3/10k	Work Nos. 4b, 5a and 23	The construction of a new offline section of the A1 with construction of new pavements, embankments, retaining walls, ground improvements. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line and installation of new Overhead Line Equipment.
3/12a	Work Nos. 4a, 4b, 5a, 5b and 23	The construction of a new offline section of the A1 with construction of new pavements, embankments, ground improvements and directional gantry signs. Construction of the replacement Allerdene Bridge to cross the East Coast Main Line and installation of new Overhead Line Equipment. Demolition of the existing Allerdene Bridge. Grouting works under land.
4/1a	Work Nos. 6a, 6b, 7a, 7b, 7c, 7d and 19	The widening, alteration and realignment of the existing highway, junction 66 (Eighton Lodge) southbound on/off slip road and northbound on/off slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures. Extension of the north side of the Longbank Bridleway Underpass.
4/1b	Work Nos. 6b and 7d	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
4/1c	Work Nos. 6a and 7a	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) southbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures.
4/1d	Work Nos. 6a and 7a	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) southbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures.
4/1e	Work Nos. 6b and 7d	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
4/1f	Work Nos. 6a and 7a	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) southbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements. Widening, alteration and new construction of the Eighton Lodge structures.

Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/1g	Work Nos. 6b and 7d	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
4/1h	Work Nos. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Diversion of statutory undertakers' equipment (Water, Electricity, Gas and Openreach).
4/1i	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
4/1j	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
4/1k	Work Nos. 6b and 7c	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) northbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures.
4/1l	Work No. 7c	The widening, alteration and realignment of the junction 66 (Eighton Lodge) northbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements.
4/1n	Work No. 7b	The widening, alteration and realignment of the junction 66 (Eighton Lodge) southbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements. Required for construction compound.
4/1o	Work No. 7b	The widening, alteration and realignment of the junction 66 (Eighton Lodge) southbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
4/1q	Work Nos. 6b, 7c and 19	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) northbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Extension of the north side of the Longbank Bridleway Underpass.
4/1r	Work Nos. 6a and 7b and 19	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) southbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Extension of the north side of the Longbank Bridleway Underpass.
4/1s	Work Nos. 6a, 6b and 18	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Demolition of existing North Dene Footbridge and construction of a new foot/cycle bridge.
4/1t	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
4/2c	Work Nos. 6a and 19	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Extension of the north side of the Longbank Bridleway Underpass.
4/3c	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Required for utility diversions and associated works within junction 66 (Eighton Lodge) Roundabout.
4/3d	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures.

Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/3e	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures. Grouting works under land.
4/3f	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures.
4/3g	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
4/3h	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures.
4/3k	Work Nos. 6a and 7b	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) southbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Widening, alteration and new construction of the Eighton Lodge structures.
4/3l	Work Nos. 6b and 7c	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) northbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
4/3o	Work Nos. 6a and 7b	The widening, alteration and realignment of the existing highway and junction 66 (Eighton Lodge) southbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
4/3r	Work Nos. 6b and 19	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. New right to extend the Longbank Bridleway Underpass and operate, access and maintain the structure and associated equipment.
4/3s	Work Nos. 6a, 6b and 19	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. New right to extend the Longbank Bridleway Underpass and operate, access and maintain the structure and associated equipment. Grouting works under land.
4/3t	Work Nos. 6a and 19	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. New right to extend the Longbank Bridleway Underpass and operate, access and maintain the structure and associated equipment. Grouting works under land.
4/6c	Work Nos. 6a and 19	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Extension of the north side of the Longbank Bridleway Underpass.
4/7a	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
4/7d	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Grouting works under land.
4/9c	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Required for the construction of oil interceptors.
4/11	Work No. 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Required for the construction of oil interceptors.
4/12c	Work No. 18	Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge.

Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/13a	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
4/13c	Work Nos. 6a and 18	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Required to carry out the demolition and construction of the replacement North Dene Footbridge.
4/14a	Work Nos. 6a and 18	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs. Required to carry out the demolition and construction of the replacement of North Dene Footbridge.
5/2a	Work Nos. 6a, 6b and 8a	The widening, alteration and realignment of the existing highway and junction 65 (Birtley) southbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
5/2b	Work Nos. 6a and 8a	The widening, alteration and realignment of the existing highway and junction 65 (Birtley) southbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements.
5/2c	Work Nos. 6b and 8b	The widening, alteration and realignment of the existing highway and junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
5/2d	Work Nos. 6b and 8b	The widening, alteration and realignment of the existing highway and junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
5/2e	Work Nos. 6a and 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
5/2f	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
5/2g	Work Nos. 6a and 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
5/2h	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
5/2i	Work Nos. 6a and 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
5/2j	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
5/3a	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
5/4a	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
5/4c	Work No. 6a	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
5/5b	Work Nos. 6a and 8a	The widening, alteration and realignment of the existing highway and junction 65 (Birtley) southbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements.
5/5d	Work No. 8b	The widening, alteration and realignment of the junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.



Table 1 – Permanent acquisition of land – by plot number		
Plot Number/ Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
5/5f	Work No. 8b	The widening, alteration and realignment of the junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
5/10a	Work No. 8b	The widening, alteration and realignment of the junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
5/10c	Work Nos. 6a and 6b	The widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements.
5/10d	Work No. 8b	The widening, alteration and realignment of the junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
5/10e	Work No. 8b	The widening, alteration and realignment of the junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements
5/10f	Work Nos. 6a and 8a	The widening, alteration and realignment of the existing highway and junction 65 (Birtley) southbound off slip road with construction of new pavements, embankments, retaining walls, ground improvements.
5/10g	Work No. 8b	The widening, alteration and realignment of the junction 65 (Birtley) northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.

Table 2 - Temporary possession and use of land – by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/3b	Work Nos. 1b and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Required for access to construct works to junction 67 (Coal House) northbound on slip road.
3/3c	Work Nos. 1b and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Required for access to construct works to junction 67 (Coal House) northbound on slip road.
3/3d	Work Nos. 1b and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Required for access to construct works to junction 67 (Coal House) northbound on slip road.
3/3k	Work Nos. 1a, 3a and 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3n	Work Nos. 1a and 3a	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3p	Work Nos. 1b, 3c and 3d	Temporary working space for the widening, alteration and realignment of the existing highway. The realignment of the junction 67 (Coal House) southbound off slip road and northbound on slip road with construction of new pavements, embankments, retaining walls, ground improvements.
3/3q	Work Nos. 1a, 3a and 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3r	Work Nos. 1a, 3a and 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.

Table 2 - Temporary possession and use of land – by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/3s	Work Nos. 1b, 3c and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3v	Work Nos. 1a, 3a and 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3w	Work Nos. 1b, 3c and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3x	Work Nos. 1b, 3c, 3d and 11	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Construction of a private maintenance access road from Lamesley Road for maintenance of gas, rail and highway structures.
3/3y	Work Nos. 1b, 3c and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3aa	Work Nos. 1a, 3a, 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3bb	Work Nos. 1b, 3c and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team.
3/3cc	Work Nos. 1b and 3c	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Required for access to construct works to junction 67 (Coal House) northbound off slip road.
3/3ee	Work Nos. 1a and 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Widening to junction 67 (Coal House) Southbound on slip road.
3/3jj	Work Nos. 9, 10, 13 and 14	Required for diversion of existing Northern Gas Networks pipelines and construction of associated gas transfer station building adjacent to northbound carriageway.
3/3oo	Work No. 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Widening to junction 67 (Coal House) southbound on slip road.
3/3ss	Work No. 16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/3xx	Work No. 21	Required for the working compound and associated access at Woodford.
3/3bbb	Work Nos. 4b and 22	Required for access and to construct proposed highway and associated embankment. Required for proposed Northumbrian Water pipeline diversion.
3/3ccc	Work No. 6b	Required to access, maintain and alter existing drainage outlet and ditch
3/3eee	Work No. 21	Required for the working compound and associated access
3/3fff	Work No. 6a	Temporary working space for the widening, alteration and realignment of the existing highway with construction of new pavements, embankments, retaining walls, ground improvements and directional gantry signs.
3/3ggg	Work No. 22	Required for the Northumbrian Water pipeline diversion and associated access for the working compound.
3/3jjj	Work No. 6a	Required to access, maintain and alter existing drainage outlets.
3/4e	Work No. 6b	Required for access and to construct proposed highway and associated embankment. Required to access, maintain and alter existing drainage outlet and ditch.
3/4f	Work No. 6b	Required for access and to construct proposed highway and associated embankment. Required to access, maintain and alter existing drainage outlet and ditch.
3/4h	Work No. 6b	Required to access, maintain and alter existing drainage outlet and ditch.
3/4j	Work No. 6b	Required for access and to construct proposed highway and associated embankment.

Table 2 - Temporary possession and use of land – by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/4k	Work No. 6b	Required for access and to construct proposed highway and associated embankment.
3/4r	Work No. 6b	Required to access, maintain and alter existing drainage outlet and ditch.
3/4t	Work No. 22	Required for proposed Northumbrian Water pipeline diversion.
3/5	Work Nos. 10 and 13	Required for diversion of existing Northern Gas Networks pipelines and construction of associated gas transfer station building adjacent to northbound carriageway.
3/6a	Work Nos. 9, 10, 11, 13, 14 and 15	Required for diversion of existing Northern Gas Networks pipelines and construction of associated gas transfer station building adjacent to northbound carriageway. Construction of a private maintenance access road from Lamesley Road for maintenance of gas, rail and highway structures.
3/6c	Work Nos. 5a and 11	Required for the construction compound for Allerdene Bridge and associated access. Construction of a private maintenance access road from Lamesley Road for maintenance of gas, rail and highway structures.
3/6g	Work Nos. 12 and 16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/6h	Work Nos. 12 and 16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/6i	Work Nos. 12, 15 and 16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/6m	Work No.16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/7	Work No.16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/8	Work No.16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/9	Work No.16	Required for access to the works within junction 67 (Coal House) Roundabout.
3/10a	Work Nos. 5b, 16 and 23	Required to access and carry out the demolition of the existing Allerdene Bridge and associated Overhead Line Equipment. Required for access to the works within junction 67 (Coal House) Roundabout.
3/10i	Work Nos. 4a, 4b, 5b and 23	Required to access and carry out the demolition of the existing Allerdene Bridge, and associated Overhead Line Equipment.
3/13a	Work No. N/A	Required for the construction compound for Allerdene Bridge and associated access.
4/1m	Work No. 7b	Realignment of the junction 66 (Eighton Lodge) southbound on slip road.
4/1p	N/A	Required for the construction compound at junction 66 (Eighton Lodge) and associated access.
4/2a	N/A	Required for the temporary stopping up of footpath that runs parallel to A167 Durham Road from Angel of the North to junction 66 (Eighton Lodge).
4/2b	N/A	Required for the temporary stopping up of footpath that runs parallel to A167 Durham Road from Angel of the North to junction 66 (Eighton Lodge).
4/2e	Work No. 19	Required to construct the extension of Longbank Bridleway Underpass, including temporary working space and diversions for pedestrians during the Underpass closure.
4/3a	Work No. 6a	Required for utility diversions and associated works within junction 66 (Eighton Lodge) Roundabout.
4/3i	Work Nos. 6a and 7b	Required for works within and around junction 67 (Coal House) Roundabout. Required for the construction compound at junction 66 (Eighton Lodge) and associated access
4/3j	Work Nos. 6a and 7b	Required for works within and around junction 67 (Coal House) Roundabout. Required for the construction compound at junction 66 (Eighton Lodge) and associated access
4/3m	Work Nos. 6a, 7b and 19	Required for access and to construct proposed highway and associated embankment. Required to construct the extension of Longbank Bridleway Underpass, including temporary working space and diversions for pedestrians during the Underpass closure.

Table 2 - Temporary possession and use of land – by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/3n	Work Nos. 6a, 7b and 19	Required for access and to construct proposed highway, associated embankment and realignment of the junction 66 (Eighton Lodge) southbound on slip road. Required to construct the extension of Longbank Bridleway Underpass, including temporary working space and diversions for pedestrians during the Underpass closure.
4/3p	Work Nos. 6a, 7b and 19	Required for access and to construct proposed highway, associated embankment and realignment of the junction 66 (Eighton Lodge) southbound on slip road. Required to construct the extension of Longbank Bridleway Underpass, including temporary working space and diversions for pedestrians during the Underpass closure.
4/4a	Work Nos. 6a and 7b	Required for the construction compound at junction 66 (Eighton Lodge) and associated access.
4/4c	Work Nos. 6a and 7b	Required for the construction compound at junction 66 (Eighton Lodge) and associated access.
4/4d	Work Nos. 6a and 7b	Required for the construction compound at junction 66 (Eighton Lodge) and associated access.
4/4e	Work Nos. 6a and 7b	Required for the construction compound at junction 66 (Eighton Lodge) and associated access.
4/4f	Work Nos. 6a and 7b	Required for the construction compound at junction 66 (Eighton Lodge) and associated access.
4/5	Work Nos. 6a and 7b	Required for the construction compound at junction 66 (Eighton Lodge) and associated access.
4/6a	Work Nos. 6a, 7b and 19	Required for access and to construct proposed highway, associated embankment and realignment of junction 66 (Eighton Lodge) southbound on slip road Required to construct the extension of Longbank Bridleway Underpass, including temporary working space and diversions for pedestrians during the Underpass closure.
4/7c	Work No. 19	Required to carry out the Longbank Underpass and for temporary diversion of pedestrians during closure of the Footbridge.
4/8	Work No. 18	Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge.
4/9a	Work No. 6b	Required to construct the proposed highway widening works and for construction access.
4/12a	Work No. 6b	Required for access, alteration and maintenance of existing discharge outlet pipelines.
4/13e	Work No. 18	Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge.
4/13f	Work No. 18	Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge.
4/14c	Work No. 18	Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge.
4/15	Work No. 6b	Required to construct the proposed highway works and for utility diversions
5/1a	Work No. 6b	Required to construct the proposed highway works and for utility diversions.
5/1b	Work No. 6b	Required to construct the proposed highway works and for utility diversions.
5/5c	Work Nos. 6b and 8b	Required for access and construction of junction 65 (Birtley) northbound on slip road works.
5/5e	Work Nos. 6b and 8b	Required for access and construction of junction 65 (Birtley) northbound on slip road works

Table 2 - Temporary possession and use of land – by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
5/10b	Work Nos. 6b and 8b	Required for access and construction of junction 65 (Birtley) northbound on slip road works.

Table 3 – Permanent acquisition of rights over land – by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
2/2	Work Nos. 1a	Construction of retaining wall, new/relocation of existing ADS signs, upgrading of road lighting (including rights for maintenance).
3/1	Work Nos. 1a and 3a	Construction of retaining wall, new/relocation of existing ADS signs, upgrading of road lighting (including rights for maintenance).
3/3ll	Work No. 11	New right to construct, operate, access and maintain a private maintenance access road on land adjacent to Lamesley Road and extending to land adjacent to south side of the proposed Allerdene Bridge and the East Coast Main Line for the benefit of Network Rail, Highways England and Northern Gas Networks Ltd.
3/3yy	Work No. 5b and 21	New right to demolish the existing Allerdene Bridge.
3/3hhh	Work No. 6a	New right to access, operate, make alterations to and maintain the existing drainage outlet pipeline.
3/3lll	Work No. 6a	New right to access, operate, make alterations to and maintain the existing drainage outlet pipeline. Grouting works under land.
3/6b	Work No. 11	New right to construct, operate, access and maintain a private maintenance access road on land adjacent to Lamesley Road and extending to land adjacent to south side of the proposed Allerdene Bridge and the East Coast Main Line for the benefit of Network Rail, Highways England and Northern Gas Networks Ltd.
3/6l	Work No. 20	New right to access and maintain Allerdene culvert and drainage ditch.
3/10e	Work No. 5a	New right to operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.
3/10f	Work No 5a	New right to operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.
3/12c	Work No. 5a	New right to operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.
3/12e	Work No. 5a	New right to operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.
4/7f	Work No. 6a	New right to access, operate, make alterations to and maintain the existing drainage outlet pipeline. Grouting works under land.
4/9b	Work No. 6b	New right to access, operate, make alterations to and maintain the existing drainage outlet pipeline.

Table 3 – Permanent acquisition of rights over land – by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/10	Work No. 6b	New right to access, operate, make alterations to and maintain the existing drainage outlet pipeline.

Table 4 - Acquisition of land except for highway/railway beneath soffit level of bridge - by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/3g	Work Nos. 1b and 2	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side) and for grouting works on the land underneath the proposed new structure.
3/3h	Work Nos. 1a and 2	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side) and for grouting works on the land underneath the proposed new structure.
3/3ff	Work Nos. 1b and 2	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side) and for grouting works on the land underneath the proposed new structure.
3/3hh	Work Nos. 1a and 2	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side) and for grouting works on the land underneath the proposed new structure.
3/4a	Work Nos. 1a, 1b and 2	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side) and for grouting works on the land underneath the proposed new structure.
3/4b	Work Nos. 1a, 1b, 2	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side) and for grouting works on the land underneath the proposed new structure.
3/10g	Work Nos. 4a, 4b, 5a	New right to construct, operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.
3/12d	Work Nos. 4a, 4b, 5a	New right to construct, operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.
3/12f	Work Nos. 4b and 5a	New right to construct, operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.

Table 5 - Acquisition of land above ground level and temporary possession and use of land at ground level - by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/3uu	Work Nos. 5b and 23	Required to access and carry out the demolition of the existing Allerdene Bridge, the construction of the replacement Allerdene Bridge and associated Overhead Line Equipment, and for grouting works on the land underneath the proposed new structure.

Table 5 - Acquisition of land above ground level and temporary possession and use of land at ground level - by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/10b	Work Nos. 5b and 23	Required to access and carry out the demolition of the existing Allerdene Bridge, the construction of the replacement Allerdene Bridge and associated Overhead Line Equipment.
3/10c	Work Nos. 5b and 23	Required to access and carry out the demolition of the existing Allerdene Bridge, the construction of the replacement Allerdene Bridge and associated Overhead Line Equipment, and for grouting works on the land underneath the proposed new structure.
3/11	Work Nos. 5b and 23	Required to access and carry out the demolition of the existing Allerdene Bridge, the construction of the replacement Allerdene Bridge and associated Overhead Line Equipment.

Table 6 - Permanent acquisition of rights over subsoil including temporary possession and use of land - by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/3e	Work Nos. 1b and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Required for access to construct works to junction 67 (Coal House) northbound on slip road. Grouting works under land.
3/3f	Work Nos. 1b and 3d	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Required for access to construct works to junction 67 (Coal House) northbound on slip road. Grouting works under land.
3/3i	Work Nos. 1a and 3a	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side). Grouting works under land.
3/3z	Work Nos. 1b and 3c	New right to widen the existing Kingsway Viaduct and operate, access and maintain the structure (including the airspace underneath and extending up to 15m either side). Grouting works under land.
3/3dd	Work Nos. 1b and 3c	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Required for access to construct works to junction 67 (Coal House) northbound off slip road. Grouting works under land.
3/3gg	Work Nos. 1a and 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Grouting works under land.
3/3mm	Work Nos. 3c, 13 and 14	Required for diversion of existing Northern Gas Networks pipelines. Required for access to construct works to junction 67 (Coal House) northbound off slip road. Grouting works under land.
3/3pp	Work Nos. 1a and 3b	Required for works within and around junction 67 (Coal House) Roundabout including works to River Team. Grouting works under land.
3/3qq	Work Nos. 1a and 3b	Required for access to the works within junction 67 (Coal House) Roundabout. Grouting works under land.
3/3tt	Work Nos. 1a and 3b	Required for access to the works within junction 67 (Coal House) Roundabout. Grouting works under land.
3/3ww	Work No. 5a, 5b and 23	Required to access and carry out the demolition of the existing Allerdene Bridge, the construction of the replacement Allerdene Bridge and associated Overhead Line Equipment, and for grouting works on the land underneath the proposed new structure.

Table 6 - Permanent acquisition of rights over subsoil including temporary possession and use of land - by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/3aaa	Work Nos. 4b and 22	Required for access and to construct proposed highway and associated embankment. Required for proposed Northumbrian Water pipeline diversion. Grouting works under land.
3/3kkk	Work No. 6a	Required for access and to construct proposed highway and associated embankment. Grouting works under land.
3/3nnn	Work No. 6a	Required for access and to construct proposed highway and associated embankment. Required to alter existing drainage outlets. Grouting works under land.
3/4q	Work No. 6b	Required to access, maintain and alter existing drainage outlet and ditch. Grouting works under land.
3/6d	Work Nos. 3c, 13 and 14	Required for diversion of existing Northern Gas Networks pipelines. Required for access to construct works to junction 67 (Coal House) northbound off slip road. Grouting works under land.
3/6f	Work Nos. 10, 14 and 15	Required for diversion of existing Northern Gas Networks pipelines and construction of associated gas transfer station building adjacent to northbound carriageway. Grouting works under land.
3/6k	Work Nos. 5a and 11	New right to construct, operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure. Required for construction compound.
3/10d	Work No. 5a, 5b and 23	New right to demolish the existing Allerdene Bridge and construct, operate, access and maintain a replacement offline Allerdene Bridge structure and for grouting works on the land underneath the proposed new structure.
3/10h	Work Nos. 4a, 4b, 5a, 5b and 23	New right to construct, operate, access and maintain a replacement offline Allerdene Bridge structure, associated Overhead Line Equipment and for grouting works on the land underneath the proposed new structure.
3/12b	Work Nos. 5b and 23	Required to access and carry out the demolition of the existing Allerdene Bridge and associated Overhead Line Equipment, and for grouting works on the land underneath the proposed new structure.
4/2d	Work Nos. 6a and 19	New right to extend the Longbank Bridleway Underpass and operate, access and maintain the structure and associated equipment. Grouting works under land.
4/3b	Work No. 6a	Required for utility diversions and associated works within junction 66 (Eighton Lodge) Roundabout. Grouting works under land.
4/3q	Work Nos. 6a, 7b and 19	New right to extend the Longbank Bridleway Underpass and operate, access and maintain the structure and associated equipment. Grouting works under land.
4/4b	Work Nos. 6a and 7b	Required for the construction compound at junction 66 (Eighton Lodge) and associated access. Grouting works under land.
4/6b	Work Nos. 6a and 19	Required to construct the extension of Longbank Bridleway Underpass, including temporary working space and diversions for pedestrians during the Underpass closure. Grouting works under land.
4/7b	Work Nos. 6a and 19	Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge. Grouting works under land.
4/7e	Work No. 6a	Required for access and to construct proposed highway and associated embankment. Grouting works under land.



Table 6 - Permanent acquisition of rights over subsoil including temporary possession and use of land - by plot number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/12b	Work Nos. 6b and 18	Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge. Grouting works under land.
4/13b	Work No. 6a	Required for access and to construct proposed highway and associated embankment. Grouting works under land.
4/13d	Work Nos. 6a and 18	Required for access and to construct proposed highway and associated embankment. Required to carry out the demolition and construction of the replacement North Dene Footbridge and for temporary diversion of pedestrians during closure of the Footbridge. Grouting works under land.
4/14b	Work Nos. 6a and 18	Required for access and to construct proposed highway and associated embankment. Required to carry out the demolition and construction of the replacement North Dene Footbridge. Grouting works under land
5/3b	Work No. 6a	Required for access and construction of main highway works. Grouting works under land.
5/4b	Work Nos. 6a and 8a	Required for access and construction of main highway works and junction 65 (Birtley) off slip road. Grouting works under land.
5/4d	Work Nos. 6a and 8a	Required for access and construction of main highway works and junction 65 (Birtley) off slip road. Grouting works under land.
5/5a	Work Nos. 6a and 8a	Required for access and construction of main highway works and junction 65 (Birtley) off slip road. Grouting works under land.
5/6	Work No. 8a	Required for construction of junction 65 (Birtley) southbound off slip road works and temporary footpath diversion. Grouting works under land.
5/7	Work No. 8a	Required for construction of junction 65 (Birtley) southbound off slip road works and temporary footpath diversion. Grouting works under land.
5/8	Work No. 8a	Required for construction of junction 65 (Birtley) southbound off slip road works and temporary footpath diversion. Grouting works under land.
5/9	Work No. 8a	Required for construction of junction 65 (Birtley) southbound off slip road works and temporary footpath diversion. Grouting works under land.
5/11	Work No. 8a	Required for construction of junction 65 (Birtley) southbound off slip road works and temporary footpath diversion. Grouting works under land.

## 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:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
1	Ann Adlington and Arthur Robert Adlington	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) N/A (c) N/A (d) 5/8	(a) N/A (b) N/A (c) N/A (d) Y	A meeting was held with Mr and Mrs Adlington in 2018 to explain the changes in the Scheme and that their land would no longer be affected. In 2019, the Applicant contacted Mr and Mrs Adlington as part of the targeted statutory consultation in relation to the grouting works (April – May 2019) which only requires subsoil rights and no permanent acquisition. The Applicant has contacted Mr and Mrs Adlington as part of the targeted statutory consultation but did not receive a response. It is the Applicant's understanding that the Adlingtons are outside of the country for weeks at a time.
2	Arqiva No.2 Limited	Category 1 - Lessee /Tenant  Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/6i, 3/6j (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant has engaged with Arqiva No. 2 Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme. Arqiva No. 2 Limited were consulted as a Prescribed Consultee during the section 42 statutory consultation in February 2018. No response was received from Arqiva No.2 Limited during the statutory consultation. Further consultation will be undertaken with Arqiva No. 2 Limited at detailed design stage.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
3	Brett Morland Askew, Christopher Askew and Glenn Clifford Askew	Category 1 - Owner and/or Occupier  Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 4/3i, 4/4a, 4/4c, 4/4d, 4/4e, 4/4f (c) N/A (d) 4/4b	(a) N/A (b) N (c) N/A (d) Y	The District Valuer received written confirmation on 19 October 2018 that Brett Morland Askew, Christopher Askew and Glenn Clifford Askew were willing to engage in negotiations providing their legal fees for completing a land interest questionnaire were met which the Applicant is not able to do. The District Valuer contacted the Askews' land agent on 9 July 2019 to confirm the land interest questionnaire does not require completion and asked their land agent to confirm if they have any additional interests not captured in the Land Registry records and to clarify any objections.
4	Christopher Thomas Noble and Katelyn Noble	Category 2	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 4/9a (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted Mr and Mrs Noble as part of the section 47 statutory consultation in February 2018. The Applicant contacted Mr and Mrs Noble on 2 May 2019 as part of the refresh of the Scheme land data records. Mr and Mrs Noble responded on 17 May 2019 and identified that they have rights to park their vehicles on the verge at North Dene opposite their property which is in the freehold interest of Gala Unity Limited.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
5	Christopher Wilson and Marie Wilson	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 4/13a, 4/13c (b) 4/13e, 4/13f (c) N/A (d) 4/13b, 4/13d	(a) Y (b) N (c) N/A (d) Y	<p>The Applicant and District Valuer have met with Mr Wilson and his land agent following the targeted statutory consultation in 2018, to discuss the Scheme and provide plans to Mr Wilson showing the potential area required for works and the fence line boundary.</p> <p>A further meeting was held in June 2019 with Mr Wilson and his land agent to discuss the request for a retaining wall and fencing. Mr Wilson was advised by the Applicant that we had considered a retaining wall but were unable to provide it due to the costs compared to the embankment. Mr Wilson was also advised that the ES showed no requirement for a noise fence so this would not be provided. The Applicant confirmed to Mr Wilson that the embankment will be in the DCO application and he can make a representation if required at Examination.</p> <p>The District Valuer had a phone call with Mr Wilson in January 2020 and provided an update of the Scheme and planning process. The Applicant is continuing negotiations with Mr and Mrs Wilson's land agent around the basis for compensation. Discussions are ongoing.</p>
6	David Auld and Dawn Auld	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 4/8 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	<p>Following initial meetings in February 2018 at which no objections were raised, the District Valuer has sought written confirmation of Mr Auld's stance on numerous occasions with attempts to contact via telephone and in writing proving unsuccessful. The most recent attempt to was made in writing and sent via post to Mr Auld's home address on 4<sup>th</sup> April 2019.</p>

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
7	David Herbert Hankey	Category 1 - Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 4/6c (b) 4/3n, 4/3p, 4/6a (c) N/A (d) 4/6b	(a) Y (b) N (c) N/A (d) Y	The District Valuer has sought written confirm of Mr Hankey's stance. No objections have been raised to date with the permanent acquisition and temporary possession of his interests. The most recent attempt to contact Mr Hankey was via his land agent by email on 11 June 2019, no response has yet been received.
8	David Meldrum	Category 1 - Owner and/or Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 4/3n, 4/3p, 4/5 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The District Valuer has received written confirmation from Mr Meldrum on 7 May 2019 that he has no objections to the permanent acquisition and temporary occupation of his land at this stage. Discussions are ongoing.
9	DB Cargo (UK) Limited	Category 1 - Lessee /Tenant	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/10c, 3/10g, 3/12a, 3/12d, 3/12f (b) 3/10i (c) 3/10e, 3/10f, 3/12c, 3/12e (d) 3/10d, 3/10h, 3/12b	(a) Y (b) N (c) Y (d) Y	The District Valuer had early discussions with DB Cargo to discuss geotechnical investigation works. The District Valuer contacted DB Cargo again on 4 July 2019 asking them to confirm a written response. DB Cargo confirmed on the same day that they received the request and are currently drafting a response.
10	Environment Agency	Category 1 - Occupier Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/2b, 3/3m, 3/3o, 3/3t, 3/3u, (b) 3/3c, 3/3k, 3/3n, 3/3p, 3/3q, 3/3r, , 3/3w, , 3/3x, 3/3y (c) N/A (d) , N/A	(a) Y (b) N (c) N/A (d) Y	The Applicant has engaged with the Environment Agency (EA) during design development to inform the EIA methodology and assessment, as well as the proposed environmental mitigation for the Scheme.  The Applicant has held several meetings with the EA between 2017 and 2019 (alongside Gateshead Council) on the water and ecology receptors potentially affected by the Scheme. The Applicant has shared documents with the EA for comment and discussed their feedback at a meeting on 11 April 2019.  The District Valuer contacted the EA on 9 July 2019 to discuss their land plots near to the River Team and land take requirements for the Scheme.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
11	Gala Unity Limited	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 4/9c (b) 4/9a (c) 4/9b (d) N/A	(a) Y (b) N (c) Y (d) N/A	The District Valuer has made two attempts to contact Gala Unity Limited in writing at their given address. No response has been received to these attempts with the most recent letter sent in February 2019.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
12	Gateshead Council	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 1-1, 3-2b, 3-3a, 3/3g, 3/3h, 3-3j, 3-3l, 3-3m, 3-3o, 3-3t, 3-3u, 3/3ff, 3/3hh, 3-3ii, 3-3kk, 3-3nn, 3-3rr, 3-3uu, 3-3vv, 3-3zz, 3-3ddd, 3-3iii, 3-3mmm, 3/4a, 3/4b, 3-4c, 3-4d, 3-4g, 3-4i, 3-4n, 3-4o, 3-10b, 3-10c, 3-10g, 4-11, 4-12c, 4-1k, 4-1s, 4-1t, 4-2c, 4-3c, 4-3d, 4-3e, 4-3f, 4-3g, 4-3h, 4-3k, 4-3r, 4-3s, 4-3t, 4-7a, 5-5b, 5-5d, 5-5f 5-10a, 5-10c, 5-10d, 5-10e, 5-10f, 5-10g  (b) 3-3b, 3-3c, 3-3d, 3-3k, 3-3n, 3-3p, 3-3q, 3-3r, 3-3s, 3-3v, 3-3w, 3-3x, 3-3y, 3-3aa, 3-3bb, 3-3cc, 3-3ee, 3-3jj, 3-3oo, 3-3ss, 3-3xx, 3-3bbb, 3-3ccc, 3-3eee, 3-3fff, 3-3ggg, 3-3jjj, 3-4e, 3-4f, 3-4h, 3-4j, 3-4k, 3-4r, 3-4t, 3-10a, 4-12a, 4-13f, 4-14c, 4-15, 4-1p, 4-2a, 4-2e, 4-3a, 4-3i, 4-3j, 4-3n, 4-4c, 4-4e, 4-4f, 4-5, 5-10b, 5-1a, 5-1b, 5-5c, 5-5e  (c) 3-3ll, 3-3yy, 3-3hhh, 3-3lll, 3-10e, 4-9b  (d) 3-3e, 3-3f, 3-3i, 3-3z, 3-3dd, 3-3gg, 3-3mm, 3-3pp, 3-3qq, 3-3tt, 3-3ww, 3-3aaa, 3-3kkk, 3-3nnn, 3-4q, 3-10d, 4-14b, 4-2d, 4-3b, 4-7b, 5-5a, 5-9	(a) Y (b) N (c) Y (d) Y	The Applicant has had ongoing engagement with Gateshead Council including a series of meetings between 2016 and 2019 to discuss the DCO process, EIA and Scheme design.  The plans detailing both the proposed permanent and temporary land to be acquired for this Scheme were sent to Gateshead Council in November 2018. The Council has yet to respond to further attempts to communicate with them and establish their stance, which were made in December 2018 and February 2019. The Applicant's legal representatives sent a letter to Gateshead Council on 8 July 2019 to formally ask for a response. Draft versions of the Land Plans, Works Plans, General Arrangement Plans and the draft DCO schedules were also included with the request.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
13	Grenville Ford Long	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) N/A (c) N/A (d) 5/6	(a) N/A (b) N/A (c) N/A (d) Y	The Applicant and District Valuer met with Mr Long during the 2019 targeted statutory consultation in relation to grouting works. Mr Long has the property up for sale and was advised by the Applicant he may have a Part 1 claim eligibility once the Scheme has been opened for a year if there is an increase in noise and an effect on the value of the property. Mr Long was also advised he may be eligible for compensation for his subterranean rights.
14	H Docherty Limited	Category 1 - Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/7 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted H Docherty Limited as part of the section 47 statutory consultation in February 2018.



Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
15	Highways England Company Limited	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 1-1, 2-1, 3-2a, 3-2b, 3-2c, 3-2d, 3-2e, 3-2f, 3-2g, 3-2h, 3-2i, 3-2j, 3-2k, 3-2l, 3-2m, 3-2n, 3-3a, 3-3m, 3-3o, 3-3ii, 3-3rr, 3-3uu, 3-3vv, 3-3ddd, 3-3iii, 3-3mmm, 3-4a, 3-4b, 3-4c, 3-4d, 3-4g, 3-4i, 3-4l, 3-4m, 3-4n, 3-4o, 3-4p, 3-4s, 3-10b, 3-10c, 3-11, 4-13a, 4-13c, 4-14a, 4-1a, 4-1b, 4-1c, 4-1d, 4-1e, 4-1f, 4-1g, 4-1h, 4-1i, 4-1j, 4-1k, 4-1l, 4-1n, 4-1o, 4-1q, 4-1r, 4-1s, 4-1t, 4-3c, 4-3d, 4-3e, 4-3f, 4-3g, 4-3h, 4-3k, 4-3l, 4-3o, 4-3s, 4-3t, 5-10a, 5-10c, 5-10d, 5-10e, 5-10f, 5-10g, 5-2a, 5-2b, 5-2c, 5-2d, 5-2e, 5-2f, 5-2g, 5-2h, 5-2i, 5-2j, 5-3a, 5-5b, 5-5d, 5-5f  (b) 3-3d, 3-3oo, 3-3ee, 3-3fff, 3-3jjj, 3-4e, 3-4f, 3-4j, 3-4k, 3-4t, 3-10a, 4-1m, 4-1p, 4-2b, 4-3a, 4-3i, 4-3j, 4-3m, 4-3p, 5-10b, 5-5c, 5-5e  (c) 3/3hhh, 3/3lll  (d) 3-3e, 3-3pp, 3-3qq, 3-3tt, 3-3ww, 3-3kkk, 3-3nnn, 3-10d, 4-3b, 4-3q	(a) Y (b) N (c) Y (d) Y	Highways England is already the owner of this land, which is subject to the powers of compulsory acquisition contained in the draft DCO Order so as to ensure that any subsisting rights or interests over the land in question are overridden or extinguished.
16	Jackelyn Pelaez McLean and James Frederick McLean	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) N/A (c) 4/10 (d) N/A	(a) N/A (b) N/A (c) Y (d) N/A	Highways England representatives have met with Mr McLean at his home address to discuss the Scheme. The District Valuer received written confirmation on 14 September 2018 that Mr and Mrs McLean have no objections and have agreed proposed compensation under land take heading for occupation of land. Discussions are ongoing.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
17	James Jones & Sons (Pallets and Packaging) Limited	Category 1 - Occupier  Category 2- Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/3ccc, 3/4h (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	Ken Taylor of James Jones & Sons Limited confirmed on 31 January 2019 that they have no objections to the Scheme and have no issue with the temporary possession of their interests. They have asked that the Applicant keeps them informed on the traffic management plans once these are available. Discussions are ongoing.
18	Jewson Limited	Category 1 - Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/7 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted Jewson Limited as part of the section 47 statutory consultation in February 2018.
19	Kenneth Long c/o Patricia Long	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 4/7a, 4/7d (b) 4/7c (c) 4/7f (d) 4/7b, 4/7e, 5/7	(a) Y (b) N (c) Y (d) Y	The District Valuer and Highway England representatives met with Mr and Mrs Long in October 2018 to explain the Scheme and discuss the land take required. A further meeting was held with them in April 2019 to provide an update and confirm that an alternative means of access could be provided from Long Bank. At this meeting, Mr and Mrs Long verbally confirmed they had no issue with the proposals and that they are unlikely to instruct a land agent. Discussions are ongoing.
20	Key Inns Limited (trading as Bowes Incline Hotel)	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 5/4a, 5/4c (b) N/A (c) N/A (d) 5/4b, 5/4d, 5/5a	(a) Y (b) N/A (c) N/A (d) Y	The District Valuer received written confirmation from the land agent on 15 November 2018 that there were no objections to the Scheme at this stage. Discussions ongoing. A further meeting is due to be arranged with Mr Salicki to inform him of the plans to close North Dene Footbridge during construction. Discussions are ongoing.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
21	Lesley Gray	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/3bb (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted Lesley Gray as part of the section 47 statutory consultation in February 2018. No response was received from Lesley Gray as part of the statutory consultation.
22	Margaret Ann Bond and Emma Elizabeth Bond	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) N/A (c) N/A (d) 5/11	(a) N/A (b) N/A (c) N/A (d) Y	The District Valuer received written confirmation on 24 October 2018 that Margaret Ann Bond and Emma Elizabeth Bond are willing to engage in negotiations and no objections have been raised. Discussions are ongoing and the Applicant has agreed the claimant will be compensated for the reinstatement of their stable building elsewhere on their land.
23	Mark Llewellyn	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/3ss, 3/8 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	Highways England representatives have met with Mr Llewellyn and it was indicated that there were no objections to the temporary occupation of his land. Mr Llewellyn provided written confirmation on 1 July 2019 that he had no objections to the proposed use of his land.
24	Maureen Watts and Caroline Watts	Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/3kk, 3/3nn, 3/6e, (b) 3/3cc, 3/3jj, 3/5, 3/6a, 3/6c (c) 3/6b (d) 3/3dd, 3/3mm, 3/6d, 3/6f, 3/6k	(a) Y (b) N (c) Y (d) Y	The landowners have raised an objection to losing the land they occupy under licence from National Grid Networks (NGN) Limited, as the licence was terminated by NGN in 2018, ahead of the Scheme. Discussions are ongoing.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
25	Network Rail Limited	Category 1 - Owner and/or Occupier  Category 2 - Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/3nn, 3/6e, 3/10b, 3/10c, 3/10g, 3/10j, 3/10k, 3/11, 3/12a, 3/12d, 3/12f  (b) 3/3jj, 3/3ss, 3/5, 3/6a, 3/6c, 3/9, 3/10a, 3/10i  (c) 3/6b, 3/10e, 3/10f, 3/12c, 3/12e  (d) 3/3mm, 3/6d, 3/6f, 3/6k, 3/10d, 3/10h, 3/12b	(a) Y (b) N (c) Y (d) Y	<p>The Applicant has held a series of meetings with Network Rail between 2016 and 2019 to discuss the Scheme and proposals for Allerdene Bridge demolition and replacement over the East Coast Main Line. The District Valuer has sought written confirmation from Network Rail on their stance in relation to the Scheme proposals.</p> <p>Discussions with Network Rail have taken place in relation to an agreement for Allerdene Bridge and the draft protective provisions contained in Schedule 11 of the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>). Network Rail responded on 16 July 2019 to an email by the Applicant's legal representatives to confirm that the protective provisions sent to them are in a similar format to Network Rail's standard provisions and they are generally satisfied. Network Rail are consulting with their own legal team to confirm. Discussions are ongoing.</p>
26	North East Property Partnership Limited (note these are a subsidiary of UK Land Estates (Partnership) Limited – but North East Property Partnership Limited is the main contact)	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/3ss, 3/7 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted North East Property Partnership Limited as part of the section 47 statutory consultation in February 2018.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
27	Northern Gas Networks Limited	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/6e, 3/6j (b) 3/3ss, 3/6a, 3/6c, 3/6g, 3/6h, 3/6i, 3/6m (c) 3/6b, 3/6l (d) 3/6d, 3/6f, 3/6k	(a) Y (b) N (c) Y (d) Y	<p>The Applicant has held a series of meetings with NGN between 2016 and 2019 to discuss their proposed gas plant and pipeline diversion works planned prior to the start of the Scheme's construction. The Applicant has sought written confirmation from NGN on their stance in relation to the Scheme proposals.</p> <p>Discussions with NGN and their land agent have taken place in relation to draft protective provisions contained in Schedule 11 of the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>). NGN responded on 26 April 2019 to an email by the Applicant's legal representatives to confirm that they are providing a draft asset protection deed, to be entered into in place of the protective provisions.</p> <p>Discussions are ongoing in respect of specific terms which may be required.</p>
28	Persimmon Homes Limited	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 4/15, 5/1a, 5/1b (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	<p>Persimmon Homes declined an invite to meet and discuss the Scheme proposals. Plans of the proposed temporary occupation of their land have been sent to them and a written response detailing any objections was last requested in January 2019. No response has been received.</p>
29	Robert Henderson	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 4/14a, 5/3a (b) 4/14c (c) N/A (d) 4/14b, 5/3b	(a) Y (b) N (c) N/A (d) Y	<p>The Applicant has met with Mr Henderson to discuss the impact of the Scheme on his land. The District Valuer sent an email to Mr Henderson's land agent on 3 January 2019 to establish if he had any objections or concerns in relation to the Scheme but no response was received. The District Valuer has been chasing up a response and the most recent email was sent on 9 July 2019.</p>

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
30	Septimus Watts	Category 1 - Owner and/or Occupier  Category 2 – Rights	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/3kk, 3/3nn, 3/6e, (b) 3/3jj, 3/3cc 3/5, 3/6a, 3/6c, (c) 3/6b (d) 3/3dd, 3/3mm, 3/6d, 3/6f, 3/6k	(a) Y (b) N (c) Y (d) Y	The landowners have raised an objection to losing the land they occupy under licence from National Grid Networks (NGN) Limited, as the licence was terminated by NGN in 2018, ahead of the Scheme. Discussions ongoing.
31	Shenstone Properties Limited	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 4/12c (b) 4/12a (c) N/A (d) 4/12b	(a) Y (b) N (c) N/A (d) Y	The District Valuer received written confirmation from Shenstone Properties on 15 November 2018 that they are willing to engage in negotiations. This was also confirmed in an email from the land agent on 3 January 2019. No objections have been raised to date.
32	St Mary Magdalene and Holy Jesus Trustee Limited	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 4/6c (b) 4/6a (c) N/A (d) 4/6b	(a) Y (b) N (c) N/A (d) Y	The District Valuer received written confirmation from St Mary Magdalene and Holy Jesus Trustee Limited on 12 October 2018 that there are no objections and they are willing to engage in negotiations.
33	Team Valley S.A.R.L c/o Ares Management Limited	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) N/A (c) 2/2, 3/1 (d) N/A	(a) N/A (b) N/A (c) Y (d) N/A	The District Valuer has sought written confirmation from Team Valley S.A.R.L on their stance in relation to the Scheme proposals. The District Valuer sought instructions from the landowner's agent in April 2019 and requested a response in May 2019.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
34	The Coal Authority	Category 2	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3-2h, 3-2i, 3-2j, 3-2n, 3-3a, 3-3g, 3-3h, 3-3l, 3-3m, 3-3o, 3-3t, 3-3u, 3-3ff, 3-3hh, 3-3ii, 3-3rr, 3-3zz, 3-3ddd, 3-3iii, 3-3mmm, 3-4c, 3-4d, 3-4g, 3-4i, 3-4o, 3-6j, 4-1b, 4-1e, 4-1g, 4-1i, 4-1n, 4-1o, 4-1r, 4-1s, 4-1t, 4-3c, 4-3e, 4-3r, 4-3s, 4-3t, 4-6c, 4-7a, 5-2a, 5-2b, 5-4c  (b) 3-3c, 3-3d, 3-3k, 3-3p, 3-3s, 3-3w, 3-3x, 3-3y, 3-3bb, 3-3cc, 3-3ee, 3-3oo, 3-3xx, 3-3bbb, 3-3fff, 3-3ggg, 3-3jjj, 3-4e, 3-4f, 3-4h, 3-4j, 3-4k, 3-4r, 3-4t, 3-6g, 3-6h, 3-6i, 3-6m, 3/13a, 4-2a, 4-2e, 4-3a, 4-5, 4-6a, 4-7c  (c) 3/3yy, 3/3hhh, 3/3lll, 3/6l  (d) 3-3e, 3-3f, 3-3i, 3-3z, 3-3dd, 3-3gg, 3-3pp, 3-3qq, 3-3tt, 3-3aaa, 3-3kkk, 3-3nnn, 3-4q, 3-6d, 3-6f, 3-6k, 4-2d, 4-3b, 4-6b, 4-7b, 5-4d	(a) Y (b) N (c) Y (d) Y	The Applicant has had discussions with the Coal Authority in 2018, in relation to the potential effects from changes to the mine water pumping regime as a result of the Scheme.  The Applicant has shared design information and drawings with the Coal Authority for comment and it is understood that any changes associated with rising mine waters will not impact the above ground features of the Scheme. Therefore, no further consultation on this particular topic is required at this stage.  As the construction method for the Allerdene Bridge (Embankment or Viaduct option) and the Kingsway Viaduct pier widening will involve piling, further consultation is proposed with the Coal Authority once the detailed design is progressed.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
35	Thomas Arthur Hamish Ninth Baron Ravensworth (as executor for Lord Arthur Waller Eighth Baron)	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 1-1, 2-1, 3-2a, 3-2b, 3-2c, 3-2d, 3-2e, 3-2f, 3-2g, 3-2h, 3-2i, 3-2j, 3-2k, 3-2l, 3-2m, 3-2n, 3-3a, 3-3g, 3-3h, 3-3j, 3-3l, 3-3m, 3-3o, 3-3t, 3-3u, 3-3ff, 3-3hh, 3-3ii, 3-3kk, 3-3nn, 3-3rr, 3/3uu, 3-3vv, 3-3zz, 3-3ddd, 3-3iii, 3-3mmm, 3-4a, 3-4b, 3-4c, 3-4d, 3-4g, 3-4i, 3-4l, 3-4m, 3-4n, 3-4o, 3-4p, 3-4s, 3-6e, 3-6j, 3/10c, 3-10g, 3-10j, 3-10k, 3-12a, 3-12d, 3-12f, 4-1a, 4-1b, 4-1c, 4-1d, 4-1e, 4-1f, 4-1g, 4-1h, 4-1i, 4-1j, 4-1k, 4-1l, 4-1n, 4-1o, 4-1q, 4-1r, 4-1s, 4-1t, 4-2c, 4-3d, 4-3e, 4-3f, 4-3g, 4-3h, 4-3k, 4-3o, 4-6c, 4-7a, 5-2a  (b) 3-3b, 3-3c, 3-3d, 3-3k, 3-3n, 3-3p, 3-3q, 3-3r, 3-3s, 3-3v, 3-3w, 3-3x, 3-3aa, 3-3bb, 3-3cc, 3-3ee, 3-3jj, 3-3oo, 3-3xx, 3-3y, 3-3bbb, 3-3ccc, 3-3fff, 3-3ggg, 3-3jjj, 3-4e, 3-4f, 3-4h, 3-4j, 3-4k, 3-4r, 3-4t, 3-5, 3-6a, 3-6c, 3-6g, 3-6h, 3-6i, 3-6m, 3-7, 3-9, 3-10i, 3/13a, 4-1m, 4-2b, 4-3a, 4-3i, 4-3j, 4-3m, 4-4a, 4-4d, 4-6a, 4-7c, 4-8  (c) 2-2, 3-1, 3-3ll, 3-3yy, 3-3hhh, 3-3lll, 3-6b, 3-6l, 3-10e, 3-10f, 3-12c, 3-12e  (d) 3-3e, 3-3f, 3-3i, 3-3z, 3-3dd, 3-3gg, 3-3pp, 3-3qq, 3-3tt, 3-3ww, 3-3aaa, 3-3kkk, 3-3mm, 3-3nnn, 3-4q, 3-6d, 3-6f, 3-6k, 3-10d, 3-10h, 3-12b, 4-3b, 4-3q, 4-4b, 4-6b, 4-7b	(a) Y (b) N (c) Y (d) Y	The District Valuer received written confirmation from Thomas Arthur Hamish Ninth Baron Ravensworth on 11 January 2019 that there are no objections and he is willing to engage in negotiations.



Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
36	Tyneside Transport Services Ltd (trading as Nexus)	Part 1 (Category 1 – Occupier)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/3x, 4/3i (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	Nexus were consulted as a Prescribed Consultee during the section 42 statutory consultation in February 2018 and they provided a response which can be found in <b>Annex N</b> of the Consultation Report ( <b>Application Document Reference: TR010031/APP/5.1</b> ).
37	UK Auto Holdings	Category 1 - Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/7 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted Muss Media Limited as part of the section 47 statutory consultation in February 2018. Muss Media Limited were the current occupier of this address at the time of consultation. During the refresh of the Scheme land data records in 2019, it was identified that Muss Media Limited are now in liquidation and UK Auto Holdings now holds this address (although with the same Director). A consultation letter was sent to UK Auto Holdings Limited on 26 June 2019. No response has been received to date.
38	UK Land Estates (Partnership) Limited  (note that North East Property Partnership Limited is the main contact, these are a subsidiary of UK Land Estates (Partnership) Limited)	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/7 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted UK Land Estates (Partnership) Limited as part of the section 47 statutory consultation in February 2018 via their subsidiary company North East Property Partnership Limited. No response was received from them as part of the statutory consultation.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
39	YESSS (A) Electrical Limited	Category 1 - Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/7 (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	The Applicant consulted YESSS (A) Electrical Limited as part of the section 47 statutory consultation in February 2018. No response was received from them as part of the statutory consultation.
<b>Statutory Undertakers</b>						
40	Centurylink Communications UK Limited	Part 1 (Category 2)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/10b, 3/10c, 3/10g, 3-10j, 3-10k, 3/11 (b) 3/3r, 3/3v, 3/3aa, 3/3ss, 3/8, 3/9, 3/10a, 3/10i (c) 3/10e, 3/10f (d) 3/10d, 3/10h	(a) Y (b) N (c) Y (d) Y	The Applicant contacted Centurylink Communications UK Limited as part of the 2019 targeted statutory consultation held in May – June 2019. They were identified following a refresh of the Scheme land data records and information obtained from the District Valuer. Centurylink Communications UK Limited responded to the consultation on 25 May 2019 to confirm that they have plant within the identified Scheme area.
41	Instalcom Limited	Part 1 (Category 2)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/10b, 3/10c, 3/10g, 3/11 (b) 3/10a, 3/10i (c) 3/10e, 3/10f (d) 3/10d, 3/10h	(a) Y (b) N (c) Y (d) Y	The Applicant has engaged with Instalcom Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme. Instalcom Limited were consulted as a Prescribed Consultee during the section 42 statutory consultation in February 2018. No response was received. Further consultation will be undertaken with Instalcom Limited at detailed design stage.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
42	Northern Gas Networks Limited	Part 1 (Category 2)	(a) Permanent  (b) Temporary  (c) Rights  (d) Rights and Temporary	(a) 3-2a, 3-2b, 3-2c, 3-3a, 3-3g, 3-3h, 3-3j, 3-3l, 3-3m, 3-3o, 3-3hh, 3-3ii, 3-3nn, 3-4a, 3-6e, 3-6j, 4-1a, 4-1b, 4-1c, 4-1g, 4-1h, 4-1k, 4-3c, 4-3g, 4-3l, 4-3o, 4-6c  (b) 3-3b, 3-3c, 3-3d, 3-3k, 3-3n, 3-3p, 3-3q, 3-3r, 3-3s, 3-3v, 3-3w, 3-3x, 3-3y, 3-3aa, 3-3cc, 3-3ee, 3-3jj, 3-3oo, 3-3ss, 3-5, 3-6a, 3-6g, 3-6h, 3-6i, 3-6m, 3-8, 4-3a, 4-3m, 4-3n, 4-6a  (c) 2-2, 3-1, 3-3l, 3-6l  (d) 3/3e, 3/3f, 3/3dd, 3/3mm, 3/3qq, 3/3tt, 3/6d, 4/3b, 4/3q, 4/6b	(a) Y  (b) N  (c) Y  (d) Y	<p>The Applicant has held a series of meetings with NGN between 2016 and 2019 to discuss their proposed gas plant and pipeline diversion works planned prior to the start of the Scheme's construction. The Applicant has sought written confirmation from NGN on their stance in relation to the Scheme proposals.</p> <p>Discussions with NGN and their land agent have taken place in relation to protective provisions contained in Schedule 11 of the draft DCO (<b>Application Document Reference: TR010031/APP/3.1</b>). NGN responded on 26 April 2019 to an email by the Applicant's legal representatives to confirm that they are providing a draft asset protection deed, to be entered into in place of the protective provisions.</p> <p>Discussions are ongoing in respect of specific terms which may be required.</p>

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
43	Northern Powergrid Limited	Part 1 (Category 2)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3-2a, 3-2b, 3-2c, 3-2d, 3-2e, 3-2f, 3-2g, 3-2k, 3-2l, 3-2m, 3-3a, 3-3g, 3-3h, 3-3j, 3-3m, 3-3o, 3-3hh, 3-3kk, 3-3nn, 3-3zz, 3-4a, 3-4c, 3-4d, 3-4g, 3-4i, 3-4l, 3-4m, 3-4n, 3-4o, 3-4p, 3-4s, 3-6j, 3-10b, 3-10c, 3-10g, 3-10j, 3-10k, 3-11, 4-12c, 4-14a, 4-1a, 4-1b, 4-1c, 4-1d, 4-1g, 4-1h, 4-1i, 4-1k, 4-1s, 4-3c, 4-3d, 4-3g, 4-9c, 5-10a, 5-10c, 5-10f, 5-2a, 5-2b, 5-2c, 5-2f, 5-5b  (b) 3-3c, 3-3d, 3-3k, 3-3n, 3-3r, 3-3v, 3-3x, 3-3aa, 3-3jj, 3-3bbb, 3-3ccc, 3-3fff, 3-4e, 3-4f, 3-4h, 3-4j, 3-4k, 3-4t, 3-5, 3-6c, 3-6h, 3-10i, 4-15, 4-1m, 4-2b, 4-4a, 4-9a, 5-1a, 5-1b  (c) 3-3ll, 3-3yy, 3-3hhh, 3-3lll, 3-10e, 3-10f, 4-9b  (d) 3-3e, 3-3i, 3-3z, 3-3dd, 3-3gg, 3-3mm, 3-3aaa, 3-10d, 3-10h, 4-12b, 4-14b, 4-4b, 5-4d, 5-5a	(a) Y (b) N (c) Y (d) Y	The Applicant has held a number of discussions with Northern Powergrid (NPG) in 2018 to provide them with an overview of the progress made to date on the design. NPG provided feedback on the General Arrangement (GA) drawings ( <b>Application Document Reference: TR010031/APP/2.6</b> ) and conditions for the contractor.  The Applicant has shared design information and drawings with NPG for comment. The Applicant's engagement with NPG helped to identify the assets within the scope of the Scheme. Further consultation will be undertaken with NPG at detailed design stage.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
44	Northumbrian Water Limited	Part 1 (Category 2)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3-2a, 3-2b, 3-2c, 3-2d, 3-2e, 3-2f, 3-2g, 3-2h, 3-3a, 3-3g, 3-3h, 3-3j, 3-3l, 3-3m, 3-3o, 3-3ii, 3-3zz, 3-4a, 3-4n, 3-4o, 3-6e, 3-6j, 4-1a, 4-1b, 4-1c, 4-1f, 4-1g, 4-1h, 4-1i, 4-1j, 4-1k, 4-1s, 4-3c, 4-3d, 4-3e, 4-3f, 4-6c, 5-10f, 5-2a, 5-2b, 5-3a, 5-4c, 5-5b  (b) 3-3c, 3-3d, 3-3k, 3-3n, 3-3q, 3-3r, 3-3v, 3-3x, 3-3aa, 3-3cc, 3-3ee, 3-3oo, 3-3ss, 3-3bbb, 3-6a, 3-6c, 3-6g, 3-10i, 4-15, 4-3a, 4-6a, 5-1a, 5-1b  (c) N/A  (d) 3/3e, 3/3f, 3/3i, 3/3dd, 3/3qq, 3/3aaa, 4/3b, 4/6b, 5/3b, 5/4d, 5/5a	(a) Y (b) N (c) N/A (d) Y	The Applicant held a meeting in 2018 with Northumbrian Water (NW) to ensure that appropriate arrangements were in place for protection of their apparatus.  The Applicant has provided details (including cross-sections) of the proposed works to NW. Due to limited information on the pipeline depth, Ground Penetrating Radar (GPR) surveys have been undertaken. Trial hole works are being planned to establish the need for the diversion fully.  Discussions with Northumbrian Water have taken place in relation to draft protective provisions contained in Schedule 11 of the draft DCO ( <b>Application Document Reference: TR010031/APP/3.1</b> ). The most recent contact was on 26 June 2019 when the Applicant contacted Northumbrian Water by email to discuss the Derwent Pipeline investigation works and a general update on the Scheme delivery. Discussions are ongoing.
45	Openreach Limited	Part 1 (Category 2)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 1-1, 2-1, 3-2a, 3-2d, 3-2e, 3-2f, 3-2g, 3-2h, 3-3a, 3-3g, 3-3h, 3-3j, 3-3zz, 3-3ddd, 3-4a, 3-4c, 3-4d, 3-4m, 3-4o, 3-4p, 3-6e, 3-6j, 3-10b, 3-10c, 3-10g, 3-11, 3-12a, 3-12f, 4-12c, 4-13c, 4-1a, 4-1b, 4-1c, 4-1g, 4-1h, 4-1i, 4-1j, 4-1k, 4-1s, 4-3f, 4-3g, 5-10a, 5-10c, 5-10f, 5-2a, 5-2c, 5-2d, 5-5b, 5-5d  (b) 3-3c, 3-3d, 3-3n, 3-3r, 3-3v, 3-3w, 3-3x, 3-3y, 3-3aa, 3-3ss, 3-4e, 3-4t, 3-6m, 3-10a, 3-10i, 4-13e, 4-14c, 4-3a, 5-10b, 5-5c  (c) 2-2, 3-1, 3-10e  (d) 3-3f, 3-3i, 3-10d, 3-10h, 4-12b, 4-13d, 4-3b, 5-6, 5-7, 5-8	(a) Y (b) N (c) Y (d) Y	The Applicant has engaged with Openreach Limited to obtain existing stats information, provide details on the Scheme design and obtain information on possible diversion routes required.  Openreach Limited were consulted as a Prescribed Consultee during the section 42 statutory consultation in February 2018. The Applicant has had several meetings with Openreach in 2018 to give them an overview of the stats diversion works and progress with the Scheme design. Further consultation will be undertaken with Openreach Limited at detailed design stage.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
46	Virgin Media Limited	Part 1 (Category 2)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/2a, 3/2h, 3/3a, 3/3g, 3/3h, 3/3j, 3-10b, 3-11, 4/1a, 4/1b, 4/1c, 4/1g, 4/1i, 4/1j, 4/1l, 4/1o, 4/3g, 5/10a, 5/10c, 5/10f, 5/2a, 5/2b, 5/5d  (b) 3/10a, 3/3c, 3/3d, 3/3k, 3/3n, 3/3p, 3/3x, 4/1m, 4/3a, 4/3i  (c) N/A  (d) 3/3f, 3/3i	(a) Y (b) N (c) N/A (d) Y	The Applicant has engaged with Virgin Media Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme.  Virgin Media Limited were consulted as a Prescribed Consultee during the section 42 statutory consultation in February 2018. No response was received. Further consultation will be undertaken with Virgin Media Limited at detailed design stage.
47	Vodafone Limited	Part 1 (Category 2)	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) 3/2h, 3/10b, 3/10c, 3/10g, 3/11, 4/1a, 4/1b, 4/1c, 4/1g, 4/1h, 4/1i, 4/1j, 4/1k, 4/3c, 4/3e, 4/3g  (b) 3/10a, 3/10i, 4/3a  (c) 3/10e, 3/10f  (d) 3/10d, 3/10h, 4/3b	(a) Y (b) N (c) Y (d) Y	The Applicant has engaged with Vodafone Limited to obtain existing stats information on their assets to support the preliminary design of the Scheme.  Vodafone Limited were consulted as a Prescribed Consultee during the section 42 statutory consultation in February 2018. No response was received. Further consultation will be undertaken with Vodafone Limited at detailed design stage.
48	Craig William Barnaby and Joseph Skoyles	Category 1 - Owner and/or Occupier	(a) Permanent (b) Temporary (c) Rights (d) Rights and Temporary	(a) N/A (b) 3/13a (c) N/A (d) N/A	(a) N/A (b) N (c) N/A (d) N/A	A meeting with Mrs Anna Skoyles (representing both Craig William Barnaby and Joseph Skoyles) took place in February 2020 to discuss the Scheme in relation to plot 3/13a, compensation rights and access to this land for surveys. These discussions remain ongoing and are being progressed by the Applicant.

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