

# A47 North Tuddenham to Easton Dualling

**Scheme Number: TR010038**

**Volume 4**

## **4.1 Statement of Reasons**

APFP Regulation 5(2)(h)

Planning Act 2008

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

February 2022

## Infrastructure Planning

### Planning Act 2008

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

## The A47 North Tuddenham to Easton Development Consent Order 202[x]

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### STATEMENT OF REASONS

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<b>Regulation Number:</b>	5(2)(h)
<b>Planning Inspectorate Scheme Reference:</b>	TR010038
<b>Application Document Reference:</b>	TR010038/APP/4.1
<b>BIM Document Reference</b>	PCF STAGE 3   HE551489-GTY-LSI-000-RP-TX-30022
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<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 1	March 2021	Application Issue
Rev 2	September 2021	Deadline 2 Issue
Rev 3	December 2021	Deadline 6 Issue
Rev 4	February 2022	Deadline 9 Issue

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## 1 INTRODUCTION

### 1.1 Summary of Document

1.1.1 This Statement of Reasons relates to the A47 North Tuddenham to Easton Dualling (the Scheme), and has been submitted by Highways England (the Applicant) to the Planning Inspectorate (the Inspectorate) acting on behalf of the Secretary of State for Transport (Secretary of State). It relates to an application for development consent to implement the Scheme made under s37 of the Planning Act 2008 (as amended) (PA 2008). A more detailed description of the Scheme can be found in Chapter 2 of this Statement.

1.1.2 The Applicant is the strategic highway company responsible for operating, maintaining and improving the Strategic Road Network (SRN) in England. Highways England became a Government owned company in April 2015 succeeding to the functions of the Highways Agency. The purpose of this document is to demonstrate that the powers of compulsory acquisition (and temporary possession) sought in the Development Consent Order (DCO) are necessary, proportionate, justified, and that legislative and policy tests are met. Detail is provided concerning the extent and nature of the powers sought and how this is set out in the application documents.

### 1.2 Scheme's Qualification as a Nationally Significant Infrastructure Project

1.2.1 The Scheme is a nationally significant infrastructure project (NSIP) within sections 14(1)(h) and 22(1) of the PA 2008. Under section 22 PA 2008 an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives.

1.2.2 The Scheme satisfies section 22(3) in that:

- the highway is wholly in England;
- the Applicant as strategic highways company will be the highway authority for the highway; and
- the area of the land on which the part of the highway to be altered is situated and any adjoining land expected to be used in connection with its alteration is greater than the relevant limit set out in subsection (4), which in this case is 12.5 hectares, and speed limits on the Scheme will be 50mph or greater.

1.2.3 Further detail concerning the Scheme's qualification as an NSIP can be found within the 'Application Form' (**TR010038/APP/1.1**) and the Explanatory Memorandum (**TR010038/APP/3.2**).

1.2.4 As the Scheme is an NSIP, development consent must be obtained from the Secretary of State, and an application for a DCO must be made to the Secretary of State, care of the Inspectorate, under section 37 of the PA 2008.

1.2.5 The National Policy Statement for National Networks (NPS NN) sets out that, subject to the detailed policies and protections contained in the NPS NN and the legal constraints set out in the PA 2008, there is a 'presumption in favour' of granting development consent for national network NSIPs that fall within the need for infrastructure established in the NPS NN.

- 1.2.6 As set out by the PA 2008, the primary policy consideration for an NSIP highway scheme is the NPS NN (designated on 14 January 2015). Section 104 of the PA 2008 requires the Secretary of State to determine an application for an NSIP in accordance with a relevant NPS except in a limited number of specified circumstances.
- 1.2.7 The Scheme is an Environmental Impact Assessment (EIA) Development and is of a type listed within Regulation 3(1), Schedule 2, Paragraph 10(f) (construction of roads) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). The Scheme has the potential to generate significant environmental effects by virtue of its nature, scale and location.
- 1.2.8 In accordance with Regulation 8(1)(b) of the EIA Regulations, the Applicant has notified the Secretary of State in its EIA Scoping Report dated September 2019 (**TR010038/APP/6.5**) submitted to the Inspectorate that an Environmental Statement presenting the findings of the EIA will be submitted with the DCO application. The Inspectorate reviewed and consulted on the EIA Scoping Report and published a Scoping Opinion on 1 November 2019 (**TR010038/APP/6.6**).

### 1.3 Land Interests

- 1.3.1 The extent of the land interests affected by the compulsory acquisition and temporary possession powers sought by the Applicant in relation to the land (the Land) is described in Chapter 4 of this Statement.
- 1.3.2 The Applicant has carried out diligent inquiry, as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the APFP Regulations) and the "Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land" dated September 2013 (the CA Guidance), to identify all persons with an interest in the Land (the land shown on the Land Plans (**TR010038/APP/2.3**)) 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 PA 2008. 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 (**TR010038/APP/4.3**).
- 1.3.3 The Applicant has entered into negotiations to acquire other parties' interests voluntarily and is progressing those discussions. These negotiations are not yet complete. The current position on these negotiations is set out in the Compulsory Acquisition Schedule (**TR010038/EXAM/9.7**).
- 1.3.4 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.
- 1.3.5 The Applicant owns a number of plots which are subject to the rights of others which are incompatible with the construction and operation of the Scheme. In order to ensure that any such rights can be removed (and the persons benefitting from them are compensated for such removal) the Applicant's own land has been included within the Land to which the compulsory powers sought will apply.

## 1.4 Purpose / Need for Statement of Reasons

- 1.4.1 This Statement has been prepared in accordance with the requirements of Regulation 5(2)(h) of the APFP Regulations, and the CA Guidance. This Statement is required because the DCO, if made, would authorise the compulsory acquisition of land, or of interests or rights in land, the creation of rights and temporary possession powers in respect of certain land interests, and confer on the Applicant the additional powers which are further described in Chapter 3.
- 1.4.2 This Statement should be read alongside other DCO application documents that relate to the compulsory acquisition powers sought as part of this application, including:
- Draft DCO (TR010038/APP/3.1)
  - Explanatory Memorandum (TR010038/APP/3.2)
  - Book of Reference (TR010038/APP/4.3)
  - Land Plans (TR010038/APP/2.3)
  - Works Plans (TR010038/APP/2.4)
  - Crown Land Plans (TR010038/APP/2.9)
  - Special Category Land Plans (TR010038/APP/2.10)
  - Funding Statement (TR010038/APP/4.2)
  - Case for the Scheme (TR010038/APP/7.1)
  - Introduction to the Application (TR010038/APP/1.3)
- 1.4.3 This Statement serves to justify the exercise of compulsory acquisition powers over land and rights, and the taking of temporary possession over land. The extent of the land interests affected and a full justification against the relevant tests is set out in Chapter 4.



## 2 THE SCHEME

### 2.1 Description of the Scheme

2.1.1 As set out in Schedule (1) of the DCO the Scheme comprises the following main elements:

- 9km of new dual carriageway, running to the south of the existing A47 at Hockering and north of the existing A47 at Honingham
- two new junctions where the A47 passes over the local roads: one where Berrys Lane meets Wood Lane (Wood Lane junction) and one where Blind Lane meets Taverham Road (Norwich Road junction)
- removal of the existing roundabout at Easton to create a free-flowing road
- building four bridges for the A47 to pass over or under: the new Mattishall Lane Link Road, the proposed Wood Lane junction, the River Tud and the proposed Norwich Road junction
- Sandy Lane connecting to the A47 via a new side road providing access to Wood Lane junction
- two new lay-bys on the A47, between Fox Lane and the proposed Wood Lane junction, and police observation points
- closure to through traffic of: Church Lane (East Tuddenham), Berrys Lane, Blind Lane and Church Lane (Easton), north the of A47
- widening of the junction of Rotten Row and Church Lane (East Tuddenham)
- converting sections of the existing A47 for local needs, such as
  - converting to a Class B road north of Honingham, with a new cycle track between the new Dereham Road link road and Honingham roundabout
  - reducing to a single lane in front of St Andrew's church, Honingham, with inclusion of passing places, parking places, turning area and security gate
- alterations to existing public rights of way and provision of new segregated routes for walkers and cyclists, including:
  - a new route for walkers and cyclists linking Honingham with St Andrew's Church below the A47 via the proposed Honingham church underpass
  - a new route for walkers and cyclists linking Easton with Lower Easton over the A47 via the proposed Easton footbridge
- new drainage systems, including:
  - new outfalls to the River Tud
  - dry culverts to maintain overland flow paths
  - new attenuation basins, with pollution control devices, to control discharges to local watercourses
- compounds, material storage areas and temporary vehicle parking located within the scheme boundary when construction is taking place

- diverting or installing new utilities infrastructure, such as a high pressure gas pipeline, electricity cables, water pipelines and electronic communications cables
- environmental measures embedded into the Scheme design to reduce the environmental effects and deliver wider benefits, such as noise barriers, low noise road surfaces, permanent mammal crossings and new wetland habitats
- temporary closure of access (exit and entry) to Honingham Lane at the junction with Taverham Road, Weston Road and Telegraph Hill.

2.1.2 Associated development includes, for the purposes of or in connection with the construction of any of those works mentioned above, further development within the Order limits consisting of:

- alteration to the layout of any street permanently or temporarily, including as part of de-trunking or stopping up orders, including but not limited to increasing or reducing the width of the carriageway of the street by reducing or increasing the width of any kerb, footpath, footway, cycle track or verge within the street; altering the level of any such kerb, footpath, footway, cycle track or verge; installing low noise surfacing; and landscaping sections of abandoned sections;
- works required for the strengthening, improvement, maintenance or reconstruction of any street;
- ramps, means of access, non-motorised links, footpaths, cycle tracks and crossing facilities;
- embankments, viaducts, aprons, abutments, shafts, foundations, retaining walls, barriers, pumping stations, parapets, drainage, outfalls, ditches, wing walls, highway lighting, fencing and culverts;
- street works, including breaking up or opening up a street, or any sewer, drain or tunnel under it; tunnelling or boring under a street;
- works to place, alter, remove or maintain street furniture or apparatus in a street, or apparatus in other land, including mains, sewers, drains, soakaways, pipes, cables, ducts, traffic signals and lights;
- works to alter the course of or otherwise interfere with a watercourse;
- landscaping, noise bunds and barriers, works associated with the provision of ecological mitigation and other works to mitigate any adverse effects of the construction, maintenance or operation of the authorised development;
- works for the benefit or protection of land affected by the authorised development;
- site preparation works, site clearance (including fencing, vegetation removal, demolition of existing structures and the creation of alternative footpaths); earthworks (including soil stripping and storage, site levelling); remediation of contamination;
- the felling of trees;

- construction compounds and working sites, storage areas, temporary vehicle parking, construction fencing, perimeter enclosures, security fencing, construction-related buildings, temporary worker accommodation facilities, welfare facilities, construction lighting, haulage roads and other buildings, machinery, apparatus, works and conveniences;
- the provision of other works including pavement works, kerbing and paved areas works, signing, signals, gantries, road markings works, traffic management measures including temporary roads and such other works as are associated with the construction of the authorised development; and
- such other works, working sites, storage areas and works of demolition, as may be necessary or expedient for the purposes of, or for purposes ancillary to, the construction of the authorised development.

2.1.3 The Scheme also includes ancillary development and various powers as described in Chapter 3 of this document.

## **2.2 Description of the Land Required and Subject to Compulsory Acquisition Powers**

2.2.1 The location of the development is shown on the Location Plan (**TR010038/APP/2.1**) and the land to be used by the Scheme is shown more particularly on the General Arrangement Plans (**TR010038/APP/2.2**). The Land Plans (**TR010038/APP/2.3**) show the land, and the different types of land interests proposed to be acquired or compulsorily acquired by the Applicant. The Works Plans (**TR010038/APP/2.4**) detail the elements of the Scheme to be constructed.

2.2.2 The land required by the Scheme can be currently described as follows:

2.2.3 The A47 highway corridor between North Tuddenham and Easton is located within a largely rural landscape characterised by agricultural land use and dispersed settlement. Physical features in the immediate vicinity of the existing A47 corridor which contribute to the landscape character of the wider area include agricultural fields enclosed by hedgerows with mature trees and small areas of woodland. Two Listed Buildings (St Andrew's Church and St Peter's Church) are located adjacent to the existing A47.

2.2.4 The Scheme extents, outside the land that is existing highway, are predominantly arable land enclosed by winding lanes and hedgerows, with pockets of ancient woodland and remnant heath cut through by pastoral river valleys. The broadly flat, rural landscape is an ancient countryside with a long-settled agricultural character. The eastern Scheme extents are more gently undulating relative to the broadly flat landscape of the western extents. The western part of the Scheme extents lies within Breckland Council's landscape character assessment. The eastern extents of the Proposed Scheme coincide with the coverage of Broadland District and South Norfolk Council landscape character.

2.2.5 There are no sites that are designated for their geological or geomorphological importance within the Scheme's extents.

2.2.6 There are no scheduled monuments, conservation areas, registered parks and gardens or historic battlefields within the Scheme extents. There are a number of listed buildings within the Scheme extents.

2.2.7 The Scheme is located within the districts of Breckland Council, Broadland District Council and South Norfolk Council, which are all within the administrative boundary of Norfolk County Council.

### 2.3 Public Rights of Way and Services Affected

2.3.1 There are no national cycleways within the Scheme area, but there are Public Rights of Way and other local footpaths as shown in Chapter 12 of the Environmental Statement (Population and Human Health, **TR010038/APP/6.1**) and on the Rights of Way and Access Plans (**TR010038/APP/2.5**).

2.3.2 The Scheme includes improvements to an existing footpath to create a bridleway with cycle track between Berrys Lane and Dereham Road (Honingham FP3) shown on sheet number 9 of the Rights of Way and Access Plans (**TR010038/APP/2.5**), and it is anticipated that the existing public right of way over footpath Honingham RB1 will be diverted. Walkers, cyclists and horse-riders would also experience temporary diversions of footpaths.

2.3.3 The table below summarises the statutory undertakers' apparatus which is envisaged to be affected by the Scheme.

Table 1: Statutory Undertakers' Apparatus Affected by the Scheme

Statutory Undertaker	Asset Type	Affected Asset
Anglian Water	Water	Strategic clean and wastewater assets along this section of the A47 requiring diversion of affected assets. Diversion proposals outlined and ongoing diversion development with asset owner.  Annex A to this Statement of Reasons shows the locations of the major water apparatus diversions along the route.
BT Openreach	Telecoms	Localised assets affected, with scope of diversionary works under development.
National Grid	Gas	High pressure gas main, on the east side of the proposed Wood Lane junction, to be diverted below the proposed A47 mainline and junction slip roads in this area.
UK Power Networks	Electricity  (buried cables and overhead lines)	No strategic assets are affected by the Scheme.  There are local low and high voltage assets affected and outline diversions have been developed with asset owner.  Interface between the proposed highway alignment and the existing 132kV overhead

Statutory Undertaker	Asset Type	Affected Asset
		lines at the Easton end to be reviewed to ensure sufficient safe clearance can be achieved, and avoid diversion works.
Vodafone, O2, THREE, T-Mobile & Orange.	Mobile Mast Transmitter	Four mobile mast sites have been identified within close proximity of the Scheme, but none are expected to be directly impacted by the construction activities.

- 2.3.4 The land subject to powers of compulsory acquisition is set out in detail in Annex A, together with justification for the seeking of those powers on a plot-by-plot basis.
- 2.3.5 The total area of land to be acquired (including permanent acquisition and permanent rights but not land that is scheduled for temporary possession only) by the Scheme is approximately **231.9 hectares**.
- 2.3.6 The total area of land required for temporary use by the Scheme is approximately **66.9 hectares**.

### **3 COMPULSORY ACQUISITION**

#### **3.1 Scope of compulsory acquisition powers with reference to the draft DCO**

3.1.1 The main powers authorising the compulsory acquisition of land, or interests in, or rights over land, are contained in Articles 24 (compulsory acquisition of land) and 27 (compulsory acquisition of rights and imposition of restrictive covenants) of the DCO. Other compulsory acquisition powers are sought in the DCO (identified below) and these similarly relate to land and will, or may, interfere with property, rights and interests. In addition, powers are sought in the DCO to enable the temporary possession and use of land. In each case the owner of the land, or the interest or right in the land, may be entitled to compensation.

3.1.2 The other powers referred to in the paragraph above include the Articles below.

#### **Article 29: Private rights over land**

3.1.3 Article 29 allows for the extinguishment of existing private rights over land, subject to the compulsory acquisition of rights, or subject to the imposition of restrictive covenants, to the extent that continuing the existing rights would be inconsistent with the right acquired or restrictive covenant imposed (Article 29(2))

3.1.4 With regard to land that the Applicant may take temporary possession of under the DCO, Article 29(4) provides that all private rights over that land will be suspended and unenforceable for as long as the Applicant is in possession of it.

#### **Article 32: Acquisition of subsoil or airspace only**

3.1.5 Article 32(1) allows the Applicant to acquire only the subsoil underneath, or airspace over, any land over which it has powers of compulsory acquisition under Article 24(1), for the same purposes for which it may acquire the whole of the land under that article.

#### **Article 33: Rights under or over streets**

3.1.6 Article 33(1) allows the Applicant, where required for the construction of the Scheme, to enter on and appropriate the subsoil underneath or airspace over any street within the Order limits and to use that subsoil or airspace for the purposes of the authorised development (ie the Scheme). The undertaker may exercise this power without being required to acquire any part of the street, or easement or right in it (Article 33(2)), but this does not apply in relation to subways or underground buildings, or to cellars or similar structures forming part of a building fronting the street.

#### **Article 34: Temporary use of land for carrying out the authorised development**

3.1.7 Article 34(1)(a) would enable the Applicant to take temporary possession of the land specified in column 1 and 2 of Schedule 7 to the DCO or any other land for the purposes specified in column 3, so long as the Applicant has not executed a general vesting declaration to vest the land in question in itself or entered the land in question following a notice of entry.

3.1.8 Article 34(1) would enable the Applicant to:

- a) remove buildings and vegetation from the land

- b) construct temporary works (including accesses) and buildings on the land
  - c) construct any permanent works specified in column 3 of Schedule 7 to the DCO, and any other mitigation works.
- 3.1.9 The period for temporary possession would be subject to time limits under Article 34(2).
- 3.1.10 Unless the owner of the land agreed, the Applicant could not remain in possession:
- a) as regards to any land specified in paragraph 1(a)(i) of Article 34, for more than a year after completing that part of the Scheme specified in relation to that land in column 3 of Schedule 7
  - b) as regards to any other Order land, 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).
- 3.1.11 Article 34(4) provides that before giving up possession of any land the Applicant would be obliged to remove all temporary works and restore the land to the original surveyed condition as agreed with the current owner of the land at the time of entry.

#### **Article 35: Temporary use of land for maintaining the authorised development**

- 3.1.12 Article 35(1) would enable the Applicant to take temporary possession of any land within the Order limits, 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 authorised development (ie. that part of the Scheme) is first open for use).
- 3.1.13 Article 35(1)(c) would allow the Applicant to construct temporary works and buildings on the land, so far as reasonably necessary for the purpose of 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. The Applicant may only 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 land temporarily possessed under this article, the Applicant would be required to remove all temporary works and restore the land to the original surveyed condition as agreed with the current owner of the land at the time of entry.

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

- 3.1.14 The DCO also confers other rights and powers on the Applicant that may interfere with property rights and private interests. These additional powers are:
- a) Article 16: Temporary alteration, diversion, prohibition and restriction of use of streets
  - b) Article 17: Permanent stopping up and restriction of use of streets and private means of access
  - c) Article 22: Protective works to buildings
  - d) Article 23: Authority to survey and investigate the land

## **4 LAND INTERESTS**

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

- 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 (**TR010038/APP/2.3**). It is further described in the Book of Reference (**TR010038/APP/4.3**) and in other documentation forming part of the DCO application.
- 4.1.2 The total land within the DCO limits comprises approximately 300 hectares. (Of this, approximately 198 hectares will be acquired permanently, 67 hectares will be subject to temporary possession only and 34 hectares will be subject to temporary possession with acquisition of permanent rights.)
- 4.1.3 The purpose for which each plot of land is required is set out in Annex A of this Statement.

### **4.2 Location**

- 4.2.1 The Scheme is located on the A47 which forms part of the strategic road network. The Scheme covers the section of the A47 from North Tuddenham to Easton, to the west of Norwich and forms part of the main arterial highway route connecting Norwich and Great Yarmouth to Leicester and the Midlands via King's Lynn.
- 4.2.2 The Scheme is located within the administrative areas of Broadland District Council, Breckland Council, South Norfolk Council and Norfolk County Council. The land within the DCO limits includes the A47, village settlements and a mix of agricultural land and scattered woodland along the route of the current A47. The location of the Scheme is shown on the Location Plan (**TR010038/APP/2.1**).
- 4.2.3 The nearest residential areas include the villages of North Tuddenham and Hockering on the northern side of the existing A47. Honingham is located further east and on the south side of the A47, with the village of Easton at the eastern edge of the DCO limits, to the south of the existing A47. Mattishall, Mattishall Burgh and Colton are towns and villages to the south of the existing A47. There are also a number of more isolated residential properties and farm holdings in the vicinity of the Scheme.

### **4.3 How diligent inquiry has been used to identify and consult land interests**

- 4.3.1 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 by section 44 of the PA 2008.
- 4.3.2 Those persons who were identified by the Applicant are listed in the Book of Reference (**TR010038/APP/4.3**) and have been consulted about the application in accordance with section 42 of the PA 2008 as described in the Consultation Report (**TR010038/APP/5.1**).
- 4.3.3 Diligent inquiry to identify affected landowners and occupiers, those with another type of interest in land and those with a potential claim was undertaken by the Applicant's expert land referencing supplier. The categories of persons identified,



and the methods used to identify them, are described below with reference to the categories in the Book of Reference (**TR010038/APP/4.3**).

- 4.3.4 Land referencing has been undertaken throughout the pre-application period to ensure any changes in interest 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 interest are identified and to ensure any new interests will be consulted and subject to engagement. Any changes will also be recorded and updated in the Book of Reference (**TR010038/APP/4.3**).

#### **4.4 Category 1 and 2 persons**

- 4.4.1 Identification of Category 1 and 2 persons, as defined in section 44 of the PA 2008, was undertaken at the early stages of development of the Scheme in order to inform the design of the Scheme and the preparation of the application.
- 4.4.2 A shapefile of the search area, being the anticipated land requirements (before the DCO boundary shown on the Land Plans was defined), was submitted to the Land Registry. Land Registry data was received in the form of a digital shapefile (a GIS layer) and digital copies of the Official Copy Registers and Title Deeds. All relevant freehold, leasehold, mortgagee, beneficiary, other charges and restrictive covenants information was extracted and stored in a land referencing database. Further Land Registry searches have been used to ensure that any changes in title in respect of Land potentially required for or affected by the Scheme were identified.
- 4.4.3 On completion of the initial desk-based exercise described above, the extent of unregistered land interests became known. In order to establish interests in relevant areas of unregistered land public sources of information were used including site visits, posting of sites notices, the Companies House website, the relevant Highway Authority, records held by Statutory Undertakers and other online resources. A land charge search was also undertaken.
- 4.4.4 The information obtained from the above exercises was used to populate Part 1, Part 2 and Part 3 of the Book of Reference (**TR010038/APP/4.3**).

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

- 4.5.1 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 result of the Scheme, although the land in question is not acquired outright.
- 4.5.2 Identification of Category 3 persons, as defined in section 44 of the PA 2008, was undertaken at an early stage of development of the Scheme, in order to inform the design of the Scheme and preparation of the application.
- 4.5.3 In order to identify potential Category 3 persons who may be entitled to make a claim under section 10 of the CPA 1965, a desk-based assessment was carried out to identify properties with a potential claim. In addition, site visits were carried

out in order to assess properties for potential claims that were not identify from the initial desk-based exercise.

4.5.4 Furthermore, proposed new residential developments identified in the relevant adopted and emerging local plans including Norfolk, South Norfolk and Breckland or information held by South Norfolk Council and Norfolk County Council on developments with planning permission were taken into account.

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

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

- a. properties closest to the highway and within the DCO boundary; and
- b. properties identified as a receptor as a consequence of the property being located outside of the DCO boundary but adjacent to the highway.

4.6.2 The Applicant's land referencing team were provided with guidance from environmental specialists involved in the compilation of the ES (**TR010038/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 the time regarding:

- existing noise levels
- projected noise levels from the Scheme
- distances to and impacts on receptors

4.6.3 Based on the above information, professional judgement was used to ascertain whether a person may be able to make a relevant claim for compensation under section 57(4) of the PA 2008, based on a worse-case assessment. Further details about the noise assessments undertaken can be found in Chapter 6, Noise and Vibration of the ES (**TR010038/APP/6.1**).

#### **4.7 Contact Referencing**

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

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

#### **4.8 Land required for Construction Compounds**

4.8.1 Table 2 below summarises the proposed site compounds which are required to facilitate the construction of the A47 Tuddenham to Easton Scheme; see location and extent in the General Arrangement Plans (**TR010038/APP/2.2**).



Table 2: Proposed Temporary Site Compounds

Compound number	Approximate area (m <sup>2</sup> )	Purpose and justification	Access arrangements	Further details
1	25,000	<p><b>Traffic management (TM) compound</b> to:</p> <ol style="list-style-type: none"> <li>1. Provide a base for traffic management and vehicle recovery operations.</li> <li>2. To serve the construction of Mattishall Lane Link Road underbridge and the new Mattishall Lane side road.</li> </ol>	Off the existing A47 junction with Low Road.	<p>TM compound required to be in operation on a 24/7 basis to service the TM and recovery requirements of the Scheme.</p> <p>Shown as Work No. 59 on the Works Plans (<b>TR010038/APP/2.4</b>).</p>
2	33,700	<p><b>Satellite compound</b> to serve the construction of the Wood Lane junction and underbridge.</p>	Off the existing A47 westbound (left in, left out only).	Shown as Work No. 62 on the Works Plans ( <b>TR010038/APP/2.4</b> ).
3	50,400	<p><b>Main compound</b> for the Scheme including site offices and storage and processing facilities for earthworks materials and aggregates.</p> <p>Also serves the construction of:</p> <ol style="list-style-type: none"> <li>1. River Tud crossing</li> <li>2. Norwich Road junction and underbridge</li> <li>3. Honingham church underpass and associated WCH route</li> </ol>	Off Norwich Road from the Honingham roundabout on the existing A47.	Shown as Work No. 65 on the Works Plans ( <b>TR010038/APP/2.4</b> ).

Compound number	Approximate area (m <sup>2</sup> )	Purpose and justification	Access arrangements	Further details
4	17,600	<b>Satellite compound</b> to serve the construction of the Easton footbridge, including delivery and assembly of structural steel members for the bridge approach ramps and main span.	Off Church Lane, north of the A47 from Easton roundabout on the existing A47.	Shown as Work No. 71 on the Works Plans (TR010038/APP/2.4).

4.8.2 Development of compound proposals has taken place over the course of design development, to account for the requirements of the construction works. Feedback relating to local landowner considerations has also been factored into the selection of the compound locations using the following principles:

- All compounds will include provision for temporary site offices, welfare facilities, service connections, private vehicle parking, and storage of construction plant, equipment and materials as deemed necessary for the works.
- Allowance for potential precast yard, earthworks materials storage and processing areas. These areas also allow the facility to receive, stockpile and process imported aggregates which will be required for the construction of the Scheme, including ground improvement areas, pavement foundation layers, drainage and structural backfill.
- Allowance for construction working space (including sufficient space for large earthworks plant such as tracked excavators, dozers and articulated dump trucks to operate safely) and temporary storage of topsoil at the side of the mainline.
- Creation of new or removal/diversion of existing utility assets.
- Installing Scheme drainage outfalls to the River Tud.
- Detailed design change within the limits of deviation.

4.8.3 The Scheme Design Report (**TR010038/APP/7.3**) describes the construction work area requirements. Calculations indicate that 126,700 square metres is required for site compounds and a further 437,800 square metres of land to be used for topsoil and material storage.

## 4.9 Utility Diversions

4.9.1 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 (**TR010038/APP/3.1**). These works are also shown on the Works Plans (**TR010038/APP/2.4**)

4.9.2 Table 3 below sets out which plots are required for utility diversions and summarises the nature of the rights sought.

Table 3: Nature of New Rights and Restrictive Covenants (utilities diversions)

Plot No(s).	Nature of proposed new rights and restrictive covenants
2/4b; 3/1a; 3/2b; 3/3b; 3/4a; 3/5a; 3/6a; 11/1g; 18/4a and 18/4b.	Rights of access only, including long term access to ecological mitigation areas
1/2f; 4/1g; 4/1j; 5/4c; 5/7c; 5/9c; 5/9e; 6/10c; 6/4e; 6/6a; 7/10a; 7/1n; 7/6b; 7/6d; 7/9a; 8/1c; 8/3b; 8/3f; 8/4c; 8/4d; 9/1d; 9/1h; 9/1j; 9/1l; 9/1m; 9/6b; 10/5b; 11/1b; 11/1c; 12/4c; 13/1d; 13/1e; 13/1i; 14/4g; 15/10a; 15/11a; 15/1a; 15/3c; 15/4b; 15/4e; 15/5b; 15/6a; 15/7a; 15/8a; 15/9a; 16/1a; 16/2a; 16/5a; 16/6c; 18/1b; 18/4a; 18/4b; 19/1a; 19/2a; 19/3a and 20/1a.	Rights to divert apparatus, with associated rights of access and to impose restrictive covenants for the protection of the diverted apparatus.
14/4g, 15/1a, 15/4b, 15/4e, 15/6a, 15/7a and 16/1a  (to facilitate Ørsted's access to its HDD works).  15/1a; 15/4b; 15/5b; 19/1a; 19/2a; 19/3a and 20/1a  (to facilitate works to the overhead 132kV electricity line with associated temporary work areas and highway access).	Rights for special activities in relation to apparatus, including works to facilitate Ørsted's Hornsea III Offshore Wind Farm cable installation; and to carry out works to the UK Power Networks' overhead 132kV electricity line, and to impose restrictive covenants for the protection of the diverted apparatus.

#### 4.10 Restrictive Covenants

- 4.10.1 Table 3 above also provides a summary of the restrictive covenants that will be sought over the new rights plots to protect the installed apparatus. The power to seek restrictive covenants is contained in Article 27 (compulsory acquisition of rights and imposition of restrictive covenants) of the draft DCO.
- 4.10.2 The restrictive covenants are necessary to protect the apparatus of the statutory undertakers that will be installed in the relevant lands. It is normal practice for such restrictive covenants to be sought by agreement by statutory undertakers for their protection. A number of previously made development consent orders contain precedent for such restrictive covenants being sought when the purpose and need for such powers is justified and explained.
- 4.10.3 The Applicant believes that for the proper protection of the statutory undertakers whose apparatus is being relocated for the Scheme, it is appropriate for the Order as made to contain powers to allow for such restrictive covenants to be sought by compulsion if not agreed.

## 4.11 Need for the Land

- 4.11.1 The Applicant is satisfied that the condition in section 122(2) of the PA 2008 is met. As explained in Chapter 5 of this Statement, the Land subject to compulsory acquisition powers is either needed for the development (ie. the Scheme), or is needed to facilitate the development, or is incidental to the development.
- 4.11.2 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.
- 4.11.3 The Applicant considers that the land included in the draft DCO (**TR010038/APP/3.1**) is the minimum land-take required to construct, operate, maintain and mitigate the Scheme and is necessary to achieve the objectives of the Scheme. The Applicant has sought to achieve a balance between minimising land take and securing sufficient land to ensure delivery of the Scheme, noting that the detailed design of the Scheme has yet to be developed. In that context the limits of deviation have been drawn as tightly as possible so as to avoid unnecessary land take. In the event that less land proves to be required in a particular area following the detailed design stage, the Applicant would only seek to acquire that part of the land that is required and, in all events, will seek to minimise effects on landowners.
- 4.11.4 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. The Applicant is accordingly satisfied that the land to be taken is reasonable and proportionate.

## 4.12 Compelling Case in the Public Interest

- 4.12.1 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.
- 4.12.2 The case for the Scheme is set out in section 2.2 of this Statement and in the other application documents, including the Case for the Scheme (**TR010038/APP/7.1**). Together, they demonstrate that there is a compelling case in the public interest for the Scheme to be delivered.
- 4.12.3 In particular, as set out at Chapter 3 of the Case for the Scheme, paragraph 2.2 of the NPS NN identifies a "critical need" to improve the national networks to address road congestion 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.

- 4.12.4 The way in which the strategic objectives of the Scheme are aligned with the NPS NN is set out at Chapter 3 of the Case for the Scheme (**TR010038/APP/7.1**). General compliance with the NPS NN is set out in the NPS NN Accordance Table (**TR010038/APP/7.2**). These documents also demonstrate that there would be public benefits arising from the implementation of the Scheme. These benefits outweigh any negative impacts of the Scheme.

#### **4.13 Consideration of Alternatives**

- 4.13.1 Throughout the design process, options were also developed and screened to identify preferred solutions based on a comparison of the options performance against safety, environmental, engineering, transportation and economic criteria. This process was supplemented by feedback from consultation with stakeholders and the public. Further details on how the consideration of alternative route options before determining the preferred route can be found in the Case for the Scheme (**TR010037/APP/7.1**).
- 4.13.2 Four options from the 14 were selected for public consultation:
- Option 1 – building a new dual carriageway to the north of the existing A47
  - Option 2 – dualling the existing A47
  - Option 3 – building a new dual carriageway to the south and to the north of the existing A47
  - Option 4 – building a new dual carriageway to the south of the existing A47
- 4.13.3 Option 2 was one of the two most favoured options and solves both traffic and safety problems. It also has the least impact on the environment. Key concerns raised by the public regarding option two have influenced a realignment which means it can be built with less impact during construction and the existing road can remain for local traffic movements, pedestrians, cyclists and equestrians.
- 4.13.4 In Chapters 4 to 6 of the Scheme Design Report (**TR010038/APP/7.3**), an outline is provided of how options were considered when assessing the design and build options for each main structures.
- 4.13.5 A wide ranging and detailed option selection process, involving extensive study and consultation, has considered reasonable alternatives, ultimately resulting in the announcement of the preferred route in August 2017 'Online dualling following the existing A47'.
- 4.13.6 The Scheme has been further developed since the Applicant's preferred route announcement. Taking on board feedback received and from ongoing stakeholder engagement the design of the Scheme has been developed to that now set out within the DCO application.
- 4.13.7 The Scheme has been identified as the best option to meet the defined need and objectives, including the delivery of a comprehensive set of benefits as detailed in the Case for the Scheme (**TR010038/APP/7.1**).

4.13.8 The NPS NN Accordance Tables (**TR010038/APP/7.2**) provide a detailed analysis of significant environmental effects and the wide-ranging benefits of the Scheme, and Chapters 6 and 7 of the Case for the Scheme (**TR010038/APP/7.1**) demonstrate that the Scheme is justified on the balance of negative and positive impacts. In each case, it can be concluded that the selection of the Scheme from reasonable alternatives and the proposed mitigation will minimise adverse impacts.

#### **4.14 Prospect of Funding**

4.14.1 As part of a multi-billion investment to improve journeys on England's major A-roads and motorways, the Government is funding a package of six projects on the 115-mile stretch of the A47 between Peterborough and Great Yarmouth, of which this Scheme forms one part. Together, the proposals will relieve congestion and improve the reliability of journey times for drivers

4.14.2 In 2014 the Applicant published its Strategic Business Plan 2015-2020 ('SPB') in response to the Government's RIS (RIS1). The SBP set out the Applicant's main activities and strategic outcomes and sets how the Applicant will deliver the investment plan and performance requirements for the network for the next five years, together with a long term commitment to capital funding totaling more than £11bn.

4.14.3 The Strategic Business Plan 2020-2025 is supported by the Highways England Delivery Plan 2020-2025 which provides the detail of specific funding, activities and projects Highways England will deliver over the five years. It also discusses how Highways England approach efficiency and risk management. The Delivery plan includes a performance framework, which brings together all the delivery aims for the Second Road Period.

4.14.4 The National Infrastructure Delivery Plan (NIDP) 2016-2021 (produced by the Infrastructure and Projects Authority) outlines details of £483 billion of investment in over 600 infrastructure projects and programmes across the UK to 2020-21 and beyond.

4.14.5 The NIDP focuses specifically on nearly £300 billion of infrastructure that will be delivered over the next 5 years to 2020-21.

4.14.6 The Funding Statement (**TR010038/APP/4.2**) demonstrates that the Scheme will be adequately funded through the Road Investment Strategy (RIS), using the change control processes set out in Part 6 of the Highways England Licence if required, and therefore that funding is no impediment to the delivery of the Scheme or the payment of compensation to persons affected by compulsory acquisition, temporary possession, or a blight claim.

4.14.7 The Applicant is confident that sufficient funding will be made available by the Department for Transport to fully fund the Scheme.

#### **4.15 Negotiations to acquire by Agreement**

4.15.1 As well as consulting all persons with an interest in the Land about the Scheme proposals in accordance with section 42 of the PA 2008, 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.

- 4.15.2 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 negotiation. 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”*.
- 4.15.3 The Applicant has engaged with all landowners, leaseholders 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 at that point. As a result, the Applicant is in the process of continuing to engage with a significant proportion of land interests 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 in the Compulsory Acquisition Schedule (**TR010038/EXAM/9.7**).
- 4.15.4 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.
- 4.15.5 There are further parcels of land in unknown ownership which cannot be acquired by agreement and these are set out in the Book of Reference (**TR010038/APP/4.3**).

#### **4.16 The Norwich Western Link at Wood Lane (B1535)**

- 4.16.1 In July 2019 Norfolk County Council announced the preferred route for their Norwich Western Link (NWL), a new 3.8 mile dual carriageway road, and in May 2020, the Department for Transport approved the Strategic Outline Business Case for the NWL. Details of the NWL can be found at [www.norfolk.gov.uk/nwl](http://www.norfolk.gov.uk/nwl). The NWL would link to the A47 at the new A47 Wood Lane junction. The Applicant is part of the NWL local liaison group to ensure there is a joined-up approach to interaction between the Scheme and the NWL.
- 4.16.2 The Scheme is not dependent on the NWL and would still proceed without the NWL coming forward. However, as the local highway authority has a well advanced scheme that will connect with the A47, it is both sensible and pragmatic for the Scheme to anticipate that the NWL may come forward.
- 4.16.3 As part of the DCO submission to the Inspectorate the Applicant has included a power to apply temporary closure of access (exit and entry) to Honingham Lane at the junction with Taverham Road, Weston Road and Telegraph Hill to through traffic, in the interim period between the A47 and NWL schemes opening; see the Scheme Design Report (**TR010038/APP/7.3**) for further detail. If the NWL does not obtain planning consent, the Applicant would continue to engage with the local highway authority, Norfolk County Council, on the implementation of this proposal.
- 4.16.4 The NWL, if constructed, would need to connect to the upgraded A47 at the new Wood Lane junction, and would be likely to commence construction after the

Scheme's construction is under way. To allow the NWL to be constructed with reduced impacts (chiefly in terms of traffic, delays to journey times and associated environmental effects) the Applicant has included the option to construct a connection to the NWL in its application, which will comprise a short length of highway (Work No. 98) branching off the northern roundabout of the new Wood Lane junction, at Work No. 20. These works would fall within Plot 10/5d and are shown on the Works Plans at Sheet 10 (**TR010038/APP/2.4**).

- 4.16.5 The Scheme includes powers of temporary possession over Plots 10/5a, 10/5e and 10/5f for temporary storage, laydown, access and working space for the (optional) connection of the NWL to the A47 Wood Lane junction and permanent (freehold) powers of compulsory acquisition over Plots 10/4a and 10/5d which include the relevant optional alterations to the existing B1535 Wood Lane carriageway, footways, embankments, services and drainage for the new NWL connection.
- 4.16.6 The provision of additional capacity for future developments is permitted under, and subject to the provisions of, the DCLG guidance on associated development for DCOs (April 2013), which states at paragraph 5(iv) that a degree of overcapacity may be included as associated development for a DCO "if that associated infrastructure provides capacity that is likely to be required for another proposed major infrastructure project". The NWL is not anticipated to be a DCO project but will be a significant and necessary element of the roads network if it comes forward and is a major infrastructure project. It is common in highways schemes for new or upgraded roads to accommodate potential future schemes in this manner, and the optional infrastructure (comprised in Work No. 98, which would be accommodated by a realignment inwards of the footway and cycle path in Work Numbers 26 and 26a should the NWL not be constructed) has been fully environmentally assessed.
- 4.16.7 Because the works would fall entirely within Plot 10/5d, and would only need to take marginally less land should the NWL not proceed the Applicant considers that there will be sufficient certainty for the landowner, and that any uncertainty is outweighed by the advantages to the wider locality in terms of reduced impacts with the NWL as well coming forward.
- 4.16.8 The benefits of including the additional land in the Scheme are described in more detail in Chapter 9.2 of the Scheme Design Report (**TR010038/APP/7.3**).
- 4.16.9 Accordingly, the Applicant considers that there is a compelling case in the public interest for compulsory acquisition powers to acquire the additional land for the NWL connection.

#### **4.17 The Greater Norwich Food Enterprise Zone**

- 4.17.1 The Scheme includes a substantial grade separated junction (the A47 Norwich Road junction) within the freehold plots shown on Land Plan Sheet 14 (**TR010048/APP/2.3**).
- 4.17.2 The land to the south and south-east, shown in part on Land Plan Sheet 18 to the east of Blind Lane and on Land Plan Sheet 19 to the north of Red Barn Lane, is the site of a made Local Development Order (LDO) pursuant to a wider Food Enterprise Zone (FEZ).

- 4.17.3 Food Enterprise Zones (FEZs) are an initiative introduced by DEFRA to:
- enhance rural development
  - encourage greater collaboration between food and farming businesses
  - allow local decision making, and
  - attract inward investment.
- 4.17.4 The Greater Norwich FEZ was designated by DEFRA in March 2015. Its stated purpose is to facilitate growth in the agri-food, agri-tech as well as food and drink processing sectors, and it aims to contribute towards economic and employment growth in the Greater Norwich area, and in Norfolk.
- 4.17.5 The LDO was made by Broadland District Council in 2017 for approximately 19 hectares south-west of Easton for the Greater Norwich FEZ. The LDO grants planning permission for an initial period to October 2032.
- 4.17.6 The LDO is subject to conditions relating to access and highways. These are set out in section 9.3 of the Scheme Design Report (**TR010038/APP/7.3**). The conditions require that beneficiaries of the LDO agree a scheme of works with the local authority to implement (in brief):
- a realignment and change of priority at the junction of Dereham Road/Church Lane
  - a right turn from Dereham Road into Church Lane
  - a scheme of widening improvements to Church Lane
  - vehicular access to the LDO site either off Church Lane/Red Barn Lane or directly from the A47
  - enhanced footway and cycle facilities to connect with Dereham Road
  - the closure of Blind Lane to vehicular traffic.
- 4.17.7 The implementation of the LDO is also subject to the provisions of a section 106 agreement dated 31 October 2017 (the S106). The principal purpose of the S106 is to secure vehicle routing obligations for all vehicles exceeding 7.5 tonnes visiting the LDO Site.
- 4.17.8 During such period as the S106 is operative, all relevant vehicles are required to enter and leave the LDO Site using a "Permitted Route" (being the existing A47 Easton roundabout, first passing along Red Barn Lane to Church Lane, passing from the south of the A47 Norwich Road junction over Plot 18/1b, through Plots 19/1a and 19/2a and on to Plots 15/3c to the existing junction with the A47 Easton roundabout shown on Land Plan 16).
- 4.17.9 Accordingly there is no existing or contingent requirement that the LDO requires the Greater Norwich FEZ site to be accessed directly from the A47 (via Blind Lane or otherwise) given the approved route along Church Lane.
- 4.17.10 The Applicant recognises that a future developer of the FEZ site may wish to obtain consent to create their own connection to the Scheme in the future. The Scheme's traffic modelling has taken this into account at the Norwich Road junction to provide capacity. Any new connection into the Scheme will be a matter for that developer

to discuss with other interested parties, potentially including the Applicant, once those proposals come forward.

4.17.11 The Applicant accordingly does not consider the presence of the unimplemented LDO to be a risk or an impediment to the Scheme.

#### **4.18 Ørsted's Hornsea Three Offshore Wind Farm**

4.18.1 The Scheme crosses the site of the consented export cable connecting Ørsted's Hornsea Three Offshore Wind Farm to the Norwich Main National Grid substation. The consented cable route would pass through Plots 15/4e, 15/6b, 15/2d, 15/2h, 15/7a, 15/3a, 15/2g and 15/5b of the Applicant's Scheme.

4.18.2 The Hornsea Three cable is proposed by Ørsted to be installed beneath the existing A47 using horizontal direct drilling (HDD) with drilling compounds in Plots 15/4e and 15/5b on either side of the carriageway.

4.18.3 The promotion of the Applicant's Scheme creates a number of issues that the Applicant is working with Ørsted to resolve. These include:

- overlap of works areas where the Scheme has identified potential material storage areas and needs to create the new A47 mainline, utilities diversions and new route for walkers, cyclists and horse riders
- loss of access for Ørsted from Church Lane, north of the A47, when Easton roundabout is removed
- cumulative construction traffic movements

4.18.4 Ørsted would have accessed the land to the north of the A47 and west of Church Lane, Easton, from a point close to Plot 16/1f for its HDD works. Due to the need to create a free flowing dual carriageway with access only via the new grade separated junctions, the Scheme will remove the Easton roundabout. Consequently this would remove the branch of Church Lane comprised in Plots 16/4d, 16/4e, 16/3f, 16/3e and 16/8a that currently connects to Low Road and Ringland Road.

4.18.5 The Applicant has identified an alternative solution for access to the Ørsted work area by providing a 10m wide temporary haul route for construction purposes, with permanent rights for access for maintenance for the purposes of Ørsted's project.

4.18.6 The proposed haul road would depart from the existing A47 at Taverham Road at Plot 14/3b, pass through the Scheme's freehold land at Plots 14/2g and 14/4d and then through land scheduled for permanent new rights at Plots 14/4g, 15/1a, 15/4b, 15/4e, 15/6a, 15/7a and 16/1a.

4.18.7 The Applicant remains in discussions with Ørsted to agree the details of the solution and the other issues outlined above. Because it anticipates reaching a voluntary solution the Applicant does not consider the interactions with the Hornsea Three Offshore Wind Farm to be an impediment to the Scheme, nor to Ørsted's project.

4.18.8 The Applicant and Ørsted have also agreed to work together to manage the implementation and phasing of the Ørsted temporary works to Taverham Road, and access across the respective sites so as to minimise disruption to their respective activities and adjacent land uses.

#### **4.19 St Peter's Church Listed Building and Consecrated Land**

- 4.19.1 One of the listed buildings closest to the Proposed Scheme is the Grade II\* listed St Peter's Church, which sits immediately south of Plot 15/2i.
- 4.19.2 Plots 15/8a comprises the north-eastern corner of the established churchyard. Plots 15/9a, 16/5a and 16/5b comprise an extension of the churchyard and burial ground of St Peter's Church to the east of the established churchyard (the Extended Churchyard). These plots are owned by the Incumbent of the Benefice of the Parish of Easton St Peter in the County of Norfolk in the Diocese of Norwich (the Diocese).
- 4.19.3 Plots 15/8a, 15/9a and 16/5a are scheduled in the Applicant's draft DCO for the acquisition of new rights for the removal and diversion of overhead electricity cables, electronic communications apparatus and associated infrastructure. The identified apparatus comprises overhead lines.
- 4.19.4 The Applicant also proposes to acquire the freehold of Plot 16/5b for the Scheme for the new carriageway, footways, embankments, service diversions and drainage between Norwich Road Junction and Dereham Road.
- 4.19.5 Developing discussions with the Diocese have revealed that the Extended Churchyard (Plots 15/9a and 16/5a) has recently been consecrated in anticipation of carrying out burials in the land. No human remains have been interred in the land to date.
- 4.19.6 Discussions are ongoing with the Diocese for a voluntary agreement for the acquisition of the freehold of Plot 6/5b and the new rights over the remainder of the land.
- 4.19.7 The Applicant anticipates only needing to remove the overhead lines passing over Plot 15/8a and the plots comprised in the Churchyard Extension, but has also retained a right in DCO Schedule 5 to divert and re-install this apparatus in the unlikely event this is required in this location. There will be no undergrounding of apparatus in the established churchyard at Plot 15/8a.
- 4.19.8 Consecrated land and burial grounds are dealt with by the provisions of Section 238 to Section 240 of the Town and Country Planning Act 1990 (the 1990 Act).
- 4.19.9 The Applicant has applied these provisions in the draft DCO so that they apply to the Scheme as if the Scheme were a planning permission for the purposes of the 1990 Act, and the land had been acquired by a Minister. That will provide clarity that the land may be used for the purposes of the Scheme, and may be acquired, and used, notwithstanding that it may still be consecrated when the Applicant commences construction.
- 4.19.10 Because there are no human remains interred in the Churchyard Extension, the Applicant will not need to observe the provisions of Section 239 of the 1990 Act that would otherwise continue to apply.
- 4.19.11 The Church of England has its own internal processes governed by statute for the de-consecration of land, and it will be a decision for the Diocese whether to de-consecrate the land in parallel with the Applicant's Scheme progressing.
- 4.19.12 The Applicant is satisfied that the Churchyard Extension is not open space.

4.19.13 Accordingly, the Applicant does not consider that St Peter's Church or the Churchyard Extension present an impediment to the Scheme. St Peter's Church is considered further in Chapter 6 Cultural Heritage of the Environmental Statement (**TR010038/APP/6.1**) and the Equality Impact Assessment (**TR010038/APP/7.6**).

#### **4.20 Newt Relocation Areas**

4.20.1 The Scheme contains three relocation areas for receiving relocated great crested newts. These include Plots 1/5a and 1/5b; Plots 3/2a and 3/3a; and Plot 11/1d.

4.20.2 While it is not the Applicant's intention to acquire the freehold of these areas, the newt relocation areas will require to be managed in a way that ensures the coherence and maintenance of the infrastructure to retain the newts and maintain a habitat for them that can be monitored appropriately in accordance with European protected species licences from Natural England.

4.20.3 The Applicant will seek to negotiate licences or leases specific to these requirements with the relevant landowners, but the Applicant considers that the requirements are not appropriate to be put into effect in the form of a compulsory new right. Accordingly, the areas are scheduled for freehold compulsory acquisition, albeit the Applicant will strive to avoid compulsorily acquiring these areas outright.

#### **4.21 Trap's Lane**

4.21.1 Trap's Lane is currently a private access from Plot 7/3b (owned by the Norwich Diocesan Board of Finance Limited) permitting access from that land to Church Lane to the east.

4.21.2 The Scheme will otherwise sever the Diocese's land and adjoining landholdings. The Applicant has accordingly scheduled Trap's Lane for freehold acquisition.

4.21.3 While it is not the Applicant's intention to retain ownership of Trap's Lane permanently, freehold acquisition will enable it to grant new rights of access to the owners of Plots 7/3b, 7/4a and adjoining landholdings as required to pass along Trap's Lane gaining access to Church Lane to the east. The Applicant will explore options for handing back Trap's Lane to the adjoining landowners once the Scheme is constructed.

#### **4.22 Freehold Areas for Signage / Sign Improvements**

4.22.1 There are a number of areas in the order including Plot 23/1b and Plot 23/4a where the Applicant requires to alter existing, or erect new, road signage. These plots are owned by Norfolk County Council as the local highway authority.

4.22.2 It is not yet certain what type of signage will be required here or whether new signage will need to be installed. While it is most likely that these structures will be placed in agreement with the local highway authority pursuant to its highway authority powers, the Applicant has scheduled these areas for freehold acquisition to cover any uncertainty or potential delay in implementing the updated signage.



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## **4.23 Restrictive Covenants**

- 4.23.1 Table 3 in Chapter 4 above provides a summary of the diversions in respect of which restrictive covenants will be sought over the new rights plots. The power to seek restrictive covenants is contained in Article 27 (compulsory acquisition of rights and imposition of restrictive covenants) of the draft DCO.
- 4.23.2 The restrictive covenants are necessary to protect the apparatus of the statutory undertakers that will be installed in the relevant lands. It is normal practice for such restrictive covenants to be sought by agreement by statutory undertakers for their protection. A number of previously made development consent orders contain precedent for such restrictive covenants being sought.
- 4.23.3 The Applicant believes that for the proper protection of the statutory undertakers whose apparatus is being relocated for the Scheme, it is appropriate for the Order as made to contain powers to allow for such restrictive covenants to be sought by compulsion if not agreed.

## 5 THE CASE FOR COMPULSORY ACQUISITION

- 5.1.1 This chapter explains why the Applicant considers that the conditions in s122 PA 2008 and the tests set out in the CA Guidance are satisfied.
- 5.1.2 S122 of PA 2008 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."
- 5.1.3 The conditions in subsections (2) and (3) are that:
- a) The land is required for the development to which the development consent relates;
  - b) The land is required to facilitate or is incidental to that development; or
  - c) The land is replacement land which is to be given in exchange for the order land under s131 or s132; and
  - d) There is a compelling case in the public interest for the land to be acquired compulsorily.
- 5.1.4 With regards s122(2)(a) and (b), it is the case that the land subject to compulsory powers is either required for the development, or to facilitate it, or is incidental to the development. Paragraph 8 of the CA Guidance states that the applicant will also need to demonstrate 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. Annex A sets out why compulsory powers are necessary in relation to each individual plot, with reference to the relevant DCO Works numbers. The nature of the Works is set out in Schedule 1 of the DCO. The land included in the DCO is the minimum necessary land-take required to construct, operate, maintain and mitigate the Scheme and is therefore proportionate to the Scheme's objectives.
- 5.1.5 The land in which only new rights may be required and the land in which only temporary possession is required, together with the purpose these powers are being sought for and the relevant DCO Works numbers, is detailed in Schedules 5 and 7 of the draft DCO respectively (**TR010038/APP/3.1**). A schedule of mitigation is provided in the Environmental Statement (**TR010038/APP/6.1**).
- 5.1.6 With regards to the requirement for a compelling case in the public interest, as set out in s122(3) and in the CA Guidance, there must be 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. This Statement and the other application documents, including the Case for Scheme (**TR010038/APP/7.1**), demonstrate that there is a very strong and compelling case in the public interest for the Scheme to be delivered.
- 5.1.7 Paragraph 2.2 of the NPS NN states that there is a "critical need" to improve the national networks to address road congestion 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. The way in which the strategic objectives of the Scheme are aligned with the NPS NN is set

out in detail at Chapter 3 of the Case for Scheme (**TR010038/APP/7.1**). General compliance with the NPS NN is set out in the National Policy Statement (NPS) Accordance Tables (**TR010038/APP/7.2**). These documents clearly demonstrate that there would be substantial public benefits arising from the implementation of the Scheme.

- 5.1.8 The Scheme is included in the Applicant's Second Road Investment Strategy (RIS2) as a commitment for the second Road Period (RP2) covering the financial years 2020/21 to 2024/25. Further details of the funding commitment can be seen in the Applicant's Funding Statement (**TR010038/APP/4.2**).
- 5.1.9 It follows that there is a similarly 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.
- 5.1.10 The Scheme objectives directly support the Government's wider strategic policy objectives whilst specifically addressing a significant problem of traffic congestion on the strategic road network, providing additional capacity and facilitating long-term development. It is the Applicant's view that the Scheme is consistent with the core policies of the NPS NN and the statutory requirements of the PA 2008 have been addressed. As such, the Applicant considers that the presumption in favour of the development set out in paragraph 4.2 of the NPS NN should be afforded great weight as the public benefits of the Scheme outweigh any residual adverse effects, including any private loss, suffered by individual land owners and occupiers. On this basis the Applicant considers that there is a clear and justified case in the public interest for the Scheme.
- 5.1.11 In the absence of compulsory powers it would not be possible to proceed with the Scheme, therefore the public benefits would not be realised.
- 5.1.12 Paragraphs 8 to 10 of the CA Guidance sets out a number of considerations that the Applicant must demonstrate to the satisfaction of the Secretary of State in justifying an order authorising compulsory acquisition. This includes that all reasonable alternatives to compulsory acquisition (including modifications to the Scheme) have been explored. Paragraph 25 also requires that applicants seek to acquire land by negotiation wherever practicable.
- 5.1.13 With regard to modifications to the Scheme, alternatives to the Scheme have been considered, options were consulted on and the preferred route has been chosen based on a thorough consideration of the relevant issues. This process is described in detail in the Consultation Report (**TR010038/APP/5.1**).
- 5.1.14 Following public consultation the Applicant selected the most appropriate option. This selection took into account various factors, including amongst others views of consultees including land interests. Other factors included environmental impacts, meeting Scheme objectives, affordability, value-for-money, safety and construction and operational considerations. None of the alternative options would obviate the need for the compulsory acquisition and temporary possession of land.
- 5.1.15 The Land is no more than is reasonably required for the construction, operation, and maintenance of the Scheme and the limits of the Land have been drawn as tightly as possible so as to avoid unnecessary land take. In the event that less land

proves to be required in a particular area at a later 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.

- 5.1.16 The Applicant is in discussions with landowners and occupiers to acquire the Land by agreement; please refer to the Compulsory Acquisition Schedule (**TR010038/EXAM/9.7**) for the current status of these discussions. However powers of compulsory acquisition and temporary possession over the Land are required to ensure that the Scheme can be delivered in the event that it does not prove possible to acquire the Land by agreement.
- 5.1.17 As noted above, the Scheme is funded by public money, and the Applicant is required to deliver it within a specified time frame.
- 5.1.18 There are also cases where the ownership of land, or of interests in or rights in land, is unknown and where it would therefore not be possible to acquire the interest or right except by way of compulsory acquisition. These 'unknown interests' are identified within in the Book of Reference (**TR010038/APP/4.3**). Therefore, the Applicant has concluded that acquisition by agreement is unlikely to be achievable in all cases or in any event within the timescales necessary, and compulsory acquisition powers can assist in avoiding this.

## **6 HUMAN RIGHTS ACT AND EVIDENCE OF COMPLIANCE**

### **6.1 The Protected Rights**

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

- a. 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.
- b. Article 6 – entitles those affected by compulsory powers to a fair and public hearing.
- c. Article 8 – protects the right of the individual to respect for their private and family life, their home and their correspondence. Interference with this right can be justified if it is in accordance with law and is necessary in the interests of, among other things, national security, public safety or the economic wellbeing of the country.

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

6.1.3 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.”

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

- a. There is a compelling case in the public interest for the compulsory acquisition powers included within the draft DCO, and that proper procedures are followed.
- b. Any interference with a human right is proportionate and otherwise justified.

6.1.5 There are no residential properties affected by the compulsory acquisition of land in the Scheme.

### **6.2 Compliance with the Convention**

6.1.6 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 draft 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.

- 6.1.7 In relation to both Article 1 and 8, the compelling case in the public interest for the compulsory acquisition powers included within the draft DCO has been demonstrated in Chapter 4 of this Statement and in the Case for the Scheme (**TR010038/APP/7.1**). The Land over which compulsory acquisition powers are sought as set out in the draft 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.
- 6.1.8 In relation to Article 6 the Applicant is content that proper procedures have been followed for both the consultation on the Scheme and in determining the compulsory acquisition powers included in the draft 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 (**TR010038/APP/5.1**).
- 6.1.9 Furthermore, any individuals affected by the draft DCO may submit representations by way of an representation in respect of the application in response to any notice given under section 56 of the PA 2008, 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 PA 2008, at which each affected person is entitled to make oral representations about the compulsory acquisition request.
- 6.1.10 If the draft DCO is made, a person aggrieved may challenge the draft 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 PA 2008.

### **6.3 Consideration of duties under the Equality Act 2010**

- 6.1.1 The Applicant has complied with its duties under Section 149 of the Equality Act 2010 and has had due regard to the need to (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by or under the Equality Act 2010; (ii) advance equality of opportunity between persons who share a protected characteristic and persons who do not share it; and (iii) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 6.1.2 The Applicant has carried out an Equality Impact Assessment (EqIA) (**TR010038/APP/7.6**). The EqIA describes the process and results of a study to determine the impact of the Scheme on a variety of demographic and protected characteristic groups identified in the surrounding area.
- 6.1.3 The EqIA concludes that the construction and operation phases of the Scheme will have a neutral impact on all groups except the very young, elderly and disabled and lists mitigation measures into the Scheme accordingly (for example, mitigation in respect of noise reported in the Environmental Management Plan (**TR010038/APP/7.4**) are identified as a way to mitigate the impact on two

specialist care facilities for vulnerable people in the study area considered by the EqIA. Further opportunities were identified to advance equality, foster good relations and prevent discrimination in the conclusions to the EqIA.

- 6.1.4 This degree of impact and the scope for building mitigation into the Scheme leads to the conclusion that there is no impediment to the Scheme and monitoring will be ongoing to ensure that remains the case.

## **6.2 COMPENSATION**

- 6.2.1 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 in Article 27 and Schedule 6 to the draft DCO. The Applicant has the resources to pay such compensation and has demonstrated in the Funding Statement (**TR010038/APP/4.2**) that these resources are available.

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

## **7 SPECIAL CONSIDERATIONS**

### **7.1 Crown Land**

- 7.1.1 As shown in Part 4 of the Book of Reference (**TR010038/APP/4.3**) and Crown Land Plans (**TR010038/APP/2.9**), the DCO, at Article 54, includes provisions in respect of the acquisition of Crown land. While no freehold Crown land falls within the scheduled land, the Crown holds interests over a number of plot/s.
- 7.1.2 S135 of PA 2008 states that an Order granting development consent may include provision applying to Crown Land only if the appropriate Crown authority consents to the inclusion of the provision. The majority of the Crown interests are residual encumbrances benefitting the Secretary of State for Transport, following the transfer of the national roads network to the Applicant in 2015. Due to the nature of the relationship on matters related to the transfer of land between the Applicant and the Department for Transport the Applicant does not anticipate any difficulty in obtaining its approval for the inclusion of these interests in the Book of Reference.
- 7.1.3 Detailed engagement has not yet been possible with the Secretary of State for Environment, Food and Rural Affairs or the Ministry of Defence, although these parties have been consulted and made aware of the need for S135 consent.
- 7.1.4 Because these interests are encumbrances, the Applicant considers that the public benefit of acquiring the land within the Scheme that is subject to them to outweigh any impact on Crown interests there may be, and that the presence of these interests does not present an impediment for the Scheme.

### **7.2 Special Category Land**

- 7.2.1 Special category land is land forming part of a common, open space, or fuel or field garden allotment, including any exchange land arrangements.
- 7.2.2 As shown in Part 5 of the Book of Reference and the Special Category Land Plans, the Order includes provision for the acquisition of special category land, specifically open space known as Poppy's Wood. The land that is open space falls within Plots 1/2f, 1/2i and 2/2a. The land comprises approximately 11,500 m<sup>2</sup> of land required temporarily (Plots 1/2i and 2/2/a) and approximately 1,400 m<sup>2</sup> of land (at Plot 1/2f) where permanent rights are required for the removal of overhead cables and apparatus, pursuant to necessary utilities diversions. No open space land is needed to be acquired permanently for the Scheme.
- 7.2.3 S131 and S132 of the PA 2008 make provision for Special Parliamentary Procedure (SPP) to apply where an Order authorises the compulsory acquisition of land that forms part of open space. S131 applies when the Order authorises the compulsory acquisition of special category land, whereas s132 applies where the Order authorises the compulsory acquisition of a right over special category land.
- 7.2.4 The draft DCO will apply S132 in respect of Plot 1/2f. S132 provides, to the extent that a DCO authorises the compulsory acquisition of a right over land comprising open space, SPP will apply unless one of the following circumstances applies:



- That the open space, when burdened with the right, will be no less advantageous than it was before to its owners; any other persons entitled to rights of common or other rights; and the public;
- That replacement land will be given in exchange;
- That replacement land is not available but that it is strongly in the public interest to grant development consent for the Scheme sooner than SPP would allow;
- The right is for a temporary, "although possibly long-lived" purpose; or
- That the land being acquired does not exceed 200 square metres or the land is specified for highway works, if they are for the widening of an existing highway, for drainage, or a combination of the two; and that the giving of other land in exchange for the right is unnecessary in the interests of the persons entitled to rights of common or other rights, or the public.

7.2.5 The open space is woodland, and is designated as open space in Breckland Council's Policies Map. The open space is unregistered. The Applicant understands that the owner of the land is Amber Rei Holdings Limited.

7.2.6 For Plots 1/2i and 2/2/a the Scheme only requires temporary possession, so the fourth exception under S132 will apply.

7.2.7 For Plot 1/2f, the new right required is for the removal of certain overhead cable and other apparatus and other purposes related to necessary utilities diversions. The Applicant anticipates that it will only need to remove overhead cables from the open space land, which will be re-laid elsewhere. However, while discussions with undertakers (chiefly Openreach Limited in this location) are at a relatively early stage, the Applicant cannot rule out needing to underground the cables in this location. Accordingly, the Applicant has scheduled a general right to remove and divert the cables in the open space land to ensure the required works can be delivered. The works for the removal or diversion will be limited in scope and take place within a fixed window during or prior to main construction, during which time the public will be restricted from the open space land. In addition the land will be used as a temporary working area during construction, during which time the public will also be restricted from Plots 1/2f, 1/2i and 2/2a. After this there will be limited need for inspection of the diverted cables and no above-ground structures retained on the land.

7.2.8 Accordingly the Applicant considers that the open space land comprised in Plot 1/2f, when burdened with the new right, will be no less advantageous to the public as before. Poppy's Wood will remain open space woodland, and the Applicant does not anticipate any permanent burden or impact on the freehold owner resulting from the new right. There are no rights of common over the open space land.

7.2.9 The only private party known to benefit from rights over Plot 1/2f is Openreach Limited. Openreach Limited's rights facilitate the overhead apparatus that the Scheme needs to divert. Openreach Limited will be protected by protective provisions in the DCO, to the extent that the telecommunications code does not provide sufficient protection, and the Applicant will seek in the first instance to agree appropriate rights for the diverted apparatus pursuant to those protections.

Accordingly the Scheme will not result in Plot 1/2f being any less advantageous to Openreach Limited should the Applicant need to compulsorily acquire the new right over it.

### **7.3 National Trust “Inalienable” Land**

7.3.1 No land held by the National Trust is within the Order Land.

### **7.4 Statutory Undertaker Land**

7.4.1 The draft DCO will, if made, authorise the compulsory acquisition of land in which statutory undertakers have apparatus.

7.4.2 As described in the Book of Reference (**TR010038/APP/4.3**), Plot 14/7a is land owned by a statutory undertaker for the purposes of its undertaking, namely Eastern Power Networks PLC. Eastern Power Networks PLC also has a presumed ownership interest in the subsoil of the adjoining Taverham Road, at Plot 14/3b.

7.4.3 In addition, Vodafone Limited owns a leasehold interest in Plot 9/5b, comprising land that it owns for the purposes of its functions. The Applicant does not anticipate this interest to be directly impacted by its construction activities or the operational Scheme.

7.4.4 Section 127(3) PA 2008 sets out that a DCO may authorise the compulsory acquisition of statutory undertaker land only if the nature and situation of the land are such that:

7.4.5 It can be purchased and not replaced without serious detriment to the carrying on of the undertaking; or

7.4.6 If purchased, it 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.

7.4.7 Eastern Power Networks PLC's interest at Plot 14/7a has been scheduled for freehold acquisition as a precautionary measure in the unlikely event that the Applicant requires to deal with this interest compulsorily. The Applicant considers it very unlikely that the Scheme will require the acquisition, or removal, of the electricity substation at Plot 14/7a.

7.4.8 In addition, a number of other utilities have apparatus installed in plots throughout the Order Lands.

7.4.9 The statutory undertakers affected by the Scheme are listed in Table 1 of this Statement (Statutory Undertakers' Apparatus Affected by the Scheme). The nature and location of the apparatus diversions proposed are summarised in Table 3 of this Statement (Nature of New Rights and Restrictive Covenants) and are detailed more particularly in Annex A to this Statement and Schedule 5 to the Draft DCO (**TR010038/APP/3.1**).

7.4.10 Negotiations with undertakers with apparatus in the Order Land are ongoing and it is hoped that a private agreement can be achieved with all relevant statutory undertakers. The Applicant will update the examination at the earliest opportunity to aid the Examining Authority's consideration of this issue.

## 7.5 Other Consents

7.5.1 The Applicant is not aware of any impediments to the delivery of the Scheme. Whilst there are a number of other consents being sought, there are no obvious impediments to securing those consents. The Consents and Agreements Position Statement (**TR010038/APP/3.3**) sets out the requirements for other consents and the current position. Where appropriate the Consents Statement will be updated throughout the examination.

## 7.6 Designated Landscapes, Parks and Gardens in Vicinity of the Scheme

7.6.1 There are no scheduled monuments, conservation areas, registered parks and gardens or historic battlefields within the Scheme extents. There are a number of listed buildings within the Scheme extents, with closest to the Scheme comprising:

- Grade I Church of St Peter, approximately 25m south of the existing A47
- Grade II\* Church of St Andrew, approximately 50m north of the existing A47
- Grade II Barn at Church Farm, approximately 140m north of the existing A47
- Grade II Church Farm House, approximately 100m north of the existing A47
- Grade II Berry Hall, approximately 300m to the south of the existing A47
- Grade I and Grade II buildings in the villages of Hockering and Honingham

7.6.2 There are valuable habitats and species of nature conservation importance within the Proposed Scheme extents.

7.6.3 Three statutory designated sites lie within 2km of the Scheme. The River Wensum Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) is located, at its closest, 1.6km north-east of the eastern extents of the Scheme. Paston Great Barn SAC lies 29.3km north-east of the Scheme and is designated for its barbastelle (*Barbastella barbastellus*) populations.

7.6.4 Hockering Wood SSSI lies 0.33km north of the Scheme, north-west of Hockering, and is designated for being one of the largest blocks of ancient, semi-natural woodland in Norfolk. A wide range of habitats have been identified within the DCO boundary and include, but not limited to: semi-improved natural grassland, broadleaf semi-natural woodland, hedgerows, marshy grassland and dense and scattered scrub.

7.6.5 Rosie Curston's Meadow SSSI lies 1.7km south-west of the Scheme. This is a small unimproved calcareous clay pasture grazed by cattle with a herb rich sward composed of over 60 grassland species.

7.6.6 Also within 2km of the Scheme are: 21 non-statutory designated County Wildlife Sites (CWSs) and one proposed CWS, which include a further five ancient woodlands. There are also four unnamed parcels of ancient woodland.

7.6.7 The Applicant does not consider the environmental effects or presence of cultural landmarks, the impact of the Scheme on which is assessed in the Environmental Statement (**TR010038/APP/6.1**), to be an impediment to the Scheme. Even in light of the special considerations, the Applicant considers the compelling case in the public interest for acquiring the land for the Scheme to be established.

## 8 SUMMARY AND CONCLUSIONS

- 8.1.1 This Statement sets out why compulsory acquisition and temporary possession powers have been sought in the draft DCO and explains why the Applicant considers they are necessary, proportionate, and justified. Without the grant of compulsory acquisition powers it will not be possible to construct the Scheme, or realise the public benefits arising from it.
- 8.1.2 With regards to the legislative tests set out in the PA 2008, it has been demonstrated that the land subject to compulsory acquisition is required for the Scheme and is the minimum necessary that would allow the Applicant to construct, operate and maintain the Scheme. It has been shown that there are significant public benefits arising from the Scheme which will outweigh any effects on individuals, therefore there is a compelling public interest case for the Scheme.
- 8.1.3 The Scheme also complies with the policy requirements set out in the CA Guidance in respect of such matters as the consideration of alternatives and human rights. In all cases affected persons have been engaged with, consulted and where possible accommodated so that impacts are reduced or removed.
- 8.1.4 Funding and compensation matters are not considered in this Statement as they are detailed in the separate Funding Statement (**TR010038/APP/4.2**).
- 8.1.5 Progress in negotiations with affected landowners for the purposes of compulsory acquisition powers is set out in the Compulsory Acquisition Schedule (**TR010038/EXAM/9.7**).



## 9 ANNEXES

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

**Annex B** Schedule of all representations in respect of the granting of compulsory acquisition powers and progress of negotiations with land interests subject to compulsory acquisition powers at the date of submission of the Application. Please note that Annex B has now been superseded by the Compulsory Acquisition Schedule (**TR010038/EXAM/9.7**), which will be updated on a regular basis.

### 9.1 Details of the Purpose for which Compulsory Acquisition and Temporary Possession Powers are Sought

**Annex A** (Version 1 – March 2021)

9.1.1 The specific purposes for which each plot of Land subject to compulsory acquisition powers is required are set out in the tables in this Annex. The first column of each table identifies the plot number (as shown on the Land Plans) and used in the Book of Reference. Plots can 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.

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

- Land Plans (**TR010038/APP/2.3**)
- Works Plans (**TR010038/APP/2.4**)
- Draft DCO (**TR010038/APP/3.1**)

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
1/1a	1	1 and 2	Highways England owned land. Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/1b	1	1 and 3	Highways England owned land. Support delivery of A47 mainline dual carriageway and new access track to an improved agricultural field access to Fox Lane.
1/1c	1	1, 2 and 3	Highways England owned land. Support delivery of: A47 mainline dual carriageway; new road between main Road and existing A47 east of Hockering; and new access track to an improved agricultural field access to Fox Lane.
1/1d	1	1 and 2	Highways England owned land. Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/1f	1	1	Highways England owned land. New carriageway, embankments, service diversions and drainage to create A47 dual carriageway.
1/1g	1	1 and 2	Highways England owned land. Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 east of Hockering.
1/1h	1	1 and 2	Highways England owned land. Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/1i	1	1 and 2	Highways England owned land. Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
1/1j	1	1 and 2	Highways England owned land. Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/1k	1	1 and 2	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/1l	1	1 and 2	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/1m	1	1 and 2	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/1n	1	1	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway.
1/1o	1	1	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway.
1/1p	1	1 and 73	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway.
1/1q	1	1 and 73	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway.
1/1r	1	1 and 73	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway. Removal of utility cables and apparatus.
1/2a	1	1 and 2	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/2b	1	1 and 2	Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/2c	1	1 and 3	Support delivery of A47 mainline dual carriageway and new access track to an improved agricultural field access to Fox Lane.
1/2d	1	1 and 2	Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/2e	1	1 and 2	Support delivery of A47 mainline dual carriageway and new road between Main Road and existing A47 west of Hockering.
1/2g	1	1 and 3	New access track, plus associated earthworks and drainage, to an improved agricultural field access to Fox Lane. Support construction of new carriageway, embankments, service diversions and drainage works on adjacent land parcels.
1/3b	1	1 and 3	New access track, plus associated earthworks and drainage, to an improved agricultural field access to Fox Lane. Support construction of new carriageway, embankments, service diversions and drainage works on adjacent land parcels.
1/4a	1	1	Permanent landscape and biodiversity mitigation planting for new A47 mainline dual carriageway. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
1/5a	1	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
1/5b	1	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
2/1a	2	1, 2, 4 and 73	New carriageway, footways, embankments, service diversions and drainage to create: new A47 dual carriageway; and new road between Main Road and existing A47 west of Hockering, plus junction with realigned Lyng Road.
2/1b	2	1 and 73	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway.
2/1c	2	1 and 73	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway.
2/1d	2	1 and 73	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway.
2/1e	2	1, 2, 5 and 6	New carriageway, footways, embankments, service diversions and drainage to create: new A47 dual carriageway, including extension of the existing West Culvert and outfall for new a drainage basin; and new road between Main Road and existing A47 west of Hockering.
2/1f	2	1	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway.
2/1g	2	1 and 2	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and new road between Main Road and existing A47 west of Hockering.
2/1h	2	2	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and new road between Main Road and existing A47 west of Hockering.
2/2b	2	1, 2, 4 and 73	New carriageway, footways, embankments, service diversions and drainage to create: new A47 dual carriageway; and new road between Main Road and existing A47 west of Hockering, including junction with realigned Lyng Road.
2/2c	2	1 and 73	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway.
2/2d	2	1, and 6	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway. Highway access and outfall drainage connection for a new attenuation basin in another land parcel. Alteration of road marking and signs as part of stopping up Low Lane due to A47 mainline dual carriageway.
2/2e	2	1	Alteration of road marking and signs as part of stopping up Low Lane due to A47 mainline dual carriageway.
2/2f	2	1, 2 and 6	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and new road between Main Road and existing A47 west of Hockering.Drainage and outfall for new attenuation basin in adjoining land.
2/2g	2	1	Stopping up Low Lane due to A47 mainline dual carriageway.
2/3a	2	1 and 73	New embankments, service diversions and drainage to create new A47 dual carriageway, plus permanent landscape and biodiversity mitigation planting.
2/4a	2	1, 2, 4, 5, 6 and 56	New carriageway, embankments, service diversions and drainage to create: A47 mainline dual carriageway, including extension of the existing West Culvert.



Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
			New road between Main Road and existing A47 west of Hockering, including new West Culvert. Environmental (flood risk and Water Framework Directive) mitigation.
2/5a	2	1 and 6	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway. New drainage basin and associated drainage and maintenance access track.
2/5d	2	1	Permanent landscape and biodiversity mitigation planting for new A47 mainline dual carriageway. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Support stopping up Low Lane due to A47 mainline dual carriageway.
2/6a	2	1	Alteration of road marking and signs as part of stopping up Low Lane due to A47 mainline dual carriageway.
3/2a	3	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
3/3a	3	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
4/1b	4	1, 7, 8, 9 and 74	New carriageway, footways, embankments, service diversions and drainage to create: New A47 dual carriageway. Mattishall Lane Link Road and underbridge. Realigned Mattishall Lane to connect with Mattishall Lane Link Road. Drainage basin and associated drainage and maintenance access track.
4/1c	4	1 and 2	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway, plus new road between Main Road and existing A47 west of Hockering.
4/1i	4	1 and 10	New carriageway, footways, embankments, service diversions and drainage to create a new agricultural land access, improve footways along Mattishall Lane and stop up Mattishall Lane due to A47 mainline dual carriageway.
4/2a	4	1 and 2	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway, plus new road between Main Road and existing A47 west of Hockering.
4/2b	4	2	New carriageway, footways, embankments, service diversions and drainage to create new road between Main Road and existing A47 west of Hockering.
4/2c	4	2	New carriageway, footways, embankments, service diversions and drainage to create new road between Main Road and existing A47 west of Hockering, plus alter access to The Street from the existing A47.
4/2d	4	7	Creation of a drainage connection to new River Tud outfall from a new drainage basin in another land parcel.
4/2e	4	1, 7, 8, 9, 10 and 74	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway, create new agricultural land access, improve footways along Mattishall Lane, connect with the Mattishall Lane Link Road and stop up Mattishall Lane due to A47 mainline dual carriageway. New drainage connection to new River Tud outfall from the new drainage basin.
4/2f	4	7	New River Tud outfall and drainage connection to a new drainage basin in another land parcel.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
4/2g	4	1 and 10	Alteration of Mattishall Lane and existing A47 junction to improve the footways, including associated service diversions and drainage works. De-trunking of existing A47 due to creation of new A47 mainline dual carriageway.
4/3a	4	2	New carriageway, footways, embankments, service diversions and drainage to create new road between Main Road and existing A47 west of Hockering, including altered junction to Low Road.
4/3b	4	2	New carriageway, footways, embankments, service diversions and drainage to create new road between Main Road and existing A47 west of Hockering.
4/3c	4	1, 2 and 10	Highways England owned land. New carriageway, footways, embankments, service diversions and drainage to create new road between Main Road and existing A47 west of Hockering, including altered junction to Low Road. Alteration of Mattishall Lane and existing A47 junction footways, including supporting service diversions and drainage works. De-trunking of existing A47 due to creation of new A47 mainline dual carriageway.
4/3d	4	1 and 10	Highways England owned land. Alteration of Mattishall Lane and existing A47 junction to improve the footways, including associated service diversions and drainage works. De-trunking of existing A47 due to creation of new A47 mainline dual carriageway.
4/4a	4	2	New carriageway, footways, embankments, service diversions and drainage to create new road between Main Road and existing A47 west of Hockering.
4/5b	4	2	New carriageway, footways, embankments, service diversions and drainage to create new road between Main Road and existing A47 west of Hockering.
4/6b	4	7	New River Tud outfall and drainage connection to a new drainage basin in another land parcel.
4/6c	4	7 and 9	Realignment of Mattishall Lane carriageway, footways, embankments, services and drainage to tie into new Mattishall Lane Link Road. New drainage connection between a new River Tud outfall and a new drainage basin in other land parcels.
4/6d	4	8	Realignment of Mattishall Lane carriageway, footways, embankments, services and drainage to tie into new Mattishall Lane Link Road.
4/6f	4	1 and 11	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway, new private access track between Mattishall Lane and Mill Lane.
4/7a	4	1, 11 and 74	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway, new private access track between Mattishall Lane and Mill Lane and noise barriers. Acquire remaining land due to severance.
4/8a	4	10	Alteration of Mattishall Lane and existing A47 junction to improve the footways, including associated service diversions and drainage works.
5/1b	5	1 and 11	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway and new private access track between Mattishall Lane and Mill Lane.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
5/2a	5	1 and 11	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway, new private access track between Mattishall Lane and Mill Lane and noise barriers. Acquire remaining land due to severance.
5/3a	5	1, 11, 12, 75 and 76	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway New private access track between Mattishall Lane and Mill Lane. New drainage basin and associated access track and drainage connections to a new River Tud outfall, plus associated ecological mitigation.
5/3b	5	1	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway, including requirement for permanent diversion of Hockering FP7 Public Right of Way.
5/4a	5	12	New River Tud outfall and drainage connection for a new drainage basin in another land parcel, plus associated ecological mitigation along the River Tud.
5/4b	5	1 and 75	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway.
5/5b	5	1	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway.
5/6a	5	1 and 10	Highways England owned land. Alteration of Mattishall Lane and existing A47 junction footways, including supporting service diversions and drainage works. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway.
5/6b	5	1	Highways England owned land. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway.
5/6c	5	1	Highways England owned land. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway. Diversion underground of overhead utility cables due to A47 mainline dual carriageway.
5/6d	5	1	Highways England owned land. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway. Diversion underground of overhead utility cables due to A47 mainline dual carriageway.
5/6e	5	1	Highways England owned land. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway. Diversion underground of overhead utility cables due to A47 mainline dual carriageway.
5/6f	5	1	Highways England owned land. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway. Diversion underground of overhead utility cables due to A47 mainline dual carriageway.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
5/6g	5	1	Highways England owned land. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway. Diversion underground of overhead utility cables due to A47 mainline dual carriageway.
5/6h	5	1	Highways England owned land. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway.
5/7a	5	1	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway.
5/8a	5	1 and 75	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway.
5/9a	5	1, 75 and 76	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway, including requirement for permanent diversion of Public Rights of Way Hockering FP8 and Hockering FP7.
6/10a	6	1, 13, 14 and 78	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway. New drainage basin and associated drainage, River Tud outfall and maintenance access track.
6/1a	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1b	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1c	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1d	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1e	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1f	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1g	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1h	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1i	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
6/1j	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1k	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/1l	6	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/2a	6	1 and 77	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway, including requirement for permanent diversion of Public Rights of Way Hockering FP8 and Hockering FP7.
6/3a	6	1	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway, including requirement for permanent diversion of Public Rights of Way Hockering FP8 and Hockering FP7.
6/4a	6	1 and 77	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway, including requirement for permanent diversion of Public Rights of Way Hockering FP8 and Hockering FP7.
6/4b	6	1 and 77	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway.
6/4c	6	14	New River Tud outfall and drainage connection for a new drainage basin in another land parcel, plus associated ecological mitigation along the River Tud.
6/4d	6	1 and 77	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway, including requirement for permanent diversion of Hockering FP7 Public Right of Way.
6/4f	6	1	De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
6/5a	6	1, 13, 77 and 96	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway, including Newgate House culvert. Environmental mitigation provision - pond habitat creation and watercourse habitat improvements. Acquire remaining land due to severance.
6/7a	6	57	Environmental (flood risk and Water Framework Directive) mitigation.
6/8a	6	57	Environmental (flood risk and Water Framework Directive) mitigation.
6/9a	6	1, 14 and 78	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway. New River Tud outfall and associated drainage connection to a new drainage basin in an adjoining land parcel, plus environmental and ecological mitigation along the River Tud. Acquire whole land parcel due to severance.
7/10b	7	17 and 81	New carriageways, footways, embankments, service diversions and drainage for a new road connecting the existing A47 east of Hockering with the Wood Lane junction southern dumbbell roundabout.
7/1a	7	1	De-trunking existing A47 due to creation of new A47 mainline dual carriageway.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
7/1b	7	1	Right to access, and to transfer ownership of rights to access, between Church Lane and land parcel at western end acquired by Highways England due to new A47 mainline dual carriageway.
7/1c	7	1	De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
7/1d	7	1 and 80	De-trunking existing A47 due to creation of new A47 mainline dual carriageway. Diversion of utility services.
7/1e	7	1 and 80	New carriageways, footways, embankments, service diversions and drainage to create new A47 mainline dual carriageway and stop up Church Lane.
7/1f	7	1, 15 and 80	New carriageways, footways, embankments, service diversions and drainage to create new A47 mainline dual carriageway and stop up Church Lane. Drainage connection between a new drainage basin and River Tud outfall in adjoining land parcels.
7/1g	7	15	Ecological mitigation and Natural England licence commitments, primarily for water voles, due to creating a new River Tud outfall in an adjoining land parcel.
7/1h	7	17, 80 and 81	New carriageways, footways, embankments, service diversions and drainage for a new road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout, including alteration of existing A47 and Church Lane junction. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
7/1i	7	17 and 80	New carriageways, footways, embankments, service diversions and drainage for a new road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout, including alteration of existing A47 and Church Lane junction. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
7/1k	7	17 and 81	New carriageways, footways, embankments, service diversions and drainage for a new road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout.
7/1l	7	15	New outfall to the River Tud, for a new drainage basin in another land parcel, plus associated ecological mitigation and Natural England licence commitments for water voles.
7/2a	7	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
7/2b	7	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
7/2c	7	1	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway.
7/2d	7	1 and 79	Highways England owned land. De-trunking existing A47 due to creation of new A47 mainline dual carriageway. Diversion of utility services.
7/2f	7	1, 17 and 80	New carriageways, footways, embankments, service diversions and drainage to create new A47 mainline dual carriageway and new road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout, plus stopping up Church Lane.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
7/2g	7	17 and 81	New carriageways, footways, embankments, service diversions and drainage for a new road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout.
7/3b	7	1 and 78	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway. Acquire whole land parcel due to severance.
7/4a	7	1	New carriageway, footways, embankments, service diversions and drainage to create the A47 mainline dual carriageway.
7/5a	7	1	New carriageway, footways, embankments, service diversions and drainage to create A47 dual carriageway.
7/6a	7	1, 79 and 80	New carriageway, embankments, service diversions and drainage to create A47 dual carriageway. Diversion of mains water pipeline and undergrounding of overhead utility cables.
7/9b	7	1, 15, 16 and 80	New carriageway, footways, embankments, service diversions and drainage to create: New A47 mainline dual carriageway. New drainage basin and associated drainage and maintenance access track. New private access track from Church Lane to Hillcrest Cottage.
7/9e	7	15	Ecological mitigation and Natural England licence commitments, primarily for water voles, due to creating a new River Tud outfall in an adjoining land parcel.
8/1b	8	1, 17, 18, 19 and 81	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. New road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout, plus installation of communications utility cables alongside. Wood Lane junction east bound off slip road Wood Lane junction west bound on slip road
8/2a	8	1, 17, 80 and 81	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. New road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout.
8/2b	8	1 and 80	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway.
8/2c	8	1 and 18	New carriageway, footways, embankments, service diversions and drainage to create:A47 mainline dual carriageway.Wood Lane junction east bound off slip road
8/2d	8	1, 18 and 19	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Wood Lane junction east bound off slip road Wood Lane junction west bound on slip road
8/3c	8	1, 16, 80, 82 and 83	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway and private access track from Church Lane to Hillcrest Cottage; plus stop up existing A47 access to Hillcrest Cottage.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
8/3e	8	1	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway.
8/3g	8	19 and 83	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road, plus stop up existing A47 access to Hillcrest Cottage.
8/4a	8	1, 15, 16 and 80	New carriageway, footways, embankments, service diversions and drainage to create: New A47 mainline dual carriageway. New drainage basin and associated drainage and maintenance access track. New private access track from Church Lane to Hillcrest Cottage.
8/5c	8	19 and 83	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road.
8/5d	8	16	New carriageway, footways, embankments, service diversions and drainage to create a private access track from Church Lane to Hillcrest Cottage.
8/6a	8	17 and 81	New carriageway, footways, embankments, service diversions and drainage to create new road connecting the existing A47 east of Hockering with the Wood Lane junction northern dumbbell roundabout, plus installation of communications utility cables alongside.
9/1b	9	19, 22, 32, 63 and 84	New carriageway, footways, embankments, service diversions and drainage, including new River Tud outfall and surface water drainage channel, to create: Wood Lane junction west bound on slip road. Wood Lane junction southern dumbbell roundabout, plus connecting road to existing A47 north of Honingham. Temporary material storage, management and processing area.
9/1f	9	32	New carriageway, footways, embankments, service diversions and drainage to create the connection between Wood Lane junction southern dumbbell roundabout and the existing A47 north of Honingham. Stopping up Berry's Lane.
9/1g	9	29 and 84	Upgrading Honingham FP3 to bridleway status and with a new cycle. Diversion of a high pressure gas pipeline. Diversion of a potable water pipeline and utility cables (electricity and electronic communications).
9/1i	9	28 and 84	Altered carriageway, footways, embankments, service diversions and drainage to re-align Dereham Road to connect into the existing A47 east of the Wood Lane junction southern dumbbell roundabout, with the landscaping of the remaining parts of Dereham Road.
9/2a	9	19, 83 and 84	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road, plus stop up existing A47 access to Berrys Hall.
9/2b	9	1, 21, 22 and 24	New carriageways, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Wood Lane junction underbridge Wood Lane junction southern dumbbell roundabout Wood Lane junction west bound off slip road



Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
9/2c	9	19, 22, 24, 32 and 84	New carriageways, footways, embankments, service diversions and drainage to create: Wood Lane junction southern dumbbell roundabout Wood Lane junction west bound off slip road Wood Lane junction west bound on slip road Wood Lane junction southern dumbbell roundabout connection to the existing A47
9/2d	9	32 and 84	New carriageway, footways, embankments, service diversions and drainage to create the Wood Lane junction southern dumbbell roundabout connection to the existing A47, plus stop up Berrys Lane.
9/2e	9	28 and 84	Altered carriageway, footways, embankments, service diversions and drainage to re-align Dereham Road to connect into the existing A47 east of the Wood Lane junction southern dumbbell roundabout, with landscaping of the remaining parts of Dereham Road.
9/3a	9	19 and 83	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road, plus stop up existing A47 access to Berrys Hall.
9/3b	9	19 and 83	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road, plus stop up existing A47 access to Berrys Hall.
9/3c	9	19, 83 and 84	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road.
9/3d	9	19, 22, 83 and 84	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road and Wood Lane junction southern dumbbell roundabout.
9/3e	9	19, 22 and 84	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road and Wood Lane junction southern dumbbell roundabout.
9/3f	9	19, 22 and 84	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction west bound on slip road and Wood Lane junction southern dumbbell roundabout.
9/3g	9	22, 32 and 84	New carriageway, footways, embankments, service diversions and drainage to create Wood Lane junction southern dumbbell roundabout, plus connecting road to existing A47 north of Honingham.
9/3h	9	1, 21, 22, 24, 27, 31, 32, 84 and 86	New carriageways, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Wood Lane junction underbridge Wood Lane junction southern dumbbell roundabout Wood Lane junction west bound off slip road Altered existing A47 north of Honingham, including junction with realigned Dereham Road and new Hall Farm access track. Drainage basin east of Wood Lane southern dumbbell roundabout, plus associated drainage and maintenance access tracks.
9/3i	9	32 and 84	New carriageways, footways, embankments, service diversions and drainage to create the Wood Lane junction southern dumbbell roundabout connection to the existing A47.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
9/3j	9	32 and 84	New carriageways, footways, embankments, service diversions and drainage to create the Wood Lane junction southern dumbbell roundabout connection to the existing A47.
9/4a	9	1, 18, 19, 21 and 22	New carriageways, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Wood Lane junction underbridge Wood Lane junction southern dumbbell roundabout Wood Lane junction west bound on slip road Wood Lane junction east bound off slip road
9/5a	9	1, 21, 23, 24, 26, 27 and 84	New carriageways, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Wood Lane junction underbridge Wood Lane junction east bound on slip road Wood Lane junction west bound off slip road Installation of a new cycle track between Wood Lane and the new Hall Farm access track. New drainage basin east of Wood Lane junction southern dumbbell roundabout, plus associated drainage and maintenance access track. Diversion of high pressure gas pipeline.
9/5b	9	1 and 27	New embankments, service diversions and drainage to create the A47 mainline dual carriageway and new drainage basin, plus associated drainage.
9/6a	9	28, 32 and 84	New carriageway, footways, embankments, service diversions and drainage to create: the new Wood Lane junction southern dumbbell roundabout connection to the existing A47; and re-align Dereham Road to connect into the existing A47, with landscaping of the remaining parts of Dereham Road.
10/1a	10	17, 18 and 85	New carriageways, footways, embankments, service diversions and drainage to create: new road between the existing A47 east of Hockering and the Wood Lane junction northern dumbbell roundabout, including junction with the realigned B1535 Wood Lane. Wood Lane junction east bound off slip road.
10/2a	10	17, 26a, 81 and 85	New carriageways, footways, embankments, service diversions and drainage to create: new road between the existing A47 east of Hockering and the Wood Lane junction northern dumbbell roundabout, including junction with the realigned B1535 Wood Lane. New cycle track from the B1535 Wood Lane to the new Hall Farm access track.
10/3b	10	25	Realignment of the existing B1535 Wood Lane carriageway, footways, embankments, services and drainage.
10/4a	10	17, 18, 20, 21, 26a, 81 and 85	New carriageways, footways, embankments, service diversions and drainage to create: New road between the existing A47 east of Hockering and the Wood Lane junction northern dumbbell roundabout, including realignment of the B1535 Wood Lane. Wood Lane junction northern dumbbell roundabout. Wood Lane junction underbridge. Wood Lane junction east bound off slip road New cycle track from the B1535 Wood Lane to the new Hall Farm access track.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
10/5a	10	25 and 85	Realignment of the existing B1535 Wood Lane carriageway, footways, embankments, services and drainage.
10/5d		17, 20, 21, 23, 26a, 84, 85 and 98	New carriageways, footways, embankments, service diversions and drainage to create: New road between the existing A47 east of Hockering and the Wood Lane junction northern dumbbell roundabout, including realignment of the B1535 Wood Lane. Wood Lane junction northern dumbbell roundabout. Wood Lane junction underbridge. Wood Lane junction east bound on slip road New cycle track from the B1535 Wood Lane to the new Hall Farm access track. Optional 50m carriageway and associated footways, embankment and approaches for Norwich Western Link road to connect to the new A47 Wood Lane Junction. Diversion of a high pressure gas main.
10/6a	10	21	New carriageway, footways, embankments, service diversions and drainage to the Wood Lane junction underbridge.
11/1a	11	97	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway, Hall Farm access track and Hall Farm underpass. New drainage attenuation basin and maintenance access track. New combined footway/cycleway to Wood Lane from Hall Farm underpass. Environmental (Water Framework Directive) and ecological mitigation.
11/1d	11	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
11/2a	11	30, 31, 32 and 86	Altering existing A47 carriageway, footways, embankments, services and drainage for new connection to Dereham Road and access to Hall Farm underpass. Drainage basin east of the new Hall Farm access track.
11/2b	11	30, 32 and 86	New carriageway, footways, embankments, service diversions and drainage to create the new Hall Farm access junction with the existing A47. Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
11/2c	11	32	Altering existing A47 carriageway, footways, embankments, services and drainage between the new Dereham Road junction and Honingham roundabout.
11/2d	11	32	Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
11/2e	11	32	Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
11/2f	11	32	Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
11/3a	11	32	Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
11/4a	11	32	Altering the existing A47 between the new Dereham Road junction and Honingham roundabout.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
11/4b	11	32 and 97	Environmental (Water Framework Directive) and ecological mitigation. Altering the existing Honingham bypass structure for a cycle track alongside the existing A47, north of Tuddenham.
11/4c	11	32 and 97	Environmental (Water Framework Directive) and ecological mitigation. Altering the existing Honingham bypass structure for a cycle track alongside the existing A47, north of Tuddenham.
12/1a	12	32	Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
12/1b	12	32	Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
12/1c	12	32	Altering existing A47, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
12/1d	12	32 and 89	Altering existing A47 and services diversions, between the new Dereham Road junction and Honingham roundabout, for a new cycle track along the north side of the highway.
12/2a	12	35	Environmental (flood risk compensation and Water Framework Directive) mitigation for River Tud crossing.
12/2b	12	1, 34, 35 and 97	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and River Tud crossing. New outfalls for drainage attenuation basins. Environmental (Water Framework Directive) and ecological mitigation for River Tud crossing.
12/2c	12	28	Installing highway safety improvement measures and signs to encourage traffic via the existing A47 north of Honingham.
12/3a	12	1, 34, 35 and 97	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and River Tud crossing. New drainage attenuation basin and maintenance access track. Environmental (Water Framework Directive) and ecological mitigation for River Tud crossing.
12/4a	12	1 and 36	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and River Tud crossing. New drainage attenuation basin and maintenance access track. Environmental (flood risk and Water Framework Directive) and ecological mitigation for River Tud crossing.
12/5a	7	1 and 35	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and River Tud crossing. Environmental (Water Framework Directive) and ecological mitigation for River Tud crossing.
13/1b	13	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
13/1c	13	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
13/1f	13	1, 37, 38 and 89	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Honingham church underpass and connecting cycle track. Replacement hardstanding area and access, west of St Andrew's Church.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
13/1g	13	1, 39, 40, 42, 43 and 89	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Norwich Road junction east bound off slip road Norwich Road junction west bound on slip road New road from Honingham roundabout to Norwich Road junction southern dumbbell roundabout. Works to de-trunk existing A47, including creation of a turning circle east of St Andrew's Church.
13/2a	13	1, 37, 38, 39, 40 and 89	New carriageways, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Cycle track along the existing A47 past St Andrew's Church to Honingham church underpass. Access to replacement hardstanding area west of St Andrew's Church. New road from Honingham roundabout to Norwich Road junction southern dumbbell roundabout. Works to de-trunk existing A47, including creation of a turning circle east of St Andrew's Church.
13/3a	13	1, 37, 38, 39, 40 and 89	New carriageways, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Cycle track along the existing A47 past St Andrew's Church to Honingham church underpass. Access to replacement hardstanding area west of St Andrew's Church. New road from Honingham roundabout to Norwich Road junction southern dumbbell roundabout. Works to de-trunk existing A47 due to creation of new A47 mainline dual carriageway.
13/3b	13	1, 39 and 89	New carriageway, footways, embankments, service diversions and drainage to create new A47 mainline dual carriageway and new road from Honingham roundabout to Norwich Road junction southern dumbbell roundabout. Works to de-trunk existing A47, due to creation of new A47 mainline dual carriageway, and create new cycle track.
13/3c	13	1, 39 and 89	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway. Works to de-trunk existing A47, including creation of a new cycle track and a turning circle east of St Andrew's Church.
13/3d	13	39 and 89	Works to de-trunk existing A47, due to creation of new A47 mainline dual carriageway, and create new cycle track.
13/3e	13	39 and 89	Works to de-trunk existing A47, due to creation of new A47 mainline dual carriageway.
13/4a	13	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
14/1a	14	39 and 89	Works to de-trunk existing A47, due to creation of new A47 mainline dual carriageway, and create new cycle track.
14/2a	14	39 and 89	Works to de-trunk existing A47, due to creation of new A47 mainline dual carriageway, and create new cycle track.
14/2b	14	39 and 89	Works to de-trunk existing A47, due to creation of new A47 mainline dual carriageway.
14/2c	14	39, 47, 89, 90 and 91	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. Alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
14/2d	14	39 and 89	Works to de-trunk existing A47, due to creation of new A47 mainline dual carriageway, and create new cycle track.
14/2e	14	39, 47 and 90	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. Alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church.
14/2f	14	39, 47 and 90	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. Alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church.
14/2g	14	39, 41, 47, 90 and 91	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. Alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church. New drainage attenuation basin and associated drainage and maintenance access track.
14/2h	14	39, 47, 90, 91 and 92	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. Alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church.
14/2i	14	41, 51 and 92	New carriageway, footways, embankments, service diversions and drainage to create new cycle track linking Taverham Road and Church Lane, Easton. New drainage attenuation basin and associated drainage and maintenance access track.
14/2j	14	1, 44, 47, 48, 51 and 92	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Norwich Road junction east bound on slip road Norwich Road junction northern dumbbell roundabout New cycle track linking Taverham Road and Church Lane, Easton. Road connecting Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road.
14/2k	14	1, 48 and 92	New carriageway, footways, embankments, service diversions and drainage to create new A47 dual carriageway and Norwich Road junction east bound on slip road.
14/3a	14	39, 41, 47, 90 and 91	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. Alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church. New drainage attenuation basin and associated drainage and maintenance access track.
14/3b	14	39, 41, 47, 90 and 91	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. Alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church. New drainage attenuation basin outfall to the River Tud.
14/3c	14	1, 40, 42, 43, 47 and 91	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Norwich Road junction east bound off slip road

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
			Norwich Road junction west bound on slip road, New road between Honingham roundabout and the Norwich Road junction southern dumbbell roundabout. New road to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road.
14/3d	14	44, 47, 48, 51 and 92	New carriageway, footways, embankments, service diversions and drainage to create: Norwich Road junction east bound on slip road Norwich Road junction northern dumbbell roundabout New cycle track linking Taverham Road and Church Lane, Easton. Road connecting Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road.
14/4a	14	1, 40, 42, 43, 89 and 91	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Norwich Road junction east bound off slip road Norwich Road junction west bound on slip road, New road between Honingham roundabout and the Norwich Road junction southern dumbbell roundabout.
14/4c	14	1, 40, 42, 43, 44, 45, 46, 48, 49, 50, 89, 91 and 92	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway Norwich Road junction underbridge and northern and southern dumbbell roundabouts. Norwich Road junction east bound on slip road Norwich Road junction west bound off slip road Norwich Road junction east bound off slip road Norwich Road junction west bound on slip road, New road between Honingham roundabout and the Norwich Road junction southern dumbbell roundabout. New road linking Dereham Road with Norwich Road junction southern dumbbell roundabout.
14/4d	14	41, 47, 51, 67, 90, 91 and 92	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. New drainage attenuation basin and associated drainage and maintenance access track. New cycle track linking Taverham Road and Church Lane, Easton. Material storage, management and processing area.
14/5b	14	40, 43 and 91	New carriageway, footways, embankments, service diversions and drainage to create: new road between Honingham roundabout and the Norwich Road junction southern dumbbell roundabout; and the Norwich Road junction west bound on slip road.
14/7a	14	41, 47, 90 and 91	New carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road. New drainage attenuation basin and associated drainage and maintenance access track.
14/8a	14	40, 43 and 91	New carriageway, footways, embankments, service diversions and drainage to create the new road between Honingham roundabout and the Norwich Road junction southern dumbbell roundabout.
15/1c	15	1, 48, 51 and 92	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
			Norwich Road junction east bound on slip road. New cycle track linking Taverham Road and Church Lane, Easton.
15/1d	15	1, 49, 50 and 92	New carriageway, footways, embankments, service diversions and drainage to create the: A47 mainline dual carriageway. Norwich Road junction west bound off slip road. New road linking Dereham Road with Norwich Road junction southern dumbbell roundabout.
15/2a	15	1, 48 and 92	New carriageway, footways, embankments, service diversions and drainage to create the A47 mainline dual carriageway and Norwich Road junction east bound on slip road.
15/2b	15	1, 48, 49 and 92	New carriageway, footways, embankments, service diversions and drainage to create the: A47 mainline dual carriageway. Norwich Road junction east bound on slip road. Norwich Road junction west bound off slip road.
15/2c	15	1, 48 and 92	New carriageway, footways, embankments, service diversions and drainage to create the A47 mainline dual carriageway and Norwich Road junction east bound on slip road.
15/2d	15	1, 49, 50, 92, 93, 94 and 95	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Norwich Road junction west bound off slip road Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. De-trunking existing A47. Works to adjust the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.
15/2e	15	1, 49, 50 and 92	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Norwich Road junction west bound off slip road Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. De-trunking existing A47.
15/2f	15	1, 49, 50 and 92	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Norwich Road junction west bound off slip road Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. De-trunking existing A47.
15/2g	15	50, 92, 93, 94 and 95	New carriageway, footways, embankments, service diversions and drainage to create: Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. De-trunking existing A47. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.



Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
15/2h	15	50, 92, 93, 94 and 95	New carriageway, footways, embankments, service diversions and drainage to create: Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. De-trunking existing A47. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.
15/2i	15	50, 92, 93, 94 and 95	New carriageway, footways, embankments, service diversions and drainage to create: Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. De-trunking existing A47. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.
15/2j	15	91	Highways England owned land. Diversion electricity and electronic communications utility cables and apparatus.
15/3a	15	1, 48, 49, 50, 92, 93, 94 and 95	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Norwich Road junction east bound on slip road Norwich Road junction west bound off slip road Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. De-trunking existing A47. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.
15/3b	15	50, 92, 93, 94 and 95	New carriageway, footways, embankments, service diversions and drainage to create: Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.
15/3d	15	91	Highways England owned land. Diversion electricity and electronic communications utility cables and apparatus.
15/3e	15	1, 50, 52 and 95	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Easton footbridge northern access ramp.
15/4c	15	1, 48, 49, 50, 51, 92, 93, 94 and 95	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Norwich Road junction east bound on slip road Norwich Road junction west bound off slip road Road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. New cycle track linking Taverham Road and Church Lane, Easton. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
15/5a	15	49, 50 and 92	New carriageway, footways, embankments, service diversions and drainage to create: Norwich Road junction west bound off slip road. New road linking Dereham Road, Easton, with Norwich Road junction southern dumbbell roundabout.
15/6b	15	1, 50, 51, 52, 71 and 95	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway. Easton footbridge northern access ramp. New cycle track between Taverham Road and Church Lane, Easton. Temporary compound, plus material storage, management and processing.
15/9b	15	50	New carriageway, footways, embankments, service diversions and drainage to create new connection between Norwich Road Junction and Dereham Road.
16/1d	16	1, 52 and 95	New carriageway, embankments, service diversions and drainage to create the A47 mainline dual carriageway and new Easton footbridge, plus access ramps. Highways works to stop up Church Lane, Easton.
16/1f	16	53	Creation of new agricultural field access from Church Lane, Easton, north of the A47.
16/2b	16	1, 50, 51, 52, 71 and 95	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway. Easton footbridge. New cycle track between Taverham Road and Church Lane, Easton. Temporary compound, plus material storage, management and processing.
16/3a	16	1, 51, 52, 71 and 95	New carriageway, footways, embankments, service diversions and drainage to create A47 mainline dual carriageway. Easton footbridge. New cycle track between Taverham Road and Church Lane, Easton. Temporary compound, plus material storage, management and processing.
16/3b	16	50, 52, 91 and 95	New carriageway, footways, embankments, service diversions and drainage to create: Road linking Dereham Road with Norwich Road junction southern dumbbell roundabout. Easton footbridge connection to Dereham Road.
16/3c	16	51, 52 and 95	New carriageway, footways, embankments, service diversions and drainage to create Easton footbridge. New cycle track between Taverham Road and Church Lane, Easton.
16/3d	16	53	Creation of new agricultural field access from Church Lane, Easton, north of the A47.
16/3e	16	53	Alteration of junction between Church Lane, Ringland Road and Dog Lane due to stopping up Church Lane, north of the A47.
16/3f	16	53	Alteration of junction between Church Lane, Ringland Road and Dog Lane due to stopping up Church Lane, north of the A47.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
16/3g	16	53	Creation of new agricultural field access from Church Lane, Easton, north of the A47.
16/3h	16	1	Stopping up footway crossing of the A47 between Dog Lane and Ringland Lane due to faster traffic flows along the new A47 mainline dual carriageway.
16/3i	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.
16/3j	16	1	Stopping up footway crossing of the A47 between Dog Lane and Ringland Lane due to faster traffic flows along the new A47 mainline dual carriageway.
16/3k	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.
16/4a	16	1, 50, 52 and 95	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Easton footbridge. new road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton.
16/4b	16	1, 50, 52 and 96	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway, including applying low noise surfacing along existing A47 north of Easton and stopping up Ringland Lane footway crossing of the A47. Easton footbridge. New road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. Applying low noise surfacing along existing A47 north of Easton. Stopping up Ringland Lane footway crossing of the A47.
16/4c	16	50 and 52	New carriageway, footways, embankments, service diversions and drainage to create: New road linking Dereham Road with Norwich Road junction southern dumbbell roundabout. Easton footbridge connection to Dereham Road.
16/4d	16	1, 50, 51, 52, 53 and 95	New carriageway, footways, embankments, service diversions and drainage to create: A47 mainline dual carriageway. Easton footbridge. New road between Norwich Road junction southern dumbbell roundabout and Dereham Road, Easton. New cycle track between Taverham Road and Church Lane, Easton. Highways works to stop up Church Lane, Easton, north of the A47 and provide new agricultural field access.
16/4e	16	53	Alteration of junction between Church Lane, Ringland Road and Dog Lane due to stopping up Church Lane, north of the A47.
16/4f	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.
16/4g	16	1	Stopping up footway crossing of the A47 between Dog Lane and Ringland Lane due to faster traffic flows along the new A47 mainline dual carriageway.
16/4h	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
16/4i	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.
16/4j	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.
16/4k	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.
16/4l	16	1	Applying low noise surfacing due to increased traffic flows along the new A47 mainline dual carriageway.
16/4m	16	91	Highways England owned land. Diversion electricity and electronic communications utility cables and apparatus.
16/5b	16	50	New carriageway, footways, embankments, service diversions and drainage to create new connection between Norwich Road Junction and Dereham Road.
16/6b	16	50	New carriageway, footways, embankments, service diversions and drainage to create new connection between Norwich Road Junction and Dereham Road and Easton footbridge.
16/7a	16	1	Connecting the proposed A47 mainline dual carriageway into the existing A47 dual carriageway, footways, embankments, services and drainage on adjacent land parcel.
16/8a	16	53	Alteration of junction between Church Lane, Ringland Road and Dog Lane due to stopping up Church Lane, north of the A47.
16/9a	16	1	Stopping up footway crossing of the A47 between Dog Lane and Ringland Lane due to faster traffic flows along the new A47 mainline dual carriageway.
17/1a	17	1 and 54	Permanently change highway to 'No Through Road' due to severance by A47 mainline dual carriageway. New carriageway, embankments, service diversions and drainage to widen the southern corner of the Rotten Row and Church Lane junction.
17/1b	17	54	New carriageway, embankments, service diversions and drainage to widen the southern corner of the Rotten Row and Church Lane junction.
17/1d	17	54	New carriageway, embankments, service diversions and drainage to widen the southern corner of the Rotten Row and Church Lane junction.
17/1e	17	1	Permanently change highway to 'No Through Road' due to severance by A47 mainline dual carriageway.
17/1f	17	1	Permanently change highway to 'No Through Road' due to severance by A47 mainline dual carriageway.
18/1a	18	1	Permanently change highway to 'No Through Road' due to severance by A47 mainline dual carriageway.
18/2a	18	1	Existing road sign change due to local road network changes by A47 mainline dual carriageway.
18/3a	18	N/A (ecological mitigation)	Ecological mitigation and Natural England licence commitments, primarily for the relocation of newts and the maintenance and protection of those relocation habitats.
21/1a	21	1	Apply Temporary Traffic Regulations Order for 'No Through Road' status to Honingham Lane so as to open the A47 mainline dual carriageway while Norwich Western Link remains unopened.

Acquisition of Land – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
22/1a	22	1	Apply Temporary Traffic Regulations Order for 'No Through Road' status to Honingham Lane so as to open the A47 mainline dual carriageway while Norwich Western Link remains unopened.
23/1a	23	1	Apply Temporary Traffic Regulations Order for 'No Through Road' status to Honingham Lane so as to open the A47 mainline dual carriageway while Norwich Western Link remains unopened.
23/1b	23	1	Existing road sign change due to local road network changes by A47 mainline dual carriageway.
23/3a	23	1	Apply Temporary Traffic Regulations Order for 'No Through Road' status to Honingham Lane so as to open the A47 mainline dual carriageway while Norwich Western Link remains unopened.
23/4a	23	1	Existing road sign change due to local road network changes by A47 mainline dual carriageway.
23/5a	23	1	Existing road sign change due to local road network changes by A47 mainline dual carriageway.

Acquisition of Rights – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
1/2f	1	1 and 2	Removal of overhead electronic communications cables and apparatus, in support of the construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.  Potential use for the diversion and re-installation of communications cables and apparatus pending further engagement with the relevant parties.
2/4b	2	56 and ecological mitigation	Right of access to land required for environmental mitigation, maintenance and monitoring commitments.
3/1a	3	56 and ecological mitigation	Right of access to land required for environmental mitigation, maintenance and monitoring commitments.
3/2b	3	56 and ecological mitigation	Right of access to land for ecological monitoring and Natural England licence commitments.
3/3b	3	56 and ecological mitigation	Right of access to land required for ecological and environmental mitigation and Natural England licence and Environment Agency Environmental Permit commitments, respectively.
3/4a	3	56 and ecological mitigation	Right of access to land required for ecological and environmental mitigation and Natural England licence and Environment Agency Environmental Permit commitments, respectively.
3/5a	3	56 and ecological mitigation	Right of access to land required for ecological and environmental mitigation and Natural England licence and Environment Agency Environmental Permit commitments, respectively.
3/6a	3	56 and ecological mitigation	Right of access to land required for ecological and environmental mitigation and Natural England licence and Environment Agency Environmental Permit commitments, respectively.
4/1g	4	74	Diversion of water pipeline, electronic communications and electricity utility services.
4/1j	4	74	Diversion of water pipeline, electronic communications and electricity utility services.
5/4c	5	1 and 75	Diversion underground of overhead utility cables due to A47 mainline dual carriageway.  Diversion underground of a water main due to A47 mainline dual carriageway. Right to access adjoining parcels for maintenance of the A47 mainline dual carriageway.
5/7c	5	1 and 75	Diversion underground of overhead utility cables due to A47 mainline dual carriageway.

Acquisition of Rights – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
			<p>Diversion underground of a water main due to A47 mainline dual carriageway.</p> <p>Support construction of new carriageway, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
5/9c	5	1 and 76	<p>Diversion underground of an overhead electricity utility line due to A47 mainline dual carriageway.</p> <p>Support construction of new carriageway, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
5/9e	5	1 and 75	<p>Diversion underground of overhead utility cables due to A47 mainline dual carriageway.</p> <p>Diversion underground of a water main due to A47 mainline dual carriageway.</p> <p>Support construction of new carriageway, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
6/4e	6	1, 14 and 61	Right to access adjoining parcels for maintenance of the A47 mainline dual carriageway.
6/6a	6	1 and 77	<p>Diversion of main effluent pipeline.</p> <p>Right to use land for construction and maintenance of the A47 mainline dual carriageway, embankments, service diversions and drainage works on adjacent land parcels.</p>
6/10c	6	1 and 78	<p>Diversion underground of an overhead electricity utility line due to A47 mainline dual carriageway. Support construction of new carriageway, footways, embankments, service diversions and drainage works on adjacent land parcels.</p> <p>Temporary material storage, management and processing area</p>
7/1n	7	81	Installation, maintenance and use of utility cables.
7/6b	7	1 and 79	Diversion underground of an overhead electricity utility line due to A47 mainline dual carriageway.
7/6d	7	1 and 80	<p>Diversion of mains water pipeline and undergrounding of overhead utility cables.</p> <p>Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
7/9a	7	15, 16 and 80	<p>Diversion of mains water pipeline and utility cables.</p> <p>Support creation of drainage basin and new private access track from Church Lane to Hillcrest Cottage.</p>
7/10a	7	81	Installation, maintenance and use of utility cables.
8/1c	8	81	Installation, maintenance and use of utility.
8/3b	8	81	Installation, maintenance and use of utility.
8/3f	8	16, 82 and 83	Diversion underground of overhead utility cables.
8/4c	7	15, 16 and 80	<p>Diversion of mains water pipeline and utility cables.</p> <p>Support creation of drainage basin and access track from Church Lane to Hillcrest Cottage.</p>

Acquisition of Rights – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
8/4d	7	15, 16 and 80	Diversion of mains water pipeline and utility cables. Support creation of drainage basin and access track from Church Lane to Hillcrest Cottage.
9/1d	9	84	Diversion of electricity utility cables. Diversion of a high pressure gas main, gas conduits and associated infrastructure
9/1h	9	84	Diversion of water pipeline and utility cables. Diversion of a high pressure gas main, gas conduits and associated infrastructure
9/1j	9	84	Diversion of a high pressure gas main, water pipeline and utility (electricity and electronic communications) cables.
9/1l	9	22, 32, 63 and 84	Diversion of main water pipeline. Diversion of a high pressure gas main, gas conduits and associated infrastructure Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Temporary material storage, management and processing area.
9/1m	9	19, 22, 63 and 84	Diversion of main water pipeline. Diversion of a high pressure gas main, gas conduits and associated infrastructure Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Temporary material storage, management and processing area.
9/6b	9	28 and 84	Diversion of main water pipeline. Diversion of a high pressure gas main, gas conduits and associated infrastructure Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
10/5b	10	20, 23, 26, 26a, 64, 84 and 98	Diversion of a high pressure gas main, gas conduits and associated infrastructure Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Temporary material storage, management and processing area
11/1b	11	1, 33, 87 and 97	Diversion of utilities apparatus due to A47 mainline dual carriageway, new Hall Farm access track and removal / landscaping of the existing access track.
11/1c	11	1 and 88	Diversion of utilities apparatus due to A47 mainline dual carriageway. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
11/1g	11	N/A (ecological mitigation)	Access to land to deliver ecological mitigation and Natural England licence commitments.



Acquisition of Rights – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
12/4c	12	89	Diversion of water pipelines and electricity and electronic communications utility cables for the new A47 mainline dual carriageway.
13/1d	13	65, 66 and 89	Diversion of water pipelines and electricity and electronic communications utility cables for the new A47 mainline dual carriageway..
13/1e	13	65, 66 and 89	Diversion of water pipelines and electricity and electronic communications utility cables. Temporary compound plus material storage, management and processing area.
13/1i	13	65, 66 and 89	Diversion of water pipelines, pipelines, and electricity and electronic communications utility cables. Temporary compound.
14/4g	14	1, 48, 51, 92 and 99	Diversion of a water pipelines and utility cables. Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project. Support construction of new carriageway, footways, embankments, service diversions and drainage works on adjacent land parcel.
15/1a	15	1, 48, 51, 92 and 99	Diversion of a water pipeline and utility conduits and cables. Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project. Support construction of new carriageway, footways, embankments, service diversions and drainage works on adjacent land parcel.
15/3c	15	91	Diversion of electronic communications utility cables and apparatus.
15/4b	15	1, 48, 51, 69, 70, 92, 93, 94 and 99	Works to alter the existing overhead 132kV electricity line. Diversion of a water pipelines and utility cables. Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project. Support construction of new carriageway, footways, embankments, service diversions and drainage works on adjacent land parcel.
15/4e	15	72 and 94 and 99	Diversion underground of electricity utility cables. Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling. Material storage, management and processing. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
15/5b	15	50, 92, 93 and 94	Diversion of utilities apparatus. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling. Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project. Support altering existing A47 carriageway, footways, embankments, services and drainage on adjacent land parcel.
15/6a	15	71 and 95	Diversion underground of electricity utility cables.

Acquisition of Rights – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
			<p>Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project.</p> <p>Temporary compound, plus material storage, management and processing.</p> <p>Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
15/7a	15	50, 94 and 95	<p>Diversion of utility cables.</p> <p>Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.</p>
15/8a	15	95	Removal, realignment and diversion of an overhead electricity cable and related apparatus.
15/9a	15	50 and 95	<p>Removal, realignment and diversion of an overhead electricity cable and related apparatus.</p> <p>Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
15/10a	15	91	Diversion of electronic communications utility cables and apparatus.
15/11a	15	93	Works to alter the existing overhead 132kV electricity line.
16/1a	16	72 and 95	<p>Diversion underground of electricity utility cables.</p> <p>Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project.</p> <p>Temporary compound, plus material storage, management and processing.</p> <p>Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
16/2a	16	51, 52, 53, 71 and 95	<p>Diversion underground of electricity utility cables.</p> <p>Right to pass and repass with or without plant and vehicles to access adjoining parcels of land and work area for Orsted's Hornsea Project Three Project.</p> <p>Temporary compound, plus material storage, management and processing.</p> <p>Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
16/5a	16	50 and 95	<p>Removal, realignment and diversion of an overhead electricity cable and apparatus.</p> <p>Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.</p>
16/6c	16	50 and 95	Removal, realignment and diversion of an overhead electricity cable and apparatus. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
18/1b	18	91	Diversion of utilities apparatus.
18/4a	18	N/A (ecological mitigation)	Right of access to land required for ecological mitigation and Natural England licence commitments.
18/4b	18	N/A (ecological mitigation)	Right of access to land required for ecological mitigation and Natural England licence commitments.

Acquisition of Rights – by Plot Number			
Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
19/1a	19	91 and 93	Diversion of utilities apparatus. Works to alter the existing overhead 132kV electricity line.
19/2a	19	91, 93 and 94	Diversion of utilities apparatus. Works to alter the existing overhead 132kV electricity line. Option to install cabling ducts for Orsted's Hornsea Project Three windfarm onshore cabling.
19/3a	19	93	Works to alter the existing overhead 132kV electricity line.
20/1a	20	93	Works to alter the existing overhead 132kV electricity line.

### Temporary Possession of Land – by Work Number

Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
1/2h	1	1 and 3	Support construction of new carriageways, footways, embankments, service diversions, drainage works and private access track on adjacent land parcels.
1/2i	1	2 and 73	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
1/3a	1	1 and 3	Support construction of new carriageways, footways, embankments, service diversions, drainage works and private access track on adjacent land parcels.
1/4b	1	1 and 3	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
2/2a	2	2, 4 and 73	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
2/3b	2	1 and 73	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
2/4c	2	2 and 56	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
2/5b	2	1, 5, 6 and 58	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Stopping up Low Lane due to A47 mainline dual carriageway.
2/5c	2	1 and 58	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Support stopping up Low Lane due to A47 mainline dual carriageway.
2/7a	2	1 and 58	Support stopping up Low Lane due to A47 mainline dual carriageway.
4/1a	4	1, 7, 9 and 74	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
4/1d	4	1, 2, 7, 9 and 59	Temporary compound for traffic management. Support construction of new carriageways, underbridge, footways, embankments, service diversions and drainage works on adjacent land parcels. Support stopping up of Low Lane due to A47 mainline dual carriageway.
4/1e	4	1, 7, 8, 9 and 74	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
4/1f	4	1, 9, 10, 60 and 74	Material storage, management and processing area. Support construction of new carriageways, underbridge, footways, embankments, service diversions and drainage works on adjacent land parcels. Works to de-trunk the existing A47 and stop up Mattishall Lane due to A47 mainline dual carriageway.
4/4b	4	2	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
4/5a	4	2	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
4/6a	4	1, 8, 9 and 74	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
4/6e	4	1 and 11	Support construction of new carriageways, footways, embankments, service diversions, drainage works and private access track on adjacent land parcels.

### Temporary Possession of Land – by Work Number

Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
4/9a	4	1	Support construction of new carriageways, footways, embankments, noise barriers, service diversions and drainage works on adjacent land parcels.
5/1a	5	1, 11 and 12	Support construction of new carriageways, footways, embankments, service diversions, drainage works and private access track on adjacent land parcels.
5/5a	5	1	Support construction of new carriageways, footways, embankments, noise barriers, service diversions and drainage works on adjacent land parcels.
5/7b	5	1	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
5/9b	5	1, 75 and 76	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
5/9d	5	1 and 76	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
6/3b	6	1, 13, 77 and 96	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
6/10b	5	1, 14, 61 and 78	Material storage and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works, including drainage basin, on adjacent land parcels.
7/1j	7	1, 17, 80 and 81	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
7/3a	7	1 and 61	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
7/6c	7	1, 79 and 80	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
7/6e	7	1 and 79	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
8/1a	8	17, 80 and 81	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
8/3a	8	17, 80 and 81	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
8/3d	8	1, 19, 82 and 83	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
8/3h	8	1, 19, 80, 82 and 83	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
8/4b	8	16, 55 and 80	Support diversion of surface water drainage.
8/5a	8	1, 62 and 83	Temporary compound, including material storage, management and processing area.
8/6b	8	17, 80 and 81	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
9/1a	9	19, 22, 32, 62, 63 and 84	Temporary compound, including material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.

### Temporary Possession of Land – by Work Number

Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
9/1c	9	22, 32 and 84	Support installation of River Tud outfall and surface water drainage channel for drainage from Wood Lane junction, in particular the southern dumbbell roundabout and connecting road to existing A47 north of Honingham.
9/1n	9	22, 32 and 84	Temporary storage, laydown areas, access and working space to support construction of Wood Lane junction southern dumbbell roundabout, plus connecting road to existing A47 north of Honingham.
9/6c	9	27, 28, 30 and 32	Support alterations to existing A47 carriageways, footways, embankments, services and drainage works on adjacent land parcels.
10/2b	10	17, 25 and 81	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
10/3a	10	17, 25 and 81	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
10/5c	10	25, 26a, 81 and 85	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
10/5e	10	1, 20, 22, 23, 26, 64 and 84	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
10/5f	10	17, 18, 20, 25, 26, 26a and 98	Support construction of new carriageways, footways, cycle track, embankments, service diversions and drainage works on adjacent land parcel.
11/1e	11	1, 33, 34 and 88	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
11/1f	11	1, 26, 30, 31, 33 and 64	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
11/1h	11	1, 33, 87 and 88	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
11/3b	11	23, 30, 31, 32 and 86	Support altering existing A47 and construction of new cycle track, embankments, service diversions and drainage works on adjacent land parcels.
12/3b	12	1 and 34	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
12/4b	12	1, 35 and 36	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
13/1a	13	1, 32, 37, 38, 40, 42, 43, 65, 66 and 89	Temporary compound including material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
13/1h	13	1, 37, 38 and 39	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
14/4b	14	1, 40 and 43	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.

### Temporary Possession of Land – by Work Number

Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
14/4e	14	41, 44, 47, 48, 51, 67 and 92	Material storage, management and processing area. Support construction of new carriageways, footways, cycle track, embankments, service diversions and drainage works on adjacent land parcels.
14/4f	14	49, 50 and 58	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
14/5a	14	1, 40, 42 and 43	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Stopping up Blind Lane due to A1 mainline and Norwich Road junction slip roads and side road.
14/6a	14	39, 47 and 90	Support construction of new carriageway, footways, embankments, service diversions and drainage to connect Norwich Road junction northern dumbbell roundabout to north of Church Farm bridge on Taverham Road, plus alter existing A47, including creating a cycle track, between Taverham Road and the new hardstanding area west of St Andrew's church.
14/8b	14	1, 40, 42, 43, 46, 50 and 91	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels. Stopping up Blind Lane due to A1 mainline and Norwich Road junction slip roads and side road.
15/1e	15	49, 50 and 68	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
15/4a	15	1, 48, 51, 92 and 93	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
15/4d	15	1, 51, 69, 70, 93 and 94	Material storage, management and processing area. Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
15/5c	15	1, 49, 50 and 92	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
16/1c	16	52, 53, 71, 72 and 95	Support construction of new carriageways, footways, embankments, service diversions and drainage works on adjacent land parcels.
16/5c	16	50, 51 and 52	Support altering existing A47 carriageways, footways, embankments, services and drainage on adjacent land parcel.
16/6a	16	50, 51 and 52	Support altering existing A47 carriageways, footways, embankments, services and drainage on adjacent land parcel.
16/7b	16	1	Support connecting the proposed A47 mainline dual carriageway into the existing A47 dual carriageway, footways, embankments, services and drainage on adjacent land parcel.
17/1c	17	54	Support altering existing A47 carriageways, footways, embankments, services and drainage on adjacent land parcels.

### No Compulsory Acquisition Powers sought – by Work Number

Plot Number	Sheet Number	DCO Work No.	Purpose for which the land is required:
7/7a	7	N/A	Compulsory acquisition powers are not sought over this plot.
7/8a	7	N/A	Compulsory acquisition powers are not sought over this plot.

## 9.2 Schedule of all representations made in respect of the granting of compulsory acquisition powers and progress of negotiations with those affected persons

**Annex B** (Version 1 – March 2021) (Please note that this has now been superseded by the Compulsory Acquisition Schedule (**TR010038/EXAM/9.7**) which will be updated on a regular basis throughout the Examination.