

**M54 to M6 Link Road**  
**TR010054**  
**Volume 4**  
**4.1 Statement of Reasons**

Planning Act 2008

Regulation 5(2)(h) Infrastructure Planning

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

May 2020

Infrastructure Planning

Planning Act 2008

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

**M54 to M6 Link Road  
Development Consent Order 202[ ]**

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**4.1 Statement of Reasons**

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Annex C Schedule of all Statutory Undertaker and utility providers interests in the Land and progress of negotiations with providers subject to compulsory acquisition of land, rights or temporary possession powers

# 1 INTRODUCTION

## 1.1 Summary

- 1.1.1 This Statement of Reasons relates to the M54 to M6 Link Road Scheme (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).
- 1.1.2 It provides information in support of an application for a Development Consent Order (DCO) to permit and enable implementation of the Scheme made under Section 37 of the Planning Act 2008 (as amended) (PA 2008).

## 1.2 The Scheme

- 1.2.1 The Scheme involves the construction of a new link road between Junction 1 of the M54 and Junction 11 of the M6. The Scheme aims to reduce congestion on local / regional routes, particularly the A460 and A449 and deliver improved transport links to encourage the development of the surrounding area, providing social and economic benefits for the West Midlands region.
- 1.2.2 The Scheme would provide a strategic link between the M54 Junction 1 and M6 Junction 11. From south to north the main components of the Scheme are:
- Replacement of the existing M54 Junction 1 with free flow slip roads between the new link road and the M54. This would allow the freeflow of traffic between the M54 and the new link road in both directions and maintain connectivity with the existing local road network, via three new roundabouts.
  - Construction of a new dual carriageway between M54 Junction 1 and the M6 Junction 11. The alignment of the carriageway would be located to the east of the existing A460 and the villages of Featherstone, Hilton and Shareshill, and west of Hilton Hall.
  - Dark Lane would be stopped-up between the final property and the junction with Hilton Lane.
  - The realignment of Hilton Lane on a bridge over the mainline of the Scheme. The bridge would be reconstructed on a similar alignment and would provide sufficient clearance for the new road.
  - Provision of an accommodation bridge and access track across the mainline of the Scheme to retain access to severed land to the east of the Scheme. The route of the new link road would then continue north to the east of Brookfield Farm to link into the M6 Junction 11.

- Enlargement of the M6 Junction 11 signalised roundabout to accommodate a connection to the new link road and realign existing connections with the A460 and M6. Two replacement bridges would be required over the M6 to provide an increase in capacity from two lanes to four lanes of traffic on the roundabout. This work would raise the height of the junction by approximately 1.5m.
- 1.2.3 The Scheme is defined as a Nationally Significant Infrastructure Project (NSIP) within sections 14(1)(h) and 22(1)(a) of the PA 2008 as amended by the Highway and Railway (Nationally Significant Infrastructure Project Order 2013). Under section 22 an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives. This Scheme is the 'construction' of a highway within the meaning of Section 22(1)(a).
- 1.2.4 The Scheme satisfies section 22(3) and Section 22(4) of the PA 2008 because it is located wholly in England, Highways England (being a strategic highway authority) is the highway authority for the highway, the area of development is greater than 12.5 hectares and the speed limit for any class of vehicle is expected to be 50 miles per hour or greater.
- 1.2.5 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.
- 1.2.6 The Scheme is an 'EIA development' and is of a type listed within Schedule 2 Regulation 3(1) Part 10 (f) (construction of roads) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (herein referred to as 'the EIA Regulations'), and it has the potential to generate significant environmental effects by virtue of its nature, scale and location.
- 1.2.7 In accordance with Regulation 8(1) (b) of the EIA Regulations, the Applicant has notified the Secretary of State in a letter to the Planning Inspectorate (the Inspectorate) dated 11 January 2019 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 21 February 2019.

## 1.3 Compulsory acquisition

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

## 1.4 Land interests

- 1.4.1 The extent of the land interests affected by the compulsory acquisition and temporary possession powers sought by the Applicant are described in Chapter 4 of this Statement.
- 1.4.2 The Applicant has carried out diligent inquiry to identify all persons with an interest in the 'Land' (the land shown on the Land Plans **[TR010054/APP/2.2]** and within the Order limits) and persons with a potential claim for compensation as a result of the Scheme. These persons have been consulted pursuant to sections 42 and 44 of the PA 2008.
- 1.4.3 The Applicant has entered into negotiations in relation to the acquisition of land under the shadow of compulsory acquisition. These negotiations are ongoing. It is therefore necessary to provide for the acquisition of the land interests by compulsory acquisition should the on-going negotiations prove to be unsuccessful in order to enable the Scheme to be delivered. The Applicant is satisfied that the acquisition of all of the land interests is necessary to enable the Scheme to proceed.
- 1.4.4 The Applicant owns a number of plots within the Order limits which are subject to the rights of others that 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. The Applicant has taken the approach (followed on other Highways England schemes and other schemes consented under the PA 2008) of seeking powers of compulsory purchase or (rights of use) in respect of all plots of land required for the Scheme even where it already holds an interest or presumes it holds an interest in the land. This approach has been taken to ensure that it has the right to acquire the interests it needs in all of the land and ensure that if an unknown or unregistered owner later asserts an interest in the land which the Applicant believes it owns, taking further steps to clear the title would not be necessary.

## 1.5 The case for compulsory acquisition

- 1.5.1 The Applicant is satisfied that the powers of compulsory acquisition and temporary possession sought in the draft DCO are necessary, proportionate and justified. The Applicant is further satisfied that the powers sought are in accordance with all relevant statutory provisions and associated guidance.
- 1.5.2 The Applicant is firmly of the view that there is a compelling case in the public interest for the compulsory acquisition and temporary possession powers sought as set out in Chapter 5 of this Statement.



## 1.6 Human rights

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

## 1.7 Special considerations

1.7.1 In Chapter 7 of this Statement, the Applicant has identified all special category land which is affected by the compulsory acquisition powers sought in the draft DCO. The Applicant has engaged with the relevant persons responsible for the special category land and with a view to avoiding the need for special parliamentary procedure in accordance with the relevant sections of the PA 2008. The Applicant has further considered what other consents are required in order to enable the Scheme to proceed and set out how these will be secured; this detail is set out in the Consents and Agreements Position Statement **[TR010054/APP/3.3]**.

## 1.8 Compliance with statutory requirements and policy guidance

1.8.1 This document has been prepared in accordance with the requirements of Regulation 5(2)(h) of 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' (DCLG, September 2013) (the CA Guidance).

1.8.2 This Statement should be read alongside the other DCO application documents that relate to the compulsory acquisition powers sought by the Applicant, including:

- Introduction to the Application **[TR010054/APP/1.1]**.
- Plans showing the extent over which it is proposed to exercise compulsory powers (the Land Plans) **[TR010054/APP/2.2]**.
- Crown Land Plans [TR010054/APP/2.3].
- Works Plans [TR010054/APP/2.4].
- Special Category Land Plans **[TR010054/APP/2.6]**.
- The draft DCO [TR010054/APP/3.1].
- Explanatory Memorandum to the draft DCO **[TR010054/APP/3.2]**.
- A statement to explain how the Scheme will be funded (the Funding Statement) **[TR010054/APP/4.2]**.

- a Book of Reference (BoR) containing details of the land subject to compulsory acquisition powers, including names and addresses of all known parties that may have an interest in the land and be affected by the proposed powers **[TR010054/APP/4.3]**.
- Case for the Scheme **[TR010054/APP/7.2]**.
- Consents and Agreements Position Statement **[TR010054/APP/3.3]**.
- Streets, Rights of Way and Access Plans **[TR010054/APP/2.7]**

## 1.9 Flexibility

- 1.9.1 Due to the nature of the design process and the timing of the consenting process, the Applicant requires a degree of flexibility as to where certain elements of the Scheme can be constructed within defined limits of deviation, which are provided for in the draft DCO and shown on the Works Plans **[TR010054/APP/2.4]**. At this stage, all the land included in the Order limits is considered to be necessary to enable the delivery of the Scheme. However, should it transpire that any part of the land within the Order Limits is not required, for instance as a result of the detailed design process in due course or because a parcel of land has been acquired by agreement as a result of successful negotiation, in those circumstances powers of compulsory acquisition (or temporary possession) would not be exercised in respect of such land because such exercise would not be necessary or justified.

## 2 THE SCHEME

### 2.1 Description of the Scheme

- 2.1.1 A short Scheme description is provided in Section 1.2 of this Statement. The Scheme design has been developed through an iterative process, informed by the environmental assessment. The development of the Scheme design has been informed by knowledge of environmental constraints, the environmental assessment of emerging design proposals and engagement with stakeholders (including the responses received during statutory consultation).
- 2.1.2 The General Arrangement Plans **[TR010054/APP/2.5]** illustrate the preliminary design of the Scheme and identify its key components and features. The Engineering Section Drawings **[TR010054/APP/2.10]** in respect of the Scheme present further Scheme design information.
- 2.1.3 A full description of the Scheme is presented in Chapter 2 of the Environmental Statement **[TR010054/APP/6.1]**.

### 2.2 Need for and benefits of the Scheme

- 2.2.1 The M54 to M6 Link Road is a scheme identified in the government's Road Investment Strategy 2015-2020 (RIS1). Highways England's delivery plan prioritises development of the Scheme to provide a new link road connecting the M54 and M6, which will improve journey time reliability and reduce high levels of congestion in the area.
- 2.2.2 The M54 provides the strategic link connecting the west of the country and urban areas such as Telford with the M6 South. The M6 is a main link for strategic traffic in the West Midlands heading north and south connecting Birmingham and the West Midlands with Stoke-on-Trent and the North West.
- 2.2.3 The M54 eastbound merges into the M6 southbound at Junction 10a. There is no direct motorway link from the M54 to the M6 northbound or the M6 Toll. There is also no motorway link between the M6 southbound and the M54 westbound. Traffic wishing to make these movements leaves the motorway network and uses the primary road network including the A449, A5 and A460.
- 2.2.4 The signed route between the M54 West and the A5 East is via two trunk roads: the A449: which is a dual carriageway that is subject to the national speed limit, and the A5 that is subject to a 50-mph speed limit travelling between M54 Junction 2 and M6 Junction 12.

- 2.2.5 The A460 Cannock Road between the M54 and the M6 has one road marked lane in each direction with numerous junctions and accesses and a stretch of road with a 30-mph speed limit from the M54 Junction 1 to approximately 170 m north of its junction with New Road / Dark Lane. It has eight minor roads and numerous private accesses joining it between the M54 and the M6, requiring six 'give-way' priority junctions and one traffic signalled crossroads. These junctions provide access to Featherstone, Shareshill, Hilton, Little Saredon, Hilton Hall. Other isolated premises have accesses onto the A460. These priority junctions and accesses mean that right turning traffic is required to cross on-coming traffic to exit and enter the junctions. The A460 was not designed for the amount and type of traffic currently using it, resulting in delays. The volume of traffic causes noise and air pollution for properties along the route, severs communities and reduces attractiveness for walkers and cyclists.
- 2.2.6 The existing road network is not adequate to cope with the high volumes of traffic, often consisting of heavy goods vehicles (HGVs). There is a need to provide a link road to provide for the high east-west trip demands that are being met by an existing highway network that can only provide low levels of service. Investment in additional capacity will support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhanced east-west and north-south routes.

## 2.3 Benefits

- 2.3.1 The primary objectives of the Scheme are to:
1. Relieve traffic congestion on the A460, A449 and A5, this will provide more reliable journey times.
  2. Keep the right traffic on the right roads and improve safety by separating local community traffic from long distance and business traffic.
  3. Reduce volumes of through-traffic in villages, improving local community access.
  4. Support local economic growth for Telford, Shrewsbury, Wolverhampton, Cannock and Tamworth by improving traffic flow and enhancing access to east-west and north-south routes.

## 2.4 The authorised works

- 2.4.1 A full description of the works, referred to in the DCO as "the authorised development" is set out in Schedule 1 of the draft DCO **[TR010054/APP/3.1]** and shown on the Works Plans **[TR010054/APP/2.4]** and the General Arrangements Drawings **[TR010054/APP/2.5]**.

2.4.2 The works described below would be subject to certain controls and specific mitigation requirements, for example, landscaping and environmental mitigation. The requirements are set out in Schedule 2 to the draft DCO [TR010054/APP/3.1].

2.4.3 In order to deliver the Scheme, it will be necessary to carry out the following works in the administrative area of South Staffordshire and Wolverhampton:

**Work No.1** – shown on sheet numbers 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 Motorway at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.

**Work No.2** – shown on sheet number 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1,200 metres in length).

**Work No.3** – shown on sheet numbers 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600m in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.

**Work No.4** – shown on sheet number 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1,270 metres in length).

**Work No.5** – shown on sheet number 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).

**Work No.6** – shown on sheet number 4 of the Work Plans and being the construction of a slip road from the M54 eastbound slip road at Junction 1 to the Featherstone Junction West Roundabout (approximately 590 metres in length).

**Work No.7** – shown on sheet number 4 of the Work Plans and being the realignment of the A460 into the M54 Junction 1 South Roundabout (approximately 185 metres in length).

**Work No.8** – shown on sheet number 4 of the Work Plans and being the demolition of the existing M54 Junction 1 circulatory carriageway and the construction of the M54 Junction 1 South Roundabout.

**Work No.9** – shown on sheet number 4 of the Work Plans and being the realignment of the M54 Junction 1 westbound diverge slip road into the M54 Junction 1 South Roundabout (approximately 330 metres in length).

**Work No.10** – shown on sheet number 4 of the Work Plans and being the construction of a dual carriageway connector road between the Featherstone Junction East Roundabout and M54 Junction 1 South Roundabout (approximately 370 metres in length).

**Work No.11** – shown on sheet number 4 of the Work Plans and being the stopping up of the existing A460 at M54 Junction 1 including the construction of a turning head facility and improvements at the junction between the A460 and The Avenue.

**Work No.12** – shown on sheet number 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip into the Featherstone Junction East Roundabout (approximately 825 metres in length).

**Work No.13** – shown on sheet number 4 of the Work Plans and being the construction of the Featherstone Junction East Roundabout.

**Work No.14** – shown on sheet number 4 of the Work Plans and being the construction of a dual carriageway dumbbell link between the Featherstone Junction East Roundabout and the Featherstone Junction West Roundabout passing over the Link Road via a structure (approximately 100 metres in length).

**Work No.15** – shown on sheet number 4 of the Work Plans and being the construction of the Featherstone Junction West Roundabout.

**Work No.16** – shown on sheet number 4 of the Work Plans and being the realignment of the A460 to the Featherstone Junction West Roundabout (approximately 450 metres in length).

**Work No.17** – shown on sheet number 4 of the Work Plans and being the realignment of the existing A460 and construction of a T-Junction on the realigned existing A460 (approximately 100 metres in length).

**Work No.18** – shown on sheet number 4 of the Work Plans and being the construction of a southern access from the realigned existing A460 to the petrol station and local businesses situated on the existing A460.

**Work No.19** – shown on sheet number 4 of the Work Plans and being the construction of a northern access from the realigned existing A460 to the petrol station and local businesses situated on the existing A460.

**Work No.20** – shown on sheet number 4 of the Work Plans and being the construction of an access for Tower Hill Farm connecting to the Featherstone Junction East Roundabout (approximately 100 metres in length).



**Work No.21** – shown on sheet number 4 of the Work Plans and being the construction of a Hilton Park Access Track connecting to the Featherstone Junction East Roundabout (approximately 400 metres in length).

**Work No.22** – shown on sheet number 4 of the Work Plans and being the construction of the Featherstone Junction southbound diverge slip road (approximately 520 metres in length).

**Work No.23** – shown on sheet number 4 of the Work Plans and being the construction of the Featherstone Junction northbound merge slip road (approximately 490 metres in length).

**Work No.24** – shown on sheet numbers 4 and 5 of the Work Plans and being the closure of Dark Lane between the final property along Dark Lane and the Junction between Dark Lane and Hilton Lane including the construction of a turning head facility.

**Work No.25** – shown on sheet numbers 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).

**Work No.26** – shown on sheet numbers 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual-carriageway from M6 Junction 11 (approximately 1600 metres in length).

**Work No.27** – shown on sheet number 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).

**Work No.28** – shown on sheet number 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).

**Work No.29** – shown on sheet number 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).

**Work No.30** – shown on sheet number 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).

**Work No.31** – shown on sheet number 4 of the Work Plans and being the construction of a new structure on the M54 at Junction 1 to facilitate the new junction arrangement under the motorway.

**Work No.32** – shown on sheet numbers 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.

**Work No.33** – shown on sheet number 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.

**Work No.34** – shown on sheet numbers 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.

**Work No.35** – shown on sheet number 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.

**Work No.36** – shown on sheet number 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.

**Work No.37** – shown on sheet number 6 of the Work Plans and being the realignment of the A462 to M6 Junction 11 (approximately 150 metres in length).

**Work No.38** – shown on sheet number 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.

**Work No.39** – shown on sheet number 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.

**Work No.40** – shown on sheet number 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.

**Work No.41** – shown on sheet number 2 of the Work Plans and being the installation of a cantilever gantry at M54 Junction 2 in the eastbound verge and associated infrastructure works to facilitate construction.

**Work No.42** – shown on sheet number 3 of the Work Plans and being the installation of a cantilever gantry in the existing M54 eastbound verge and associated infrastructure works to facilitate construction.



**Work No.43** – shown on sheet number 3 of the Work Plans and being the installation of a cantilever gantry in the existing M54 eastbound verge and associated infrastructure works to facilitate construction.

**Work No.44** – shown on sheet number 4 of the Work Plans and being the installation of a cantilever gantry on the M54 eastbound diverge slip road and associated infrastructure works to facilitate construction.

**Work No.45** – shown on sheet number 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 2 in the vicinity of M54 Junction 1.

**Work No.46** – shown on sheet number 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 3 adjacent to Dark Lane and associated works required to the existing drainage pools.

**Work No.47** – shown on sheet number 5 of the Work Plans and being the construction of a culvert on Watercourse 4 adjacent to Brookfield Farm.

**Work No.48** – shown on sheet number 6 of the Work Plans and being the construction of a structure under the Link Road on Watercourse 5 (Latherford Brook).

**Work No.49** – shown on sheet number 6 of the Work Plans and being the alteration of a portal gantry across the M6 Junction 11 southbound merge and northbound diverge slip roads.

**Work No.50** – shown on sheet number 6 of the Work Plans and being the alteration of a portal gantry over the M6 Junction 11 southbound diverge slip road.

**Work No.51** – shown on sheet number 7 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.

**Work No.52** – shown on sheet number 7 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.

**Work No.53** – shown on sheet number 7 of the Work Plans and being the alteration of a portal along the M6 southbound.

**Work No.54** – shown on sheet number 8 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.

**Work No.55A** – shown on sheet number 9 of the Work Plans and being the alteration of a cantilever gantry along the M6 southbound.

**Work No.55B** – shown on sheet number 10 of the Work Plans and being the alteration of a cantilever gantry along the M6 southbound.

**Work No.55C** – shown on sheet number 10 of the Work Plans and being the alteration of a cantilever gantry along the M6 southbound.

**Work No.56** – shown on sheet number 3 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North West of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing ditch. Access for maintenance to be constructed off Brookhouse Lane.

**Work No.57** – shown on sheet number 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North East of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 2. Access for maintenance to be constructed off the dual carriageway connector road.

**Work No.58** – shown on sheet number 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the East of the existing A460. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing drainage network. Access for maintenance to be constructed off the existing A460.

**Work No.59** – shown on sheet number 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.

**Work No.60** – shown on sheet number 6 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of M6 Junction 11. Works to include the installation of a balancing pond to provide attenuation and treatment with new outfall connection into Watercourse 5 (Latherford Brook). Access for maintenance to be constructed off the realigned existing A460.

**Work No.61** – shown on sheet number 4 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Featherstone 3 due to the construction of the new M54 Junction 1 (approximately 250 metres in length).

**Work No.62** – shown on sheet numbers 4 and 5 of the Work Plans and being the construction of a new Public Right of Way (bridleway) connection between Dark Lane and Hilton Lane (approximately 320 metres in length).

**Work No.63** – shown on sheet number 5 of the Work Plans and being works to realign the existing Public Right of Way (footway) Shareshill 5 due to the construction of the Link Road (approximately 370 metres in length).

**Work No.64** – shown on sheet number 5 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Shareshill 1 due to the construction of the Link Road (approximately 750 metres in length).

**Work No.65** – shown on sheet number 6 of the Work Plans and being works to realign the existing Public Rights of Way (footway) Shareshill 4, Saredon 8 and Saredon 1R/2214 due to the construction of the Link Road (approximately 270 metres in length).

**Work No.66** – shown on sheet number 6 of the Work Plans and being works to realign the existing Public Right of Way Saredon 13 due to the realignment of the existing A460 (approximately 250 metres in length).

**Work No.67** – shown on sheet number 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).

**Work No.68** – shown on sheet number 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).

**Work No.69** – shown on sheet numbers 4 and 5 of the Work Plans and being the diversion of a water main, sewer, communications ducts and associated infrastructure due to the construction of the Link Road (approximately 500 metres in length).

**Work No.70** – shown on sheet number 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).

**Work No.71** – shown on sheet number 4 of the Work Plans and being the construction of a temporary site compound situated on land to the East of the existing A460 and the establishment of permanent environmental mitigation areas to the West of the Link Road including habitat creation (species rich grassland, woodland planting and individual trees) to mitigate for biodiversity loss.

**Work No.72** – shown on sheet number 6 of the Work Plans and being the construction of a temporary site compound situated on land to the North West of M6 Junction 11 and establishment of permanent environmental mitigation areas including species rich grassland, species rich hedgerow, ecology ponds and individual trees to mitigate for biodiversity loss.

**Work No.73** – shown on sheet numbers 4 and 5 of the Work Plans and being the modification of the junction between the existing A460, New Road and Dark Lane and associated infrastructure including the removal of the right turn prohibition in to Dark Lane.

**Work No.74** – shown on sheet number 5 of the Work Plans and being the construction of a borrow pit including the excavation, working and restoration to win material required for the construction of the authorised development.

**Work No.75** – shown on sheet number 3 of the Work Plans and being the establishment of environmental mitigation areas. Habitat creation (hedgerow and species rich grassland) to mitigate for biodiversity loss.

**Work No.76** – shown on sheet numbers 3 and 4 of the Work Plans and being the establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.

**Work No.77** – shown on sheet number 4 of the Work Plans and being the establishment of environmental mitigation areas between the free flow links. Habitat creation (woodland planting) to integrate the authorised development into the surrounding landscape and to mitigate for biodiversity loss.

**Work No.78** – shown on sheet number 4 of the Work Plans and being the establishment of environmental mitigation. Habitat creation (ecology ponds and species rich grassland) to mitigate for biodiversity loss.

**Work No.79** – shown on sheet number 4 of the Work Plans and being the establishment of environmental mitigation areas, habitat creation (woodland planting) for visual screening and to mitigate for biodiversity loss.

**Work No.80** – shown on sheet number 4 of the Work Plans and being the establishment of environmental mitigation areas to the West of the Link Road. Habitat creation (ecology pond creation, hedgerow, marsh and wetland grassland and species rich grassland) to mitigate for biodiversity loss and integrate the authorised development into the surrounding landscape. Woodland planting to screen views of the authorised development.

**Work No.81** – shown on sheet number 5 of the Work Plans and being the establishment of environmental mitigation to the West of the Link Road including habitat creation (woodland planting and ecology ponds) to mitigate for biodiversity loss.

**Work No.82** – shown on sheet number 5 of the Work Plans and being habitat creation (woodland planting) to the East of the Link Road to provide visual screening and to mitigate for biodiversity loss.

**Work No.83** – shown on sheet numbers 5 and 6 of the Work Plans and being the establishment of environmental mitigation to the West of the Link Road.

Habitat creation (woodland planting and ecology ponds) to mitigate for biodiversity loss.

**Work No.84** – shown on sheet numbers 5 and 6 of the Work Plans and being the establishment of woodland planting South of the M6 Junction 11 to compensate for the loss of ancient woodland.

**Work No.85** – shown on sheet number 6 of the Work Plans and being the establishment of species rich grassland to mitigate for biodiversity loss.

**Work No.86** – shown on sheet numbers 4 and 5 of the Work Plans and being the establishment of woodland enhancement measures to compensate for biodiversity loss.

**Work No.87** – shown on sheet numbers 5 and 6 of the Work Plans and being the establishment of woodland enhancement measures to compensate for biodiversity loss.

**Work No.88** – shown on sheet number 5 of the Work Plans and being the establishment of environmental mitigation areas, habitat creation (woodland planting) to mitigate for biodiversity loss.

**Work No.89** – shown on sheet number 6 of the Work Plans and being the establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.

In connection with the construction of any of those works, further development within the Order limits consisting of—

(a) alteration of the layout of any street permanently or temporarily, including but not limited to increasing the width of the carriageway of the street by reducing the width of any kerb, footpath, footway, cycle track or verge within the street; altering the level or increasing the width of any such kerb, footpath, footway, cycle track or verge; and reducing the width of the carriageway of the street;

(b) works required for the strengthening, improvement, maintenance, or reconstruction of any street;

(c) works for the strengthening, alteration or demolition of any building;

(d) ramps, means of access, non-motorised links, footpaths, footways, bridleways, cycle tracks and crossing facilities;

(e) embankments, viaducts, aprons, abutments, shafts, foundations, retaining walls, drainage, outfalls, ditches, pollution control devices, wing walls, highway lighting, fencing and culverts;

(f) street works, including breaking up or opening a street, or any sewer, drain or tunnel under it; tunnelling or boring under a street;

- (g) works to place, alter, divert, relocate, remove or maintain the position of apparatus, services, plant and other equipment in a street, or in other land, including mains, sewers, drains, pipes, lights and cables;
  - (h) works to alter the course of, or otherwise interfere with a watercourse;
  - (i) landscaping, noise 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;
  - (j) works for the benefit or protection of land affected by the authorised development;
  - (k) works to place, alter, remove or maintain road furniture;
  - (l) site preparation works, site clearance (including fencing, vegetation removal, demolition of existing structures and the creation of alternative footpaths); earthworks (including soils stripping and storage, site levelling);
  - (m) the felling of trees and hedgerows;
  - (n) establishment of site construction compounds, storage areas, temporary vehicle parking, construction fencing, perimeter enclosure, security fencing, construction related buildings, welfare facilities, construction lighting, haulage roads and other machinery, apparatus, works and conveniences;
  - (o) 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, works of demolition or works of whatever nature, as may be necessary or expedient for the purposes of, or for purposes associated with or ancillary to, the construction, operation or maintenance of the authorised development which do not give rise to any materially new or materially different environmental effects to those assessed in the environmental statement.



## 3 COMPULSORY ACQUISITION

### 3.1 Scope of compulsory acquisition power sought

3.1.1 The scope of the compulsory acquisition powers sought by the Applicant is set out in full in Part 5 of the draft DCO [TR010054/APP/3.1].

### 3.2 Main compulsory acquisition powers

3.2.1 The main powers authorising the compulsory acquisition of land, or interests in, or rights over land, are contained in Articles 20 (compulsory acquisition of land) and 23 (compulsory acquisition of rights and restrictive covenants) of the draft DCO [TR010054/APP/3.1].

3.2.2 Other compulsory acquisition powers are sought in the draft DCO (identified in paragraph 3.3 below) [TR010054/APP/3.1], these also relate to necessary activities that will, or may, interfere with property, rights and interests.

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

3.2.4 In each case, the owner of the land, or the interest or right in the land, may be entitled to compensation.

### 3.3 Other compulsory acquisition powers

3.3.1 The other compulsory acquisition powers sought by the Applicant in the draft DCO [TR010054/APP/3.1] are detailed below.

### 3.4 Article 24: Private rights over land

3.4.1 Article 24 provides for the extinguishment of all existing private rights over land from the earlier of the date of acquisition of the land or the date on which the Applicant enters the land.

3.4.2 The article further provides that, where new rights are being compulsorily acquired or restrictive covenants are being imposed on land then any existing private rights or restrictive covenants which that land is subject to shall be extinguished to the extent that continuing those private rights or restrictive covenants would be inconsistent with the new right acquired or restrictive covenant imposed.

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

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

3.5.1 Article 27 provides that where the Applicant has, in respect of any land, powers of compulsory acquisition under Article 23 above then it may, for the same purposes for which it is authorised to acquire the whole of the land, choose instead to acquire only the subsoil underneath or the airspace over the land.

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

3.6.1 Article 28 would authorise the Applicant to:

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

3.6.2 Save in the case of subways or underground buildings, or to cellars or similar structures forming part of a building fronting the street, the Applicant may exercise its powers under this Article without having to acquire any part of the street or any easement or right in the street.

### 3.7 Temporary possession powers

3.7.1 The Applicant further seeks, in the draft DCO, powers to take temporary possession of land to carry out and thereafter maintain the Scheme as detailed below.

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

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

- the land specified in Column 1 of Schedule 7 to the draft DCO; or
- any other land within the Order limits, so long as the Applicant has not served a notice of entry or executed a general vesting declaration in respect of that land.

3.8.2 In addition to taking possession of the land, the Article would authorise the Applicant to:

- remove any buildings and vegetation from the land;
- construct temporary works (including accesses) and buildings on the land; and
- construct any works on the land as mentioned in Schedule 1 (authorised development) to the draft DCO.



- 3.8.3 The power to take temporary possession of land would be subject to the time limits set out in Article 22. The Applicant cannot remain in possession unless the owner of the land agrees after:
- as regards to any land specified in in paragraph (1)(a)(i) of Article 29, after the end of a period of one year after completion of the part of the authorised development specified in relation to that land in column 3 of Schedule 7; and
  - as regards to any other land included in the draft DCO, for more than a year after completing the work for which temporary possession was taken (unless before the end of that period the Applicant has made a vesting declaration or served notice of entry in relation to that land).

- 3.8.4 Article 29 provides that before giving up possession of any land the Applicant is obliged to remove all temporary works and restore the land to the condition it was in on the date on which possession was taken or such other condition as may be agreed with the owners of the land.

### 3.9 Article 30: Temporary use of land for maintaining the authorised development

- 3.9.1 Article 30 would empower the Applicant to take temporary possession of any land within the limits of the draft DCO, if reasonably required for the purpose of maintaining the Scheme, at any time during the maintenance period (i.e. five years from the date on which that part of the Scheme is first opened for use).
- 3.9.2 Article 30 would allow the Applicant to construct temporary works and buildings on the land, so far as reasonably necessary for the purpose of carrying out the maintenance. The Applicant would not be able to take temporary possession of a house, or a garden belonging to a house, or any other occupied building under this Article.
- 3.9.3 The Applicant would only be permitted to remain in possession of land under this Article for so long as may be reasonably necessary to carry out the maintenance of the part of the Scheme for which possession was taken. Before giving up possession of the land, the Applicant would be required to remove all temporary works and restore the land to the condition it was in on the date which possession was first taken or such other condition as may be agreed with the owners of the land.

### 3.10 Other rights and powers

- 3.10.1 If made, the DCO would also confer on the Applicant other rights and powers that may interfere with property rights and private interests. These additional powers are:

- a. Article 12: Temporary stopping up and restriction of use of streets and highways;
- b. Article 13: Permanent stopping up and restriction of use of streets and private means of access; and
- c. Article 18: Protective works to buildings;
- d. Article 19: Authority to survey and investigate land.
- e. Article 31: Statutory undertakers; and
- f. Article 34: Felling or lopping of trees and removal of hedgerows.

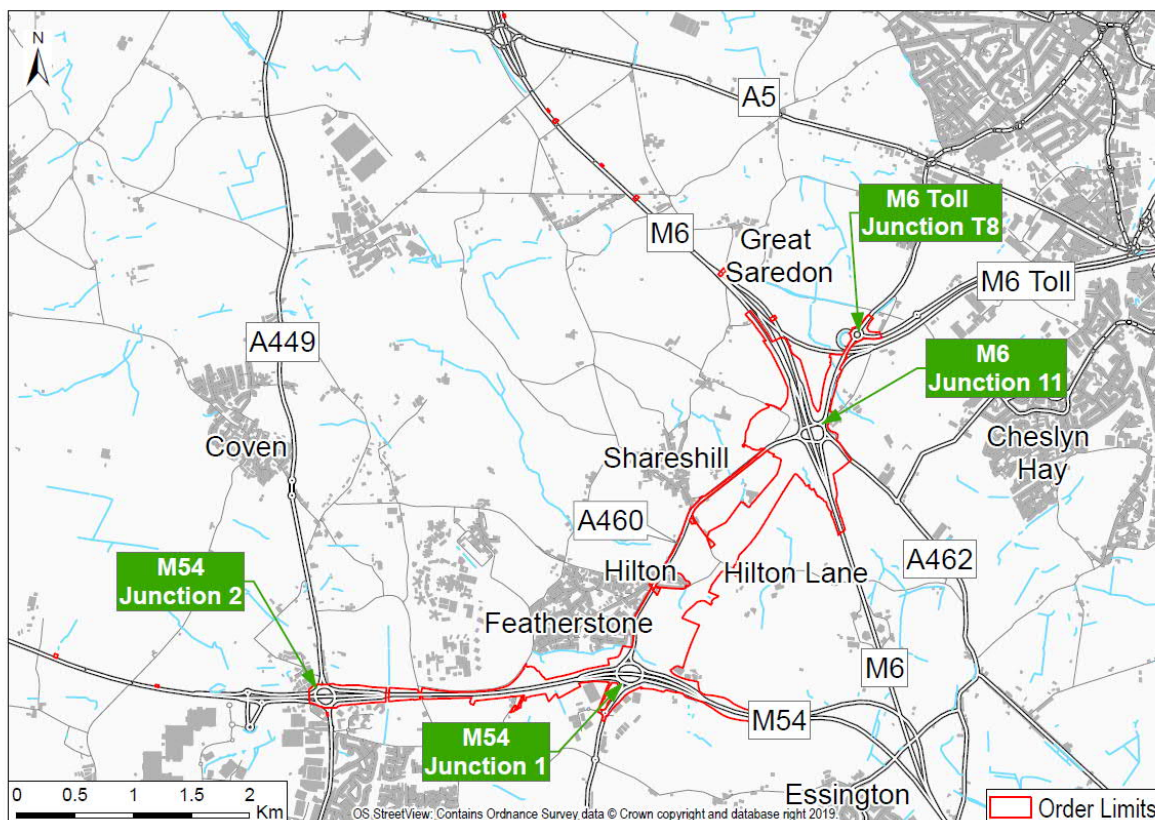
## 4 LAND INTERESTS

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

- 4.1.1 The full extent of the Land subject to powers of compulsory acquisition and required in order to enable the Applicant to construct the Scheme as described in Chapter 2 of this Statement is shown on the Land Plans [TR010054/APP/2.2]. It is further described in the BoR [TR010054/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 197 hectares. Of this, approximately 170 hectares will be acquired permanently, 26 hectares will be subject to temporary possession and 1 hectare 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 would be located between the national and regional routes of the M54, M6 and A460 to the north of Wolverhampton. The majority of the Scheme is within the administrative boundaries of Staffordshire County Council and South Staffordshire Council, with a small amount of signage to the west of the Scheme being within the City of Wolverhampton Council area. The land within the DCO limits includes the M54 Junction 1 and 2 with the intervening link and an area of mixed agricultural land and scattered woodland between the M54, A460 and M6. The location of the site is shown in **Figure 4.1** below.



**Figure 4.1 The Scheme Location**

- 4.2.2 The nearest residential areas include the villages of Sharehill and the hamlet of Little Saredon to the north-west with Featherstone to the west. Essington is located south of the scheme beyond the M54 and Cheslyn Hay to the east beyond the M6. There are also a number of more isolated residential properties and farm holdings in the vicinity of the Scheme.
- 4.2.3 Hilton Hall along with a number of outbuildings and features are designated as Grade I and Grade II listed buildings and are located east of the Scheme. A number of areas of ancient woodland are located within or in close proximity to the Order limits. The nearest residential properties to the proposed scheme comprise the individual dwellings and farmsteads located along Hilton Lane and in the area around Hilton Hall. The residential properties in Featherstone located along Dark Lane and Park Road comprise the nearest suburb to the Scheme.

### 4.3 Existing Land Use

- 4.3.1 This section presents a summary of the main land uses, features and environmental designations in and around the Scheme. A more detailed description of the setting of the Scheme is presented in Chapter 4 in the Case for the Scheme [TR010054/APP/7.2].

- 4.3.2 The Scheme corridor includes (from south to north) the M54 Junctions 2 and 1 and the intervening link, which is located in an urban setting. The route of the scheme continues in a north easterly direction passing through a rural area, mostly comprising fields. The Scheme continues in a northerly direction before joining the M6 Junction 11.
- 4.3.3 The Scheme is located in the Green Belt and crosses a Historic Landscape Area designated under South Staffordshire Council's Core Strategy Policy EQ4. The Scheme passes through the Lower Pool Site of Biological Importance and the Brookfield Farm Site of Biological Importance. The Order limits include a sliver of land allocated as the Hilton Cross Strategic Employment Site under SSC Core Strategy Policy CP1 and EV1, located to the south-west of M54 Junction 1. The Scheme also passes through a Mineral Safeguarding Area for Sand and Gravel and part of a Mineral Safeguarding Area for Brick Clay.

#### 4.4 Utility diversions

- 4.4.1 Extensive statutory undertaker utility diversion and protection works would be required, particularly in the area around Junction 1 of the M54 and Junction 11 of the M6. These are shown on the Works Plans **[TR010054/APP/2.4]** and are described in Schedule 1 of the draft DCO **[TR010054/APP/3.1]**. The Land Plans **[TR010054/APP/2.2]** also detail the land required to undertake these works; the Applicant, having made sure that there is sufficient land being taken to achieve these diversions.

#### 4.5 Identifying persons with an interest in the land

- 4.5.1 Section 42(1) (d) of the PA 2008 states that the Applicant must consult each person who is within one or more of the categories set out in section 44 of that Act. This includes any owner, lessee, tenant or occupier, any person interested in the land or has power to sell, convey or release the land and any person entitled to make a relevant claim (as defined by section 44(6) of the PA 2008).
- 4.5.2 In preparing the DCO application, the Applicant has carried out diligent inquiry in order to identify all persons who fall within the categories set out in section 44 of the PA 2008 for the Scheme. Such persons are listed in the BoR **[TR010054/APP/4.3]** and have been consulted about the DCO application in accordance with section 42 of the PA 2008 and as described below. Further information on the statutory public consultation delivered for the Scheme is contained in the Consultation Report **[TR010054/APP/5.1]**.
- 4.5.3 Diligent inquiry to identify affected landowners, those with interests in land, and those with a potentially relevant claim was undertaken by the Applicant's land referencing supplier. The categories of persons identified, and the methods used to identify the persons with an interest in the land are summarised below.



4.5.4 Land referencing has been undertaken at various times throughout the pre-application period to ensure that any changes in ownership or new interests have been identified, consulted and subject to engagement.

4.5.5 The categories of persons that require to be identified for the purposes of consultation under section 42 are prescribed in section 44 of the PA 2008 as Categories 1, 2 and 3. Under the PA 2008, diligent inquiry must be undertaken to identify persons who, by virtue of the nature of the interest they have in land, and the location of that land in relation to the land to which the application relates, come within Categories 1, 2 or 3.

## 4.6 Category 1 and 2 persons

4.6.1 Category 1 comprises owners, lessees, tenants (whatever the tenancy period) and occupiers of the Land.

4.6.2 Category 2 comprises persons that are interested in the land or have the power to sell and convey, or to release, the Land.

## 4.7 Category 3 persons

4.7.1 Category 3, as prescribed by section 44 of the PA 2008, comprises persons who the Applicant thinks would or might be entitled to make a “relevant claim” for compensation, if the order sought by the application were to be made and fully implemented. A “relevant claim” is defined in PA 2008 as meaning a claim under Section 10 of the Compulsory Purchase Act 1965 (CPA 1965), or under Part 1 of the Land Compensation Act 1973 (LCA 1973), or under section 152(3) of the PA 2008.

## 4.8 Assessment of Category 3 persons

4.8.1 Identification of Category 3 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 preparation of the DCO application.

4.8.2 In order to identify potential Category 3 persons who may have a claim pursuant to section 10 of the CPA 1965, a desk-based assessment was carried out to identify properties with a potential claim. In addition, site visits were used in order to assess properties that may not have been identifiable from desk-based assessment.

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

- properties within the Order limits; and
- properties identified as a receptor as a consequence of the property being located outside the Order limits but close to the highway.

4.8.4 The Applicant's land referencing team and the Scheme's District Valuer were provided with relevant information from environmental specialists undertaking the environmental impact assessment for the Scheme. This information identified the likely significant effects arising from the Scheme. For example, the noise assessments had regard to information available at that time regarding:

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

4.8.5 Based on the above information, professional judgement was applied by the Scheme's Valuer (from the Valuation Office Agency/VOA) to determine whether a person may have a relevant claim for compensation under section 57(4) of the PA 2008. Further details about the noise assessments and other environmental assessments undertaken can be found in the Environmental Statement **[TR010054/APP/6.1]**.

## 4.9 Diligent inquiry process

4.9.1 An index map search of the proposed Order limits was undertaken on 1<sup>st</sup> February 2019. Ongoing Land Registry searches have been undertaken to ensure that any changes in title were identified. The official copies of the relevant Registered Titles and Plans have been examined to identify all land interests.

4.9.2 On completion of the above initial desk-based exercise, the extent of unregistered land interests became known. In order to establish ownership of unregistered land that falls within the proposed land requirements, public sources of information were used, including the Planning Portal, Companies House website, the relevant records held by Statutory Undertakers, Electoral Registers and online resources. A land charges search was also carried out.

4.9.3 Following the initial non-contact methods above, persons identified as having an interest in the Land or a potential claim were issued with a letter, a Land Interest Questionnaire (LIQ) requesting return of information about their interests in the Land, and an accompanying land ownership plan. This was then followed by additional 'follow up' letters and site notices were erected on unregistered land.

## 4.10 Consulting with Section 42(1)d Consultees

- 4.10.1 On the 23<sup>rd</sup> May 2019, the Applicant sent all section 42(1)(d) consultees a letter to inform them that the statutory consultation for the Scheme would commence on 24<sup>th</sup> May 2019. Three different types of letter were issued to the consultees depending on their category of interest and any previous communication the Applicant had had with them. “Letter 1” was sent to Category 1 and 2 persons who had already been sent a LIQ, “Letter 2” was sent to Category 1 and 2 persons who had not yet been sent a LIQ and finally “Letter 3” was sent to all Category 3 parties. Copies of these letters can be seen in Annex I of the Consultation Report [TR010054/APP/5.1].
- 4.10.2 Included with these letters were:
- A consultation brochure;
  - A consultation response form;
  - Land Interest Plan(s) - An extract of the draft Land Plans showing only their land within the RLB and the current land take proposals;
  - A plan showing the extents of the proposed Scheme, referred to as the “red line boundary plan”;
  - Land Interest Schedule;
  - LIQ – Issued to those parties who had not yet received them;
  - Land Interest Questionnaire Plan - A plan showing what land in the area of the proposed Scheme the recipients of the letter have an interest in, including that lying outside but adjacent to the red line boundary.
- 4.10.3 The letter provided an overview of the Scheme, explaining that the Scheme would be a NSIP and that the party was being formally consulted under the requirements of section 42(1)(d) of the PA 2008, as they had an interest in land that may be affected by the application. The letters asked the recipients of the letter to comment on the proposed Scheme with a deadline for responses being the **5<sup>th</sup> July 2019**.
- 4.10.4 Any LIQs or section 42 consultation letters that were returned unopened (returned to sender) were logged and a process of diligent inquiry was undertaken to determine if any alternative methods of contacting the person/business could be identified. This included desktop research (such as Companies House records, Land Registry information, internet searches), and site visits, in addition to obtaining information directly from parties attending formal consultation events. In these circumstances it was either confirmed that the details of the consultee had changed, or the party no longer held an interest the Land or were no longer considered an interested party.



- 4.10.5 Three further consultation processes were undertaken in November and December 2019, these processes are described below.
1. Non-statutory consultation on five minor changes to the draft Order limits that had occurred since the consultation period in May to July 2019. The consultation period ran from 11<sup>th</sup> November until 11<sup>th</sup> December 2019. Further details on this process are provided in Chapter 6 of the Consultation Report [TR010054/APP/5.1]).
  2. Non-statutory consultation with all landowners who had previously been consulted on the Scheme on revised areas proposed for temporary or permanent acquisition. The consultation period ran from 11<sup>th</sup> November until 11<sup>th</sup> December 2019. The process involved issuing updated letters and accompanying plans to twenty-one Category 1 persons and nineteen Category 2 persons. The letter informed the recipients about how to engage in the DCO process and how to provide comments on the proposals. The letter also provided contact details for the Applicant in the event that the recipients had any questions on the proposals).
  3. Statutory consultation with eight Category 1 and seven Category 2 parties who had been identified through the diligent enquiry process as new land interests or existing land interests being consulted on new parcels of their land. The consultation period ran from 21<sup>st</sup> November until 20<sup>th</sup> December).
- 4.10.6 A Land Registry refresh to check that on land had changed ownership was carried out on the 6<sup>th</sup> of January 2020 and confirmed that no new persons had acquired an interest in the Land.

## 4.11 Negotiations to acquire by agreement

- 4.11.1 As well as consulting all persons with an interest in the Land about the Scheme 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.
- 4.11.2 At the same time, the Applicant notes that the CA Guidance recognises that where proposals would entail the compulsory acquisition of many separate plots of land, it may not always be practicable to acquire each plot of land by negotiated agreement. As the CA Guidance states, "*Where this is the case, it is reasonable to include provision authorising compulsory acquisition covering all the land required at the outset.*" Paragraph 25 further acknowledges that this is appropriate for linear scheme like this one, because it is necessary to acquire a large number of plots and it may not be possible to acquire all of them by agreement.

- 4.11.3 The Applicant is under a legal duty to acquire land at best value and so acquisition by agreement is unlikely to occur in all cases or in any event within sufficient time to ensure that the programme for the construction of the Scheme is met. The Applicant has accordingly included compulsory powers in the draft DCO from the outset.
- 4.11.4 Land already owned by the Applicant has been included within the draft DCO. This is to ensure that any known or unknown third-party rights that exist over such land do not impede the construction and implementation of the Scheme.
- 4.11.5 The Applicant has engaged with all landowners and occupiers with a view to acquiring their land interest by agreement by writing to them to inform them of the Applicant's willingness to negotiate to acquire their land interest by agreement, and to invite dialogue on this point. As a result, the Applicant is engaged with a significant proportion of landowners with regard to the acquisition of land by agreement, and negotiations with this objective will be ongoing throughout the DCO process. The status of such negotiations is set out in Annex B to this Statement.
- 4.11.6 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. The Applicant has therefore concluded that the Scheme is unlikely to be capable of being delivered without compulsory acquisition powers.

## 5 THE CASE FOR COMPULSORY ACQUISITION

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

### 5.2 The statutory conditions and CA Guidance

5.2.1 Section 122 of the 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"

5.2.2 The conditions are:

- In subsection (2), that the land is:
  - (a) required for the development to which the development consent relates;
  - (b) required to facilitate or is incidental to that development; or
  - (c) replacement land which is to be given in exchange for the order land under sections 131 or 132 of the PA 2008; and
- In subsection (3), that there is a compelling case in the public interest for the land to be acquired compulsorily.

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

- 'In respect of whether the land is required for the development, the Applicant should be able to demonstrate to the satisfaction of the Secretary of State that the land in question is needed for the development. The Secretary of State will need to be satisfied that the land to be acquired is no more than is reasonably required for the purposes of the development.
- In respect of whether the land is required to facilitate or is incidental to the proposed development, the Secretary of State will need to be satisfied that the development could only be carried out to a satisfactory standard if the land in question were to be compulsorily acquired and that the land to be taken is no more than is reasonably necessary for that purpose and that it is proportionate.
- In respect of whether the land is replacement land, the Secretary of State will need to be satisfied that the compulsory acquisition is needed for replacement land, that no more land is being taken than is reasonably necessary for that purpose and that it is proportionate.

- 5.2.4 In respect of the condition in subsection (3), the CA Guidance states at paragraphs 12 and 13 that the Secretary of State ‘will need to be persuaded that there is compelling evidence that the public benefits that would be derived from the compulsory acquisition will outweigh the private loss that would be suffered by those whose land is to be acquired’.
- 5.2.5 Paragraphs 8 to 10 of the CA Guidance are also relevant, setting out a number of general considerations to be taken into account by an applicant in seeking compulsory acquisition powers which include:
- ‘That all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored.
  - 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.
  - That the Applicant has a clear idea of how they intend to use the land which is to be acquired.
  - That there is a reasonable prospect of the necessary funds for acquisition becoming available.
  - That the purposes for which the compulsory acquisition powers are included in the application are legitimate and sufficiently justify interfering with the human rights of those with an interest in the affected land.
- 5.2.6 Finally, paragraph 25 of the CA Guidance states that applicants should seek to acquire land by negotiation wherever practicable.
- 5.3 Need for the Land and the purposes for which the compulsory acquisition powers are sought**
- 5.3.1 The Applicant is satisfied that the condition in section 122(2) of the PA 2008 is met. It considers that the Land subject to compulsory acquisition powers is either needed for the development, or is needed to facilitate the development, or is incidental to the development.
- 5.3.2 At Annex A of this Statement, the Applicant sets out compulsory powers sought 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 5 of the draft DCO. The proposed use of the Land is set out in Chapter 2 and Annex A of this Statement.
- 5.3.3 The need for and justification of the compulsory acquisition of replacement land under sections 131 and 132 of the PA 2008 is considered in Chapter 7 of this Statement.
- 5.3.4 The Applicant considers that the land included in the draft DCO is the minimum land-take required to construct, operate, maintain and mitigate the Scheme necessary to achieve the objectives of the Scheme.

- 5.3.5 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.
- 5.3.6 Land required for the Scheme, is to ensure compliance with design safety standards, to ensure environmental mitigation measures can be implemented, to deliver land and accommodate highway drainage infrastructure.
- 5.3.7 The draft DCO provides that all land identified for permanent acquisition can be occupied temporarily. If it is identified that less land can be acquired permanently, and only occupied temporarily, the Applicant will only acquire land permanently needed for the Scheme.
- 5.3.8 Temporary construction compounds and works areas have been identified to ensure the delivery of the project with minimum disruption to stakeholders and users of the existing Highway and supporting road network, whilst ensuring the temporary land acquisition is proportionate and only that needed to undertake the works. Any areas of land that are temporarily occupied will be restored to its original condition once the work has been completed in that area unless otherwise agreed with the owner. All efforts will be made to avoid impacting ecological features in these areas whilst they are temporarily occupied by the Scheme.
- 5.3.9 Provision has been made in the draft DCO application for the creation and acquisition of new rights to accommodate the diversion of statutory undertakers' apparatus over a number of plots (as identified in Schedule 5 to the draft DCO [TR010054/APP/3.1]. Whilst these rights are shown as applying to whole plots, following the completion of the detailed design by the contractor and through engagement with the Statutory Undertakers, the final areas for these works will be in defined corridors.
- 5.3.10 The Applicant has been working closely with statutory bodies, stakeholders including Natural England to agree the amount of environmental mitigation required for the scheme is reasonable and proportionate.
- 5.3.11 The Applicant has taken the cautious approach of seeking powers of compulsory acquisition (or rights of use) in respect of all plots of land required for the Scheme even where it already holds an interest, or presumes it holds an interest, in the land. This approach has been taken to ensure that it has the right to acquire the interests it needs in the whole of the DCO land even where an unidentified owner later asserts an interest in land which the Applicant believes it owns to ensure there are no impediments to delivery.

## 5.4 Compelling case in the public interest

- 5.4.1 The Applicant is satisfied that the condition in section 122(3) of the PA 2008 is met and that there is a compelling case in the public interest for compulsory acquisition.
- 5.4.2 The need for and the benefits of the Scheme are set out in Chapter 2 of this Statement and in the other application documents, including the Case for the Scheme [TR010054/APP/7.2]. Together, the application documents demonstrate that there is a very strong and compelling case in the public interest for the Scheme to be delivered.
- 5.4.3 In particular, as set out at Chapter 8 of the Case for the Scheme, paragraph 2.2 of the National Policy Statement for National Networks (NPSNN) 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.
- 5.4.4 The Scheme was identified in the National Infrastructure Delivery Plan 2013 and subsequently in the Government's Road Investment Strategy for the 2015-2020 Period (RIS1) published in 2015.
- 5.4.5 The way in which the strategic objectives of the Scheme are aligned with the NPSNN is set out in detail in Chapter 8 along with **Appendix A** of the Case for the Scheme [TR010054/APP/7.2]. The transport and economic benefits of the Scheme are also set out in the Transport Assessment Report [TR010054/APP/7.4] and Chapters 5 and 6 of the Case for the Scheme [TR010054/APP/7.2]. This clearly demonstrates that there would be substantial public benefits arising from the implementation of the Scheme. Paragraph 3.1 of the NPSNN states that the need for development of the national networks, and the Governments policy for addressing that need must be seen in the context of the Government's wider policies on economic performance, environments, safety, technology, sustainable transport and accessibility, as well as journey reliability and the experience of road users.



5.4.6 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 and growth. The Scheme also supports the Government's recognised national commitments to improving the strategic road network. It is the Applicant's view that that the Scheme is consistent with the core policies of the NPSNN 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 NPSNN should be afforded great weight as the public benefits of the Scheme outweigh any residual adverse effects, including private loss, suffered by individual landowners and occupiers. On this basis, the Applicant considers that there is a clear and justified case in the public interest for the Scheme.

## 5.5 Consideration of alternatives

5.5.1 In designing the Scheme and determining the land to be subject to compulsory acquisition and temporary possession powers, the Applicant has considered alternatives and modifications to the Scheme to minimise the potential land take. These alternatives and modifications were consulted on and the preferred route has been chosen based on a thorough consideration of all of the relevant issues. This process and the description of all of the alternatives that have been considered are described in detail in Chapter 3: Assessment of Alternatives of the Environmental Statement **[TR010054/APP/6.1]**, along with the Case for the Scheme **[TR010054/APP/7.2]** and Consultation Report **[TR010054/APP/5.1]**.

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

## 5.6 Reasonable prospect of funding

5.6.1 The Applicant confirms that the scheme is fully funded by the Department for Transport (DfT) and therefore the necessary funds for acquisition and compensation are available for the reasons set out in the Funding Statement **[TR010054/APP/4.2]** which includes the estimated cost of compulsory acquisition of the land required for the scheme.

## 5.7 Acquisition by agreement

- 5.7.1 The Applicant recognises that the authority to acquire land compulsorily should only be granted if attempts to acquire by agreement fail. However, the Applicant notes that the CA Guidance recognises that, in some cases, it may not always be practicable to acquire each plot of land by agreement. Where this is the case, the CA Guidance confirms that it is reasonable to include provision authorising compulsory acquisition covering all the land required at the outset. It also recognises that in some cases it may be preferable, or necessary, to acquire land compulsorily rather than by agreement.
- 5.7.2 Set out in Chapter 4 and Annex B of this Statement is a summary of the discussions the Applicant and its representatives have had with landowners and occupiers to acquire the Land by agreement. It is satisfied that compulsory acquisition and temporary possession powers are required to ensure that the Scheme can be delivered in a reasonable timescale and in the event that it does not prove possible to acquire all of the land by agreement.

## 5.8 Conclusions

- 5.8.1 The Applicant is satisfied that the conditions in section 122 of PA 2008 are met and that the tests in the CA Guidance are satisfied.
- 5.8.2 All the land subject to compulsory acquisition and temporary possession powers is necessary to construct, operate, maintain and mitigate the impacts of the Scheme. The extent of the land sought is reasonable and proportionate to achieve the objectives of the Scheme.
- 5.8.3 Further there is a compelling case in the public interest to include the compulsory acquisition powers sought by the Applicant in the draft DCO. The exercise of the compulsory acquisition powers that are sought is shown throughout this Statement to be necessary and proportionate to the extent that interference with private land and rights is required. In the absence of compulsory powers, the Applicant considers that it would not be possible to proceed with the Scheme, therefore the public benefits of the Scheme would not be realised.



## 6 HUMAN RIGHTS

### 6.1 The protected rights

- 6.1.1 The Human Rights Act 1998 incorporated into domestic law the provision of the European Convention on Human Rights ("ECHR"). The ECHR includes provisions in the form of Articles, which aim to protect the rights of the individual. The relevant Articles can be summarised as follows:
- Article 1 of The First Protocol – protects the rights to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest.
  - Article 6 – entitles those affected by compulsory powers to a fair and public hearing.
  - Article 8 – protects the right of the individual to respect for their private and family life, their home and 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 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 DCO, if made, may infringe the human rights of persons with an interest in land. This infringement is authorised by law provided that:
- There is a compelling case in the public interest for the compulsory acquisition powers included within the draft DCO, and that proper procedures are followed.
  - Any interference with a human right is proportionate and otherwise justified.
- 6.1.5 A detailed schedule of meetings and progress with each affected landowner is provided in Annex B to this document.

## 6.2 Compliance with the Convention

- 6.2.1 The Applicant recognises that the Scheme may have an impact on individuals but considers that the 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 reasonable balance between the public interest in seeing the Scheme proceed (which is unlikely to happen in the absence of the DCO) and the private rights which will be affected by the compulsory acquisition.
- 6.2.2 In relation to both Article 1 and 8, the compelling case in the public interest for the compulsory acquisition powers included within the draft DCO has been demonstrated in Chapters 5 and in the Case for the Scheme **[TR010054/APP/7.2]**. 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.
- 6.2.3 In relation to Article 6, the Applicant is content that the proper procedures have been followed for both the consultation on the Scheme and in determining the compulsory acquisition powers included within the 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.
- 6.2.4 Furthermore, any individuals affected by the DCO may submit representations by way of an objection to the Application in response to:
- any notice given under section 56 of the 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.
- 6.2.5 If the DCO is made, a person aggrieved may challenge the DCO by judicial review in the High Court if they consider that the grounds for doing so are made out pursuant to section 118 of PA 2008.

## 6.3 Equalities Impact Assessment

- 6.3.1 The Applicant has carried out an Equalities Impact Assessment **[TR010054/APP/6.7]** which has been submitted as part of this DCO application to ensure that scheme does not discriminate against any disadvantaged or vulnerable people.

## 6.4 Fair compensation

- 6.4.1 Any person affected by the exercise of compulsory acquisition powers or by the exercise of temporary possession, may be entitled to compensation. This entitlement to compensation is provided for by the existing compensation code as well as and Schedule 5 to the draft DCO. The Applicant has the resources to pay such compensation and has demonstrated (in the Funding Statement **[TR010054/APP/4.2]**) that these resources are available.
- 6.4.2 Any dispute in respect of the compensation payable may be referred to the Upper Tribunal (Lands Chamber), an independent tribunal, for determination.

## 6.5 Conclusion

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

## 7 SPECIAL CONSIDERATIONS

### 7.1 Crown Land

- 7.1.1 Section 135 of the PA 2008 provides that a DCO may authorise, with the consent of the appropriate Crown authority, the compulsory acquisition of an interest held in Crown land which, for the time being, is held otherwise than by or on behalf of the Crown.
- 7.1.2 The Applicant has made provision in the draft DCO for the acquisition of those land interests which are not held by the Crown, but which exist in Crown land and are comprised in plots as shown in Part 4 of the Book of Reference **[TR010054/APP/4.3]** and the Crown Land Plans **[TR010054/APP/2.3]**. The consent of the Department for Business, Energy and Industrial Strategy being the appropriate Crown authority in relation to Crown Land included in the Scheme, is required to authorise the compulsory purchase of these land interests.
- 7.1.3 The Applicant has entered into discussions with the Department for Business, Energy and Industrial Strategy and the status of the same is detailed in Annex B to this Statement. The Applicant has not yet been able to secure the necessary consent from the Department for Business, Energy and Industrial Strategy to the compulsory acquisition but will continue to endeavour to secure it before the close of any examination held in connection with the draft DCO.

### 7.2 Special Category land

- 7.2.1 Special Category Land includes Land which is owned and held inalienably by the National Trust.
- 7.2.2 The Applicant's approach to the inclusion of this special type of land in the DCO limits is set out in the following paragraphs.

### 7.3 Special Category land – land owned by the National Trust

- 7.3.1 The DCO, if made, would authorise the temporary possession of land held by the National Trust inalienably (i.e. land held by them which they have no power to dispose of) within plots shown in Table 7.1 and comprising approximately 2.5 hectares of land and listed, as shown in Part 5 of the Book of Reference **[TR010054/APP/4.3]** and the Special Category Land Plans **[TR010054/APP/2.6]**.

**Table 7.1: Land Plots identified as being owned by the National Trust within the Order Limits**

Land use powers sought in the draft DCO	Plots	Area (sq. m)
Land to be subject to powers of temporary possession (required temporarily)	3/7a	11,543
Land to be subject to powers of temporary possession (required temporarily)	3/7b	3,455
Land to be subject to powers of temporary possession (required temporarily)	3/7c	3,447
Land to be subject to powers of temporary possession (required temporarily)	4/2	6,940

- 7.3.2 The land identified in table 7.1 is required for the purpose of delivering improvements to the ancient woodland to increase its biodiversity value. The improvements are being sought at the request of Natural England. The scope of works and the principle of use of powers for this purpose has been agreed with the National Trust.
- 7.3.3 Section 130 of the PA 2008 applies to the compulsory acquisition of any land belonging to the National Trust which is held by them inalienably. It provides that, if the National Trust makes a representation objecting to the DCO and does not withdraw that representation before completion of the Examination into the DCO, then the DCO will be subject to Special Parliamentary Procedure (SPP).
- 7.3.4 The Applicant is in discussions with the National Trust with a view to entering into an agreement for the temporary use of their land and therefore ensuring either that a representation / objection is not submitted, or, that if it is submitted, its withdrawal can be secured. The Applicant has agreed heads of terms and expects that an agreement can be reached with the National Trust that would remove the need for SPP. The status of those discussions is set out in Annex B to this Statement. An update will be provided at the earliest opportunity and subsequently throughout the Examination to aid the Examining Authority's consideration of this issue.

## 7.4 Statutory undertaker land

- 7.4.1 Section 127(3) of the Act provides that a DCO may only authorise the compulsory acquisition of statutory undertaker land where a representation has been made by the statutory undertaker objecting to the acquisition if the Secretary of State is satisfied that:
- The land can be purchased and not replaced without serious detriment to the carrying on of the undertaking; or

- If purchased, the land can be replaced by other land belonging to, or available for acquisition by, the undertaker without serious detriment to the carrying on of the undertaking.
- 7.4.2 Land owned by Severn Trent Water Limited is being permanently acquired for the purposes of the Scheme. However, this land is not required for their undertaking, and the Applicant is satisfied that it would have no serious detriment to their undertaking.
- 7.4.3 The Applicant is satisfied that it does not need to use Section 127(5) of the Act as they are not looking to acquire any right in land which is owned by statutory undertakers.
- 7.4.4 In addition, Section 138 of the PA 2008 applies if a DCO authorises the acquisition of land (compulsorily or by agreement) and:
- There subsists over the land a relevant right; or
  - There is on, under or over the land relevant apparatus.
- 7.4.5 For the purposes of Section 138 of the PA 2008:
- as defined by Section 138(2) of the PA 2008: 'a relevant right' means a right of way, or a right of laying down, erecting, continuing or maintaining apparatus on, under, or over land which is vested in or belongs to statutory undertakers for the purpose of the carrying on of their undertaking
  - as defined by Section 138 (3) of the PA 2008 'relevant apparatus' means apparatus vested in or belonging to statutory undertakers for the purpose of the carrying on of their undertaking, or electronic communications apparatus kept installed for the purposes of an electronic communications code network.
- 7.4.6 A DCO may only include provision for the extinguishment of the relevant right, or the removal of the relevant apparatus, if the Secretary of State is satisfied that the extinguishment or removal is necessary for the purpose of carrying out the Scheme to which the DCO relates (Section 138 (4) of the PA 2008).
- 7.4.7 The draft DCO includes provision to authorise necessary interference by the Applicant with the apparatus of statutory undertakers, in connection with the delivery of the Scheme.
- 7.4.8 The Applicant proposes to permanently acquire land with existing permanent rights in favour of statutory undertakers as described in the Book of Reference **[TR010054/APP/4.3]** and shown on the Land Plans **[TR010054/APP/2.2]** and set out in Annex C of this document.



- 7.4.9 The Scheme boundary contains the apparatus of Severn Trent Plc, Cadent Gas Limited, Western Power Distribution (West Midlands) Plc, Openreach Limited, Virgin Media Limited, Vodaphone Limited, South Staffordshire Water Plc and Zayo Infrastructure (UK) Limited.
- 7.4.10 The relevant major utility diversions required for the Scheme are summarised below and have been defined as specific works within the development listed within Schedule 1 of the draft DCO **[TR010054/APP/3.1]**. These works are also shown on the Works Plans **[TR010054/APP/2.4]**.
- Work No. 67 - the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the west of M54 Junction 1 (approximately 130 metres in length).
  - Work No. 68 - the diversion of a high-pressure gas main and associated infrastructure due to the construction of the M54 to M6 Link Road (approximately 1000 metres in length).
  - Work No. 69 - the diversion of a water main, sewer, communications ducts and associated infrastructure due to the construction of the M54 to M6 Link Road (approximately 500 metres in length).
  - Work No. 70 - the diversion of an overhead electricity cable and associated infrastructure due to the construction of the M54 to M6 Link Road (approximately 220 metres in length).
- 7.4.11 The Applicant is in discussions with all the statutory undertakers affected by the Scheme as described in the BoR **[TR010054/APP/4.3]** and shown on the Land Plans **[TR010054/APP/2.2]** and set out in Annex C of this document.
- 7.4.12 The Applicant is seeking to address any issues that have been raised by them to date and to reach an agreed position through negotiations. Protective Provisions for statutory undertakers have been included in the draft DCO and have been issued to statutory undertakers to inform negotiations. As such, The Applicant expects to achieve an agreed and satisfactory position with each of the statutory undertakers by the close of the Examination.

## 7.5 Public Rights of Way

**Table 7.2: Public rights of way**

Name	Classification	Responsible Authority
Featherstone 3	Bridleway	Staffordshire County Council
Shareshill 5	Footpath	Staffordshire County Council
Shareshill 1	Bridleway	Staffordshire County Council
Shareshill 4	Footpath	Staffordshire County Council
Saredon 8	Footpath	Staffordshire County Council
Saredon 13	Bridleway	Staffordshire County Council

- 7.5.1 The public rights of way, detailed in Table 7.2, have been identified as being permanently affected by the Scheme. Existing public rights of way and the alterations proposed to the network as part of the Scheme are shown on the Streets, Rights of Way and Access Plans **[TR010054/APP/2.7]**.

## 7.6 Other consents

- 7.6.1 The Consents and Agreements Position Statement **[TR010054/APP/3.3]** sets out the required other consents and the current position as to the status of securing those consents. This will continue to be updated as necessary during the Examination. The Applicant is satisfied that all necessary consents to enable the Scheme to proceed have been identified and that there is no reason why such consents should not be secured or granted pursuant to the draft DCO.

## 8 CONCLUSIONS

### 8.1 Overview

- 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 such powers to be necessary, proportionate, and justified.
- 8.1.2 In determining the extent of the compulsory acquisition and temporary possession powers proposed in the draft DCO, the Applicant has had regard to the legislative tests set out in the PA 2008 and to the advice in the CA Guidance. The Applicant is content that the scope of the powers sought and the extent of the interests in the Land to be acquired by compulsory acquisition are required for the Scheme and are the minimum necessary that will allow the Applicant to construct, operate and maintain the Scheme. The purpose for which each part of the Land is required is set out in Annex A to this Statement.
- 8.1.3 The Applicant has consulted all persons affected by the compulsory acquisition and temporary possession powers and persons who may have a claim for compensation arising from the Scheme. It has consulted such persons during preparation of the DCO application and in the design of the Scheme to address their concerns and to ensure that any impacts are reduced or removed. The Applicant has further sought to acquire any interests in the Land by agreement wherever practicable. The status of negotiations with affected landowners for the acquisition of their land interest is set out in Annex B to this Statement.
- 8.1.4 The Applicant has considered the human rights of the individuals affected by the compulsory acquisition and temporary possession powers. It is satisfied that there is a compelling public interest case for compulsory acquisition and that the significant public benefits arising from the Scheme will outweigh the harm to those individuals.
- 8.1.5 Without the grant of compulsory acquisition and temporary possession powers, the Applicant considers that it will not be possible to construct the Scheme, or realise the public benefits arising from it.

## FIGURES AND ANNEXES

- |         |   |
|---------|---|
| Annex A | Details of the purpose for which powers compulsory acquisition, temporary possession and permanent rights are sought  |
| Annex B | Schedule of all interests in the Land and progress of negotiations with persons subject to compulsory acquisition of land, rights or temporary possession powers.   |
| Annex C | Schedule of all Statutory Undertaker and utility providers interests in the Land and progress of negotiations with providers subject to compulsory acquisition of land, rights or temporary possession powers |

## ANNEX A

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

The specific purposes for which each plot of Land subject to compulsory acquisition 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 may be grouped in each row to the extent that they relate to the same Work. The second column of each table sets out the corresponding Works numbers as shown on the Works Plans and the broad uses for which the plot in question is required.

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

Land Plans [TR010054/APP/2.2]

Works Plans [TR010054/APP/2.4]

Draft DCO [TR010054/APP/3.1]

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
1/1b	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
1/1c	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
1/1d	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
1/2	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
1/3	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1a	41	as shown on sheet No. 2 of the Work Plans and being the installation of a cantilever gantry at M54 Junction 2 in the eastbound verge and associated infrastructure works to facilitate construction.
2/1b	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1c	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1d	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1e	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
2/1f	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1g	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1h	41	as shown on sheet No. 2 of the Work Plans and being the installation of a cantilever gantry at M54 Junction 2 in the eastbound verge and associated infrastructure works to facilitate construction.
2/1i	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1j	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1k	41	as shown on sheet No. 2 of the Work Plans and being the installation of a cantilever gantry at M54 Junction 2 in the eastbound verge and associated infrastructure works to facilitate construction.
2/1l	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/1m	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/2	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/3	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
2/4	41	as shown on sheet No. 2 of the Work Plans and being the installation of a cantilever gantry at M54 Junction 2 in the eastbound verge and associated infrastructure works to facilitate construction.
2/5	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
3/1a	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
3/1b	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
3/1c	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
3/1d	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.



Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	42	as shown on sheet No. 3 of the Work Plans and being the installation of a cantilever gantry in the existing M54 eastbound verge and associated infrastructure works to facilitate construction.
3/1e	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.
	43	as shown on sheet No. 3 of the Work Plans and being the installation of a cantilever gantry in the existing M54 eastbound verge and associated infrastructure works to facilitate construction.
3/1f	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
3/1g	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
3/1h	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.
3/2b	56	as shown on sheet No. 3 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North West of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing ditch. Access for maintenance to be constructed off Brookhouse Lane.
	75	as shown on sheet No. 3 of the Work Plans and being the establishment of environmental mitigation areas. Habitat creation (hedgerow and species rich grassland) to mitigate for biodiversity loss.
3/3	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.
3/4	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.
4/1a	1	as shown on sheet No. 1 to 4 of the Work Plans and being the improvement of the eastbound carriageway of the M54 at the Junction 1 diverge (approximately 480 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway and A449.
	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	5	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).
	6	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 eastbound slip road at Junction 1 to the Featherstone Junction West Roundabout (approximately 590 metres in length).
	11	as shown on sheet No. 4 of the Work Plans and being the stopping up of the existing A460 at M54 Junction 1 including the construction of a turning head facility and improvements at the junction between the A460 and The Avenue.
	31	as shown on sheet No. 4 of the Work Plans and being the construction of a new structure on the M54 at Junction 1 to facilitate the new junction arrangement under the motorway.
	44	as shown on sheet No. 4 of the Work Plans and being the installation of a cantilever gantry on the M54 eastbound diverge slip road and associated infrastructure works to facilitate construction.
	61	as shown on sheet No. 4 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Featherstone 3 due to the construction of the new M54 Junction 1 (approximately 250 metres in length).
	67	as shown on sheet No. 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
	77	as shown on sheet No. 4 of the Work Plans and being the establishment of environmental mitigation areas between the free flow links. Habitat creation (woodland planting) to integrate the Scheme into the surrounding landscape and to mitigate for biodiversity loss.
4/1b	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	5	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).
4/1f	7	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 into the M54 Junction 1 South Roundabout (approximately 185 metres in length).
	9	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 westbound diverge slip road into the M54 Junction 1 South Roundabout (approximately 330 metres in length).
4/1g	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	5	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).
	6	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 eastbound slip road at Junction 1 to the Featherstone Junction West Roundabout (approximately 590 metres in length).
	7	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 into the M54 Junction 1 South Roundabout (approximately 185 metres in length).
	8	as shown on sheet No. 4 of the Work Plans and being the demolition of the existing M54 Junction 1 circulatory carriageway and the construction of the M54 Junction 1 South Roundabout.
	9	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 westbound diverge slip road into the M54 Junction 1 South Roundabout (approximately 330 metres in length).
	10	as shown on sheet No. 4 of the Work Plans and being the construction of a dual carriageway connector road between the Featherstone Junction East Roundabout and M54 Junction 1 South Roundabout (approximately 370 metres in length).
	31	as shown on sheet No. 4 of the Work Plans and being the construction of a new structure on the M54 at Junction 1 to facilitate the new junction arrangement under the motorway.
	57	as shown on sheet No. 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North East of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 2. Access for maintenance to be constructed off the dual carriageway connector road.
	61	as shown on sheet No. 4 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Featherstone 3 due to the construction of the new M54 Junction 1 (approximately 250 metres in length).
	67	as shown on sheet No. 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).
	77	as shown on sheet No. 4 of the Work Plans and being the establishment of environmental mitigation areas between the free flow links. Habitat creation (woodland planting) to integrate the Scheme into the surrounding landscape and to mitigate for biodiversity loss.
4/1h	6	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 eastbound slip road at Junction 1 to the Featherstone Junction West Roundabout (approximately 590 metres in length).
	45	as shown on sheet No. 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 2 in the vicinity of M54 Junction 1.
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/1j	11	as shown on sheet No. 4 of the Work Plans and being the stopping up of the existing A460 at M54 Junction 1 including the construction of a turning head facility and improvements at the junction between the A460 and The Avenue.
4/1j	16	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 to the Featherstone Junction West Roundabout (approximately 450 metres in length).

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	17	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 and construction of a T-Junction on the realigned existing A460 (approximately 100 metres in length).
4/1k	12	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip road into the Featherstone Junction East Roundabout (approximately 825 metres in length).
	31	as shown on sheet No. 4 of the Work Plans and being the construction of a new structure on the M54 at Junction 1 to facilitate the new junction arrangement under the motorway.
4/3	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	5	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).
	61	as shown on sheet No. 4 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Featherstone 3 due to the construction of the new M54 Junction 1 (approximately 250 metres in length).
	67	as shown on sheet No. 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).
4/4	3	as shown on sheet No. 3 and 4 of the Work Plans and being the improvement of the westbound carriageway of the M54 at the Junction 1 merge (approximately 600 metres in length) including the installation or alteration of verge mounted advance directional signage along the M54 carriageway.
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	5	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).
	61	as shown on sheet No. 4 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Featherstone 3 due to the construction of the new M54 Junction 1 (approximately 250 metres in length).
	67	as shown on sheet No. 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).
4/5	5	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).
	61	as shown on sheet No. 4 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Featherstone 3 due to the construction of the new M54 Junction 1 (approximately 250 metres in length).
	67	as shown on sheet No. 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/6	5	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 Junction 1 South Roundabout to the M54 westbound merge slip road (approximately 340 metres in length).
	61	as shown on sheet No. 4 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Featherstone 3 due to the construction of the new M54 Junction 1 (approximately 250 metres in length).
	67	as shown on sheet No. 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).
4/9b	7	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 into the M54 Junction 1 South Roundabout (approximately 185 metres in length).
4/11	7	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 into the M54 Junction 1 South Roundabout (approximately 185 metres in length).
4/12	9	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 westbound diverge slip road into the M54 Junction 1 South Roundabout (approximately 330 metres in length).
	12	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip road into the Featherstone Junction East Roundabout (approximately 825 metres in length).
	31	as shown on sheet No. 4 of the Work Plans and being the construction of a new structure on the M54 at Junction 1 to facilitate the new junction arrangement under the motorway.
	57	as shown on sheet No. 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North East of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 2. Access for maintenance to be constructed off the dual carriageway connector road.
4/14b	12	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip road into the Featherstone Junction East Roundabout (approximately 825 metres in length).
4/14d	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	10	as shown on sheet No. 4 of the Work Plans and being the construction of a dual carriageway connector road between the Featherstone Junction East Roundabout and M54 Junction 1 South Roundabout (approximately 370 metres in length).
	57	as shown on sheet No. 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North East of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 2. Access for maintenance to be constructed off the dual carriageway connector road.
4/14e	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	6	as shown on sheet No. 4 of the Work Plans and being the construction of a slip road from the M54 eastbound slip road at Junction 1 to the Featherstone Junction West Roundabout (approximately 590 metres in length).



Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	10	as shown on sheet No. 4 of the Work Plans and being the construction of a dual carriageway connector road between the Featherstone Junction East Roundabout and M54 Junction 1 South Roundabout (approximately 370 metres in length).
	13	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction East Roundabout.
	14	as shown on sheet No. 4 of the Work Plans and being the construction of a dual carriageway dumbbell link between the Featherstone Junction East Roundabout and Featherstone Junction West Roundabout passing over the Link Road via a structure (approximately 100 metres in length).
	15	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction West Roundabout.
	16	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 to the Featherstone Junction West Roundabout (approximately 450 metres in length).
	17	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 and construction of a T-Junction on the realigned existing A460 (approximately 100 metres in length).
	23	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction northbound merge slip road (approximately 490 metres in length).
	45	as shown on sheet No. 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 2 in the vicinity of M54 Junction 1.
	57	as shown on sheet No. 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North East of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 2. Access for maintenance to be constructed off the dual carriageway connector road.
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
	71	as shown on sheet No. 4 of the Work Plans and being the construction of a temporary site compound situated on land to the East of the existing A460 and the establishment of permanent environmental mitigation areas to the West of the Link Road including habitat creation (species rich grassland, woodland planting and individual trees) to mitigate for biodiversity loss.
	79	as shown on sheet No. 4 of the Work Plans and being the establishment of environmental mitigation areas, habitat creation (woodland planting) for visual screening and to mitigate for biodiversity loss.
4/14f	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	10	as shown on sheet No. 4 of the Work Plans and being the construction of a dual carriageway connector road between the Featherstone Junction East Roundabout and M54 Junction 1 South Roundabout (approximately 370 metres in length).
	12	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip road into the Featherstone Junction East Roundabout (approximately 825 metres in length).
	13	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction East Roundabout.
	16	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 to the Featherstone Junction West Roundabout (approximately 450 metres in length).



Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	17	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 and construction of a T-Junction on the realigned existing A460 (approximately 100 metres in length).
	18	as shown on sheet No. 4 of the Work Plans and being the construction of a southern access from the realigned existing A460 to the petrol station and local businesses situated on the existing A460.
	19	as shown on sheet No. 4 of the Work Plans and being the construction of a northern access from the realigned existing A460 to the petrol station and local businesses situated on the existing A460.
	20	as shown on sheet No. 4 of the Work Plans and being the construction of an access for Tower Hill Farm connecting to the Featherstone Junction East Roundabout (approximately 100 metres in length).
	22	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction southbound diverge slip road (approximately 520 metres in length).
	23	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction northbound merge slip road (approximately 490 metres in length).
	57	as shown on sheet No. 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North East of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 2. Access for maintenance to be constructed off the dual carriageway connector road.
	58	as shown on sheet No. 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the East of the existing A460. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing drainage network. Access for maintenance to be constructed off the existing A460.
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
	71	as shown on sheet No. 4 of the Work Plans and being the construction of a temporary site compound situated on land to the East of the existing A460 and the establishment of permanent environmental mitigation areas to the West of the Link Road including habitat creation (species rich grassland, woodland planting and individual trees) to mitigate for biodiversity loss.
	78	as shown on sheet No. 4 of the Work Plans and being the establishment of environmental mitigation. Habitat creation (ecology ponds and species rich grassland) to mitigate for biodiversity loss.
4/14h	13	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction East Roundabout.
	20	as shown on sheet No. 4 of the Work Plans and being the construction of an access for Tower Hill Farm connecting to the Featherstone Junction East Roundabout (approximately 100 metres in length).
	21	as shown on sheet No. 4 of the Work Plans and being the construction of a Hilton Park Access Track connecting to the Featherstone Junction East Roundabout (approximately 400 metres in length).
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/15	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	10	as shown on sheet No. 4 of the Work Plans and being the construction of a dual carriageway connector road between the Featherstone Junction East Roundabout and M54 Junction 1 South Roundabout (approximately 370 metres in length).
	77	as shown on sheet No. 4 of the Work Plans and being the establishment of environmental mitigation areas between the free flow links. Habitat creation (woodland planting) to integrate the Scheme into the surrounding landscape and to mitigate for biodiversity loss.
4/16	11	as shown on sheet No. 4 of the Work Plans and being the stopping up of the existing A460 at M54 Junction 1 including the construction of a turning head facility and improvements at the junction between the A460 and The Avenue.
	45	As shown on sheet No. 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 2 in the vicinity of M54 Junction 1.
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/19	11	as shown on sheet No. 4 of the Work Plans and being the stopping up of the existing A460 at M54 Junction 1 including the construction of a turning head facility and improvements at the junction between the A460 and The Avenue.
	16	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 to the Featherstone Junction West Roundabout (approximately 450 metres in length).
	17	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 and construction of a T-Junction on the realigned existing A460 (approximately 100 metres in length).
	18	as shown on sheet No. 4 of the Work Plans and being the construction of a southern access from the realigned existing A460 to the petrol station and local businesses situated on the existing A460.
	19	as shown on sheet No. 4 of the Work Plans and being the construction of a northern access from the realigned existing A460 to the petrol station and local businesses situated on the existing A460.
4/20a	58	as shown on sheet No. 4 of the Work Plans and being the installation of drainage attenuation and treatment systems to the East of the existing A460. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing drainage network. Access for maintenance to be constructed off the existing A460.
4/20b	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	22	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction southbound diverge slip road (approximately 520 metres in length).
	23	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction northbound merge slip road (approximately 490 metres in length).
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
	80	as shown on sheet No. 4 of the Work Plans and being the establishment of environmental mitigation areas to the west of the Link Road. Habitat creation (ecology pond creation, hedgerow, marsh and wetland grassland and species rich grassland) to mitigate for biodiversity loss and integrate the Scheme into the surrounding landscape. Woodland planting to screen views of the Scheme.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
4/20c	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	22	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction southbound diverge slip road (approximately 520 metres in length).
	23	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction northbound merge slip road (approximately 490 metres in length).
	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	46	as shown on sheet No. 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 3 adjacent to Dark Lane and associated works required to the existing drainage pools.
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
	69	as shown on sheet No. 4 and 5 of the Work Plans and being the diversion of a water main, sewer, communications ducts and associated infrastructure due to the construction of the Link Road (approximately 500 metres in length).
	80	as shown on sheet No. 4 of the Work Plans and being the establishment of environmental mitigation areas to the west of the Link Road. Habitat creation (ecology pond creation, hedgerow, marsh and wetland grassland and species rich grassland) to mitigate for biodiversity loss and integrate the Scheme into the surrounding landscape. Woodland planting to screen views of the Scheme.
86	as shown on sheet No. 4 and 5 of the Work Plans and being the establishment of woodland enhancement measures to mitigate for biodiversity loss.	
4/24	24	as shown on sheet No. 4 and 5 of the Work Plans and being the closure of Dark Lane between the final property along Dark Lane and the Junction between Dark Lane and Hilton Lane including the construction of a turning head facility.
	69	as shown on sheet No. 4 and 5 of the Work Plans and being the diversion of a water main, sewer, communications ducts and associated infrastructure due to the construction of the Link Road (approximately 500 metres in length).
5/2	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	27	as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).
	62	as shown on sheet No. 4 and 5 of the Work Plans and being the construction of a new Public Right of Way (bridleway) connection between Dark Lane and Hilton Lane (approximately 320 metres in length).
	74	as shown on sheet No. 5 of the Work Plans and being the construction of a borrow pit including the excavation, working and restoration to win material required for the construction of the Scheme.
	81	as shown on sheet No. 5 of the Work Plans and being the establishment of environmental mitigation to the West of the Link Road including habitat creation (woodland planting and ecology ponds) to mitigate for biodiversity loss.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
5/3	24	as shown on sheet No. 4 and 5 of the Work Plans and being the closure of Dark Lane between the final property along Dark Lane and the Junction between Dark Lane and Hilton Lane including the construction of a turning head facility.
	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	27	as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).
	46	as shown on sheet No. 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 3 adjacent to Dark Lane and associated works required to the existing drainage pools.
	62	as shown on sheet No. 4 and 5 of the Work Plans and being the construction of a new Public Right of Way (bridleway) connection between Dark Lane and Hilton Lane (approximately 320 metres in length).
	69	as shown on sheet No. 4 and 5 of the Work Plans and being the diversion of a water main, sewer, communications ducts and associated infrastructure due to the construction of the Link Road (approximately 500 metres in length).
5/4	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	27	as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).
	46	as shown on sheet No. 4 of the Work Plans and being the construction of a culvert and realignment of Watercourse 3 adjacent to Dark Lane and associated works required to the existing drainage pools.
	62	as shown on sheet No. 4 and 5 of the Work Plans and being the construction of a new Public Right of Way (bridleway) connection between Dark Lane and Hilton Lane (approximately 320 metres in length).
	69	as shown on sheet No. 4 and 5 of the Work Plans and being the diversion of a water main, sewer, communications ducts and associated infrastructure due to the construction of the Link Road (approximately 500 metres in length).
	86	as shown on sheet No. 4 and 5 of the Work Plans and being the establishment of woodland enhancement measures to mitigate for biodiversity loss.
5/8	27	as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).
	82	as shown on sheet No. 5 of the Work Plans and being habitat creation (woodland planting) to the East of the Link Road to provide visual screening and to mitigate for biodiversity loss.
5/9	24	as shown on sheet No. 4 and 5 of the Work Plans and being the closure of Dark Lane between the final property along Dark Lane and the Junction between Dark Lane and Hilton Lane including the construction of a turning head facility.
	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	27	as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	62	as shown on sheet No. 4 and 5 of the Work Plans and being the construction of a new Public Right of Way (bridleway) connection between Dark Lane and Hilton Lane (approximately 320 metres in length).
	63	as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (footway) Shareshill 5 due to the construction of the Link Road (approximately 370 metres in length).
	69	as shown on sheet No. 4 and 5 of the Work Plans and being the diversion of a water main, sewer, communications ducts and associated infrastructure due to the construction of the Link Road (approximately 500 metres in length).
5/11b	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	27	as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).
	28	as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).
	47	as shown on sheet No. 5 of the Work Plans and being the construction of a culvert on Watercourse 4 adjacent to Brookfield Farm.
	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.
	63	as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (footway) Shareshill 5 due to the construction of the Link Road (approximately 370 metres in length).
	70	as shown on sheet No. 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).
	82	as shown on sheet No. 5 of the Work Plans and being habitat creation (woodland planting) to the East of the Link Road to provide visual screening and to mitigate for biodiversity loss.
5/11c	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	27	as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length).
	28	as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).
	47	as shown on sheet No. 5 of the Work Plans and being the construction of a culvert on Watercourse 4 adjacent to Brookfield Farm.
	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.



Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	70	as shown on sheet No. 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).
	82	as shown on sheet No. 5 of the Work Plans and being habitat creation (woodland planting) to the East of the Link Road to provide visual screening and to mitigate for biodiversity loss.
5/11d	82	as shown on sheet No. 5 of the Work Plans and being habitat creation (woodland planting) to the East of the Link Road to provide visual screening and to mitigate for biodiversity loss.
5/11h	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	28	as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).
	47	as shown on sheet No. 5 of the Work Plans and being the construction of a culvert on Watercourse 4 adjacent to Brookfield Farm.
	64	as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Shareshill 1 due to the construction of the Link Road (approximately 750 metres in length).
	70	as shown on sheet No. 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).
	83	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of environmental mitigation to the West of the Link Road. Habitat creation (woodland planting and ecology ponds) to mitigate for biodiversity loss
5/11i	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	83	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of environmental mitigation to the West of the Link Road. Habitat creation (woodland planting and ecology ponds) to mitigate for biodiversity loss
5/11j	87	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland enhancement measures to compensate for biodiversity loss.
5/12	82	as shown on sheet No. 5 of the Work Plans and being habitat creation (woodland planting) to the East of the Link Road to provide visual screening and to mitigate for biodiversity loss.
5/15	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	28	as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).
	47	as shown on sheet No. 5 of the Work Plans and being the construction of a culvert on Watercourse 4 adjacent to Brookfield Farm.



Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.
	64	as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Shareshill 1 due to the construction of the Link Road (approximately 750 metres in length).
	70	as shown on sheet No. 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).
5/18	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	64	as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Shareshill 1 due to the construction of the Link Road (approximately 750 metres in length).
	83	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of environmental mitigation to the West of the Link Road. Habitat creation (woodland planting and ecology ponds) to mitigate for biodiversity loss
5/19	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	64	as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (bridleway) Shareshill 1 due to the construction of the Link Road (approximately 750 metres in length).
5/20	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
5/22	84	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland planting South of the M6 Junction 11 to compensate for the loss of ancient woodland.
	87	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland enhancement measures to compensate for biodiversity loss.
	89	as shown on sheet No. 6 of the Work Plans and being the establishment of establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.
5/23	84	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland planting South of the M6 Junction 11 to compensate for the loss of ancient woodland.
	87	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland enhancement measures to compensate for biodiversity loss.
	88	as shown on sheet No. 5 of the Work Plans and being the establishment of environmental mitigation areas, habitat creation (woodland planting) to mitigate for biodiversity loss.
5/24a	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
5/24c	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	34	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	49	as shown on sheet No. 6 of the Work Plans and being the alteration of a portal gantry across the M6 Junction 11 southbound merge and northbound diverge slip roads.
	84	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland planting South of the M6 Junction 11 to compensate for the loss of ancient woodland.
5/24d	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
5/24e	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	34	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
5/24f	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	34	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
5/24g	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
5/24h	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
5/24j	34	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
5/26	85	as shown on sheet No. 6 of the Work Plans and being the establishment of species rich grassland to mitigate for the loss of biodiversity.
5/27	85	as shown on sheet No. 6 of the Work Plans and being the establishment of species rich grassland to mitigate for the loss of biodiversity.
5/28	37	as shown on sheet No. 6 of the Work Plans and being the realignment of the A462 to M6 Junction 11 (approximately 150 metres in length).
6/1b	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
6/1c	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	72	as shown on sheet No. 6 of the Work Plans and being the construction of a temporary site compound situated on land to the North West of M6 Junction 11 and the establishment of permanent environmental mitigation areas including species rich grassland, species rich hedgerow, ecology ponds and individual trees to mitigate for biodiversity loss.
6/1d	30	as shown on sheet No. 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).
	72	as shown on sheet No. 6 of the Work Plans and being the construction of a temporary site compound situated on land to the North West of M6 Junction 11 and the establishment of permanent environmental mitigation areas including species rich grassland, species rich hedgerow, ecology ponds and individual trees to mitigate for biodiversity loss.
6/1e	30	as shown on sheet No. 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).
	72	as shown on sheet No. 6 of the Work Plans and being the construction of a temporary site compound situated on land to the North West of M6 Junction 11 and the establishment of permanent environmental mitigation areas including species rich grassland, species rich hedgerow, ecology ponds and individual trees to mitigate for biodiversity loss.
6/3	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
6/4	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	48	as shown on sheet No. 6 of the Work Plans and being the construction of a structure under the Link Road on Watercourse 5 (Latherford Brook).
	65	as shown on sheet No. 6 of the Work Plans and being works to realign the existing Public Rights of Way (footway) Shareshill 4, Saredon 8 and Saredon 1R/2214 due to the construction of the Link Road (approximately 270 metres in length).
	83	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of environmental mitigation to the West of the Link Road. Habitat creation (woodland planting and ecology ponds) to mitigate for biodiversity loss
	89	as shown on sheet No. 6 of the Work Plans and being the establishment of establishment of ancient woodland enhancement measures to compensate for ancient woodland loss
6/5	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	65	as shown on sheet No. 6 of the Work Plans and being works to realign the existing Public Rights of Way (footway) Shareshill 4, Saredon 8 and Saredon 1R/2214 due to the construction of the Link Road (approximately 270 metres in length).
	87	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland enhancement measures to compensate for biodiversity loss.
	89	as shown on sheet No. 6 of the Work Plans and being the establishment of establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.
6/6	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	48	as shown on sheet No. 6 of the Work Plans and being the construction of a structure under the Link Road on Watercourse 5 (Latherford Brook).
	65	as shown on sheet No. 6 of the Work Plans and being works to realign the existing Public Rights of Way (footway) Shareshill 4, Saredon 8 and Saredon 1R/2214 due to the construction of the Link Road (approximately 270 metres in length).
	84	as shown on sheet No. 5 and 6 of the Work Plans and being the establishment of woodland planting South of the M6 Junction 11 to compensate for the loss of ancient woodland.
6/7	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	30	as shown on sheet No. 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).
	60	as shown on sheet No. 6 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of M6 Junction 11. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 5 (Latherford Brook). Access for maintenance to be constructed off the realigned existing A460.
6/8	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	72	as shown on sheet No. 6 of the Work Plans and being the construction of a temporary site compound situated on land to the North West of M6 Junction 11 and the establishment of permanent environmental mitigation areas including species rich grassland, species rich hedgerow, ecology ponds and individual trees to mitigate for biodiversity loss.
6/9	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	48	as shown on sheet No. 6 of the Work Plans and being the construction of a structure under the Link Road on Watercourse 5 (Latherford Brook).
	60	as shown on sheet No. 6 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of M6 Junction 11. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 5 (Latherford Brook). Access for maintenance to be constructed off the realigned existing A460.
6/10	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	30	as shown on sheet No. 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).
	72	as shown on sheet No. 6 of the Work Plans and being the construction of a temporary site compound situated on land to the North West of M6 Junction 11 and the establishment of permanent environmental mitigation areas including species rich grassland, species rich hedgerow, ecology ponds and individual trees to mitigate for biodiversity loss.
6/11a	30	as shown on sheet No. 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).



Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
6/11c	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/11d	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/11e	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/11f	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	34	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	37	as shown on sheet No. 6 of the Work Plans and being the realignment of the A462 to M6 Junction 11 (approximately 150 metres in length).
	38	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	60	as shown on sheet No. 6 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of M6 Junction 11. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 5 (Latherford Brook). Access for maintenance to be constructed off the realigned existing A460.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
6/11g	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	70	shown on sheet number 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).
6/11h	32	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound diverge slip road (approximately 320 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	34	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/11i	37	as shown on sheet No. 6 of the Work Plans and being the realignment of the A462 to M6 Junction 11 (approximately 150 metres in length).
6/11j	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/11o	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/11p	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/14	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	30	as shown on sheet No. 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).
6/15	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/16	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.



Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
6/17a	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	50	as shown on sheet No. 6 of the Work Plans and being the alteration of a portal gantry over the M6 Junction 11 southbound diverge slip road.
6/17b	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/17c	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/17d	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	50	as shown on sheet No. 6 of the Work Plans and being the alteration of a portal gantry over the M6 Junction 11 southbound diverge slip road.
6/17e	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/17l	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/17n	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
6/17o	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
	66	as shown on sheet No. 6 of the Work Plans and being works to realign the existing Public Right of Way Saredon 13 due to the realignment of the existing A460 (approximately 250 metres in length).
6/17p	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/17s	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	38	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
6/21	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/22b	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/23	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	66	as shown on sheet No. 6 of the Work Plans and being works to realign the existing Public Right of Way Saredon 13 due to the realignment of the existing A460 (approximately 250 metres in length).
6/24	29	as shown on sheet No. 6 of the Work Plans and being the realignment of the existing A460 to M6 Junction 11 (approximately 330 metres in length).
	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/25	34	as shown on sheet No. 5 and 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound merge slip road (approximately 610 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	37	as shown on sheet No. 6 of the Work Plans and being the realignment of the A462 to M6 Junction 11 (approximately 150 metres in length).
	85	as shown on sheet No. 6 of the Work Plans and being the establishment of species rich grassland to mitigate for biodiversity loss.
6/26	37	as shown on sheet No. 6 of the Work Plans and being the realignment of the A462 to M6 Junction 11 (approximately 150 metres in length).
	38	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
6/28	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/29	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/30	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/32b	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/32c	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/33	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/34	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
7/1a	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.

Acquisition of Land – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
7/1b	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
7/1c	52	as shown on sheet No. 7 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.
7/1d	53	as shown on sheet No. 7 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.
7/1e	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
7/2a	51	as shown on sheet No. 7 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.
7/2b	52	as shown on sheet No. 7 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.
7/3	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
7/4	52	as shown on sheet No. 7 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.
8/1a	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
8/1b	54	as shown on sheet No. 8 of the Work Plans and being the alteration of a portal gantry along the M6 southbound.
8/1c	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
9/1a	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
9/1b	55A	as shown on sheet No. 9 of the Work Plans and being the alteration of a cantilever gantry along the M6 southbound.
10/1a	55C	as shown on sheet No. 10 of the Work Plans and being the alteration of a cantilever gantry along the M6 southbound.
10/1b	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
10/1c	55B	as shown on sheet No. 10 of the Work Plans and being the alteration of a cantilever gantry along the M6 southbound.



Acquisition of Rights – by Plot Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/2c	56	as shown on sheet No. 3 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North West of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing ditch. Access for maintenance to be constructed off Brookhouse Lane.
3/2d	56	as shown on sheet No. 3 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North West of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing ditch. Access for maintenance to be constructed off Brookhouse Lane.
3/6	56	as shown on sheet No. 3 of the Work Plans and being the installation of drainage attenuation and treatment systems to the North West of M54 Junction 1. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to the existing ditch. Access for maintenance to be constructed off Brookhouse Lane.
4/17a	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/20f	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/20g	21	shown on sheet number 4 of the Work Plans and being the construction of a Hilton Park Access Track connecting to the Featherstone Junction East Roundabout (approximately 400 metres in length).
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
5/7	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.
5/11e	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.
5/11f	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.
5/13	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.
5/16	47	shown on sheet number 5 of the Work Plans and being the construction of a culvert on Watercourse 4 adjacent to Brookfield Farm.
	59	as shown on sheet No. 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge.
	70	as shown on sheet No. 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).

5/17	70	as shown on sheet No. 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).
6/31	66	as shown on sheet No. 6 of the Work Plans and being works to realign the existing Public Right of Way Saredon 13 due to the realignment of the existing A460 (approximately 250 metres in length).



Temporary Possession of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
3/7a	76	as shown on sheet No. 3 and 4 of the Work Plans and being the establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.
3/7b	76	as shown on sheet No. 3 and 4 of the Work Plans and being the establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.
3/7c	76	as shown on sheet No. 3 and 4 of the Work Plans and being the establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.
4/1e	7	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 into the M54 Junction 1 South Roundabout (approximately 185 metres in length).
4/1i	11	as shown on sheet No. 4 of the Work Plans and being the stopping up of the existing A460 at M54 Junction 1 including the construction of a turning head facility and improvements at the junction between the A460 and The Avenue.
4/2	76	as shown on sheet No. 3 and 4 of the Work Plans and being the establishment of ancient woodland enhancement measures to compensate for ancient woodland loss.
4/8	67	as shown on sheet No. 4 of the Work Plans and being the diversion of utilities and associated infrastructure (including low pressure gas, electrical, BT and potable water) to a new utilities' corridor to the West of M54 Junction 1 (approximately 130 metres in length).
4/9a	7	as shown on sheet No. 4 of the Work Plans and being the realignment of the existing A460 into the M54 Junction 1 South Roundabout (approximately 185 metres in length).
4/13	12	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip road into the Featherstone Junction East Roundabout (approximately 825 metres in length).
4/14a	12	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip road into the Featherstone Junction East Roundabout (approximately 825 metres in length).
4/14c	12	as shown on sheet No. 4 of the Work Plans and being the realignment of the M54 Junction 1 eastbound merge slip road into the Featherstone Junction East Roundabout (approximately 825 metres in length).
4/14i	2	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway from the M54 eastbound at Junction 1 to the Link Road (approximately 1200 metres in length).
	4	as shown on sheet No. 4 of the Work Plans and being the construction of a free-flowing two lane carriageway link from the Link Road to the M54 westbound at Junction 1 (approximately 1270 metres in length).
	13	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction East Roundabout.
	14	as shown on sheet No. 4 of the Work Plans and being the construction of a dual carriageway dumbbell link between the Featherstone Junction East Roundabout and Featherstone Junction West Roundabout passing over the Link Road via a structure (approximately 100 metres in length).
	20	as shown on sheet No. 4 of the Work Plans and being the construction of an access for Tower Hill Farm connecting to the Featherstone Junction East Roundabout (approximately 100 metres in length).
	21	as shown on sheet No. 4 of the Work Plans and being the construction of a Hilton Park Access Track connecting to the Featherstone Junction East Roundabout (approximately 400 metres in length).
4/14i	22	as shown on sheet No. 4 of the Work Plans and being the construction of the Featherstone Junction southbound diverge slip road (approximately 520 metres in length).

Temporary Possession of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/17b	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/18	68	as shown on sheet No. 4 of the Work Plans and being the diversion of a high-pressure gas main and associated infrastructure due to the construction of the Link Road (approximately 1000 metres in length).
4/22	73	as shown on sheet No. 4 and 5 of the Work Plans and being the modification of the junction between the existing A460, New Road and Dark Lane and associated infrastructure including the removal of the right turn prohibition in to Dark Lane.
5/1	73	as shown on sheet No. 4 and 5 of the Work Plans and being the modification of the junction between the existing A460, New Road and Dark Lane and associated infrastructure including the removal of the right turn prohibition in to Dark Lane.
5/6	25 26 27 28	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length). as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length). as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length). as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).
5/10	25 26 63	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length). as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length). as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (footway) Shareshill 5 due to the construction of the Link Road (approximately 370 metres in length).
5/11a	25 26 27 28 59 63	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length). as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length). as shown on sheet No. 5 of the Work Plans and being the construction of a realigned Hilton Lane including a structure over the Link road (approximately 500 metres in length). as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length). shown on sheet number 5 of the Work Plans and being the installation of drainage attenuation and treatment systems to the South of Brookfield Farm. Works to include the installation of a balancing pond to provide attenuation and treatment with a new outfall connection to Watercourse 4. Access for maintenance to the balancing pond to be along existing track that connects to Hilton Lane and via new accommodation bridge as shown on sheet No. 5 of the Work Plans and being works to realign the existing Public Right of Way (footway) Shareshill 5 due to the construction of the Link Road (approximately 370 metres in length).

Temporary Possession of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
5/11g	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	28	as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).
	47	shown on sheet number 5 of the Work Plans and being the construction of a culvert on Watercourse 4 adjacent to Brookfield Farm.
	70	as shown on sheet No. 5 of the Work Plans and being the diversion of an overhead electricity cable and associated infrastructure due to the construction of the Link Road (approximately 220 metres in length).
5/14	25	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road northbound dual carriageway to M6 Junction 11 (approximately 1650 metres in length).
	26	as shown on sheet No. 4 to 6 of the Work Plans and being the construction of the Link Road southbound dual carriageway from M6 Junction 11 (approximately 1600 metres in length).
	28	as shown on sheet No. 5 of the Work Plans and being the construction of an accommodation overbridge and realignment of access tracks to the south of Brookfield Farm (approximately 520 metres in length).
6/11b	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/11k	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	38	shown on sheet number 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/11l	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	38	shown on sheet number 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/11m	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.

Temporary Possession of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
	38	shown on sheet number 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/11n	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	38	shown on sheet number 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/12	30	as shown on sheet No. 6 of the Work Plans and being the realignment of Mill Lane (approximately 200 metres in length).
6/13	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/17f	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
6/17g	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/17h	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/17i	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/17j	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/17k	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/17m	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.

Temporary Possession of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
6/17q	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	38	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/17r	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	38	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/18	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/19	33	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 northbound merge slip road (approximately 620 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/20	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/22a	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
6/27	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	38	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A462.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	40	as shown on sheet No. 6 of the Work Plans and being the realignment of the adjoining Wolverhampton Road to the realigned A460.
6/32a	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.



Temporary Possession of Land – by Work Number		
Plot Number/Land Plan sheet:	DCO Work No.	Purpose for which the land is required:
6/36	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
6/37	35	as shown on sheet No. 6 of the Work Plans and being the realignment of the M6 Junction 11 southbound diverge slip road (approximately 380 metres in length) including the installation or alteration of verge mounted advance directional signage along the M6 carriageway.
	36	as shown on sheet No. 6 of the Work Plans and being the demolition of the two existing structures at M6 Junction 11, removal of redundant sections of the existing circulatory carriageway and the construction of a new M6 Junction 11 circulatory carriageway, including the construction of two overbridges over the M6 and installation of five portal gantries around the circulatory carriageway and associated infrastructure works along the M6 carriageway to facilitate construction.
	39	as shown on sheet No. 6 of the Work Plans and being the realignment and widening of the A460 southbound by a single lane from the M6 Toll merge to M6 Junction 11 and widening of the A460 northbound carriageway by a single lane from M6 Junction 11 tapering back down to two lanes ahead of the M6 Toll overbridge.
	66	shown on sheet number 6 of the Work Plans and being works to realign the existing Public Right of Way Saredon 13 due to the realignment of the existing A460 (approximately 250 metres in length).



## ANNEX B

**Schedule of all objections made by representation to the granting of compulsory acquisition powers and progress of negotiations with those affected persons** The table below shows the progress of negotiations with affected persons. Please note that the table is correct at the date of submission. It is the intention of Highways England to submit further updates post-application, either when appropriate or as directed by the Examining Authority.

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
1	Allow Limited	Owner	1) Permanent 2) Permanent 3) Permanent 4) Permanent 5) Temporary and Permanent Rights 6) Permanent 7) Permanent 8) Temporary 9) Permanent 10) Temporary 11) Permanent	1) 4/20a 2) 4/20b 3) 4/20c 4) 4/20f 5) 4/20g 6) 5/2 7) 5/4 8) 6/13 9) 6/16 10) 6/20 11) 6/21	1) Y 2) Y 3) Y 4) Y 5) N 6) Y 7) Y 8) N 9) Y 10) N 11) Y	30th November 2017 - Meeting conducted by project team with Mr Shacklock 28th September 2018 - Meeting conducted by project team with Mr Shacklock 22nd February 2019 - Meeting conducted by project team with Mr Shacklock 12 <sup>th</sup> April 2019 - Letter sent to Allow Ltd requesting land access by agreement to complete ground investigation surveys 23rd May 2019 - S.42 Pack sent 28th August 2019 - Meeting conducted by project team with Mr Shacklock and his advisors 22nd September 2019 - Discussion regarding replacing the access bridge over the proposed route 3rd October 2019 - Land Acquisition discussion letter sent 11 <sup>th</sup> November 2019 – Meeting conducted by Aecom with Mr Shacklock and his advisors 11th November 2019 - Non-statutory consultation sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter sent highlighting key areas for discussion and invitation for site meeting Various site meetings discussing land take requirements, Environmental Mitigation need and future objections
2	Barry Jones & Valerie Jones	Owner	1) Permanent	1) 6/9	1) Y	22nd February 2019 - Meeting conducted by project team with Mr & Mrs Jones 12 <sup>th</sup> April 2019 – Ground investigation letter pack sent 6th September 2019 - Meeting conducted by project team with Mr & Mrs Jones and their managing agent Bruton Knowles 3rd October 2019 - Land Acquisition discussion letter sent 20th November 2019 - S.42 Pack sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
3	Crest Nicholson Properties Limited	Owner	1) Temporary 2) Permanent	1) 4/9a 2) 4/9b	1) N 2) Y	23rd May 2019 - S.42 Pack sent 3rd October 2019 - Land Acquisition discussion letter sent

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
						11th November 2019 - Non-statutory consultation sent
4	Danielle Leigh Killingworth	Owner	1) Permanent	1) 6/15	1) Y	13th February 2019 - Meeting conducted by project team with Mrs Danielle Killingworth 23rd May 2019 - S.42 Pack sent 3rd October 2019 - Land Acquisition discussion letter sent 11th November 2019 - Non-statutory consultation sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
5	D.S Whitehouse	Owner	1) Temporary	1) 6/18	1) N	21st November 2019 - S.42 Pack sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
6	Elizabeth Whitehouse	Owner	1) Permanent 2) Permanent 3) Temporary 4) Permanent 5) Permanent 6) Temporary	1) 5/23 2) 6/6 3) 6/32a 4) 6/32b 5) 6/32c 6) 6/36	1) Y 2) Y 3) N 4) Y 5) Y 6) N	12th October 2017 - Meeting conducted by project team with Mrs E Whitehouse and Mr Richard Whitehouse 28th September 2018 - Meeting conducted by project team with Mrs E Whitehouse 22nd February 2019 - Meeting conducted by project team with Mrs E Whitehouse 6th September 2019 - Meeting conducted by project team with Mrs E Whitehouse and her agent Briton Knowles 3rd October 2019 - Land Acquisition discussion letter sent 20 <sup>th</sup> November 2019 – S42 consultation pack sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
7	Graham Christopher Hughes and Joanne Louise Hughes	Owner	1) Permanent	1) 4//6	1) Y	23rd May 2019 - S.42 Pack sent 3rd October 2019 - Land Acquisition discussion letter sent 11th November 2019 – Non-statutory consultation packs sent 14th January 2020 - Meeting with landowner and project team 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
8	Ian Simkin and Adrian Simkin	Owner	1) Permanent 2) Permanent 3) Temporary 4) Permanent	1) 5/26 2) 5/27 3) 6/37	1) Y 2) Y 3) N	12th October 2017 - Meeting conducted by project team with landowner and agent; Bagshaws 22nd February 2019 - Meeting conducted by project team with landowner and agent; Bagshaws

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
			5) Permanent 6) Permanent 7) Permanent 8) Temporary and Permanent Rights	4) 6/23 5) 6/25 6) 6/29 7) 6/30 8) 6/31	4) Y 5) Y 6) Y 7) Y 8) N	23rd May 2019 - S.42 Pack sent 3rd October 2019 - Land Acquisition discussion letter sent 11 <sup>th</sup> November 2019 – Non-statutory consultation sent 2nd December 2019 - Meeting conducted by project team with landowner and agent; Bagshaws 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
9	James Simkin	Owner	1) Temporary 2) Permanent	1) 6/22a 2) 6/22b	1) N 2) Y	23rd May 2019 - S.42 Pack sent 3rd October 2019 - Land Acquisition discussion letter sent 11th November 2019 - Non-statutory consultation sent
10	Mann & Hummel (UK) Limited	Owner	1) Permanent	1) 4/4	1) Y	23rd May 2019 - S.42 Pack sent 3rd October 2019 - Land Acquisition discussion letter sent 11th November 2019 - Non-statutory consultation sent 12th December 2019 - Meeting conducted with site manager and project team 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
11	Mark Commins & Tracy Claire Commins	Owner	1) Temporary and Permanent Rights 2) Temporary and Permanent Rights 3) Permanent 4) Permanent 5) Permanent	1) 5/16 2) 5/17 3) 5/19 4) 5/20 5) 6/3	1) N 2) N 3) Y 4) Y 5) Y	12th October 2018 - Meeting conducted by project team with landowner 11th March 2019 - Meeting conducted by project team with landowner 23rd May 2019 - S.42 Pack sent 3rd October 2019 - Land Acquisition discussion letter sent 11th November 2019 - Non-statutory consultation sent 18th November 2019 - Meeting conducted by project team with landowner 2nd December 2019 - Meeting conducted by project team with landowner 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
12	M.A Whitehouse	Owner	1) Temporary	1) 6/18	1) N	21 <sup>st</sup> November 2019 - S.42 Pack sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
13	Michael John Alfred Byard	Owner	1) Permanent	1) 6/10	1) Y	13th February 2019 - Meeting conducted by project team with landowner 23rd May 2019 - S.42 Pack sent

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
						3rd October 2019 - Land Acquisition discussion letter sent 11 <sup>th</sup> November 2019 - Non-statutory consultation sent 2nd December 2019 - Meeting conducted by project team with landowner 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
14	Nigel Barry George Swift	Owner	1) Temporary 2) Permanent 3) Permanent 4) Temporary	1) 6/32a 2) 6/32b 3) 6/32c 4) 6/36	1) N 2) Y 3) Y 4) N	21st November 2019 - S.42 Pack sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
15	Nigel Simkin & Paul Simkin	Owner	1) Temporary 2) Temporary and Permanent Rights 3) Permanent 4) Permanent 5) Permanent 6) Permanent 7) Permanent 8) Permanent 9) Temporary and Permanent Rights 12) Temporary and Permanent Rights 13) Permanent 14) Permanent 15) Permanent 16) Permanent 17) Temporary and Permanent Rights 18) Temporary 19) Permanent 20) Permanent 21) Permanent 22) Permanent 23) Permanent 24) Permanent	1) 5/6 2) 5/7 3) 5/8 4) 5/10 5) 5/11a 6) 5/11b 7) 5/11c 8) 5/11d 9) 5/11e 10) 5/11f 11) 5/11g 13) 5/11h 14) 5/11i 15) 5/11j 16) 5/12 17) 5/13 18) 5/14 19) 5/15 20) 5/18 21) 5/20 22) 5/22 23) 6/4 24) 6/5	1) N 2) N 3) Y 4) Y 5) Y 6) Y 7) Y 8) Y 9) N 10) N 11) N 13) Y 14) Y 15) Y 16) Y 17) N 18) N 19) Y 20) Y 21) Y 22) Y 23) Y 24) Y	23rd October 2018 - Meeting conducted by project team with landowner's son Nigel Simkin Junior 11th March 2019 - Meeting conducted by project team with Nigel Simkin and Paul Simkin 23rd May 2019 - S.42 Pack sent 3rd October 2019 Land Acquisition discussion letter sent 11th November 2019 - Non-statutory consultation sent September- December 2019 - Numerous meetings have been cancelled or not agreeable by landowner and agent 10th December 2019 - Meeting conducted with Nigel Simkin Junior, Paul Simkin and managing agents Bruton Knowles 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
16	Peter Stephen Burke & Norma Burke	Owner	1) Permanent	1) 6/19	1) Y	23rd May 2019 - S.42 Pack sent 3rd October 2019 Land Acquisition discussion letter sent 11th November 2019 - Non-statutory consultation sent 14 <sup>th</sup> January 2020 – meeting conducted with landowner's land agent and project team

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
						24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
17	Robert Edward Rowe	Owner	1) Temporary 2) Permanent 3) Temporary 4) Permanent 5) Permanent 6) Permanent 7) Permanent 8) Temporary 9) Permanent 10) Permanent 11) Permanent 12) Permanent 13) Permanent 14) Permanent	1) 4/14a 2) 4/14b 3) 4/14c 4) 4/14d 5) 4/14e 6) 4/14f 7) 4/14h 8) 4/14i 9) 4/15 10) 6/1b 11) 6/1c 12) 6/1d 13) 6/1e 14) 6/8	1) N 2) Y 3) N 4) Y 5) Y 6) Y 7) Y 8) N 9) Y 10) Y 11) Y 12) Y 13) Y 14) Y	30 <sup>th</sup> November 2017 - Meeting conducted by project team with landowner  8 <sup>th</sup> October 2018 - Meeting conducted by project team with landowner  13 <sup>th</sup> February 2019 - Meeting conducted by project team with landowner  23 <sup>rd</sup> May 2019 - S.42 Pack sent  11 <sup>th</sup> September 2019 - Meeting conducted by project team with landowner  3 <sup>rd</sup> October 2019 Land Acquisition discussion letter sent  4 <sup>th</sup> November 2019 - Meeting conducted by project team with landowner  11 <sup>th</sup> November 2019 - Non-statutory consultation sent  24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
18	Secretary of State for Transport	Owner	1) Permanent 2) Permanent 3) Permanent 4) Permanent 5) Permanent 6) Temporary 7) Temporary 8) Temporary 9) Temporary 10) Temporary 11) Temporary and Permanent Rights 12) Permanent 13) Temporary 14) Permanent 15) Permanent 16) Permanent 17) Temporary 18) Temporary 19) Permanent 20) Temporary 21) Permanent 22) Permanent 23) Permanent 24) Permanent	1) 6/17a 2) 6/17b 3) 6/17c 4) 6/17d 5) 6/17e 6) 6/17f 7) 6/17g 8) 6/17h 9) 6/17i 10) 6/17j 11) 6/17k 12) 6/17l 13) 6/17m 14) 6/17n 15) 6/17o 16) 6/17p 17) 6/17q 18) 6/17r 19) 6/17s 20) 6/32a 21) 6/32b 22) 6/32c	1) Y 2) Y 3) Y 4) Y 5) Y 6) N 7) N 8) N 9) N 10) N 11) N 12) Y 13) N 14) Y 15) Y 16) Y 17) N 18) N 19) Y 20) N 21) Y 22) Y	

Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
				23) 7/2a 24) 7/2b	23) Y 24) Y	
19	Severn Trent Water Limited	Owner	1) Permanent	1) 1/2	1) Y	18 <sup>th</sup> December 2019 – Draft Heads of Terms issues by the Applicant to National Trust 22 <sup>nd</sup> January 2020 – Form of Heads of Terms approved by National Trust.
20	South Staffordshire District Council	Owner	1) Permanent	1) 4/3	1) Y	
21	Staffordshire County Council	Owner	1) Permanent 2) Temporary 3) Permanent 4) Temporary 5) Permanent 6) Permanent 7) Permanent 9) Permanent 10) Temporary 11) Permanent	1) 1/3 2) 4/8 3) 4/24 4) 5/1 5) 5/3 6) 5/9 7) 5/28 9) 6/7 10) 6/12 11) 6/14	1) Y 2) N 3) Y 4) N 5) Y 6) Y 7) Y 9) Y 10) N 11) Y	
22	Stella Arblaster	Owner	1) Permanent 2) Permanent	1) 5/23 2) 6/6	1) Y 2) Y	12 <sup>th</sup> October 2017 - Meeting conducted by project team with Mrs E Whitehouse and Mr Richard Whitehouse 28 <sup>th</sup> September 2018 - Meeting conducted by project team with Mrs E Whitehouse 22 <sup>nd</sup> February 2019 - Meeting conducted by project team with Mrs E Whitehouse 6 <sup>th</sup> September 2019 - Meeting conducted by project team with Mrs E Whitehouse and her agent Briton Knowles 3 <sup>rd</sup> October 2019 - Land Acquisition discussion letter sent 20 <sup>th</sup> November 2019 – S42 consultation sent 24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
23	The National Trust for Places of Historic Interest or Natural Beauty	Owner	1) Temporary 2) Temporary 3) Temporary 4) Temporary	1) 3/7a 2) 3/7b 3) 3/7c 4) 4/2	1) N 2) N 3) N 4) N	18 <sup>th</sup> December 2019 – Draft Heads of Terms issues by the Applicant to National Trust 22 <sup>nd</sup> January 2020 – Form of Heads of Terms approved by National Trust.
24	Thomas Malcom Gilbert & Joan Gilbert	Owner	1) Permanent	6/34	1) Y	23 <sup>rd</sup> May 2019 - S.42 Pack sent 3 <sup>rd</sup> October 2019 Land Acquisition discussion letter sent 11 <sup>th</sup> November 2019 - Non-statutory consultation sent



Obj No:	Land Interest Name/Organisation and Land Agents Name (if applicable):	Type of Interest:	Permanent/Temporary:	Plot(s):	Compulsory Acquisition (Y/N):	Status of objection and negotiations with land interest:
						24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
25	Victoria Jane Ellis	Owner	1) Temporary 2) Permanent 3) Permanent 4) Temporary	1) 6/32a 2) 6/32b 3) 6/32c 4) 6/36	1) N 2) Y 3) Y 4) N	21st November 2019 - S.42 Pack sent  24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting
26	William Bibbey	Owner	1) Permanent 2) Temporary and Permanent Rights 3) Temporary and Permanent Rights 5) Temporary and Permanent Rights 6) Temporary and Permanent Rights 7) Temporary 8) Temporary	1) 3/2b 2) 3/2c 3) 3/2d 5) 3/6 6) 4/17a 7) 4/17b 8) 4/18	1) Y 2) N 3) N 5) N 6) N 7) Y 8) Y	23rd May 2019 - S.42 Pack sent  28th August 2019 - Meeting conducted by project team with landowner' agent Terry Dinham  3rd October 2019 Land Acquisition discussion letter sent 11th November 2019 - Non-statutory consultation sent  24 <sup>th</sup> January 2020 – SoCG Introductory Letter highlighting key areas for discussion and invitation for site meeting

## ANNEX C

### Schedule of all Statutory Undertaker and utility providers interests in the Land and progress of negotiations with providers subject to compulsory acquisition of land, rights or temporary possession powers

Statutory Undertaker	Plots	Position at Application
British Telecommunications Plc	Permanent: 4/1a, 4/1f, 4/1g, 4/1h, 4/1i, 4/4, 4/5, 4/12, 4/14e, 4/14f, 4/14h, 4/15, 4/16, 4/19, 4/24, 5/2, 5/3, 5/4, 5/9, 5/28, 6/1d, 6/1e, 6/3, 6/7, 6/11a, 6/11e, 6/11f, 6/11j, 6/17l, 6/11p, 6/14, 6/15, 6/17o, 6/17p, 6/17n, 6/17s, 6/23, 6/24, 6/26, 6/28, 6/32b	Protective Provisions issued.
	Temporary: 4/1e, 4/8, 4/9a, 4/14a, 4/17b, 4/18, 4/22, 5/1, 6/11b, 6/11k, 6/11l, 6/11m, 6/12, 6/17g, 6/17h, 6/17r, 6/20, 6/27, 6/37	
	Permanent rights: 4/17a, 6/17k,	
Vodafone Limited	Permanent: 5/2, 5/3, 5/9	Protective Provisions issued.
	Temporary: 4/22, 5/6	
Zayo Group UK Ltd	Permanent: 6/11p, 6/28	Protective Provisions issued.
	Temporary: 4/1e	
Cadent Gas Limited	Permanent: 2/1d, 2/1g, 2/1l, 3/1d, 3/1f, 3/1g, 3/1h, 3/2b, 4/1a, 4/1h, 4/1j, 4/14e, 4/14f, 4/14h, 4/16, 4/19, 4/20a, 4/20b, 4/20g, 4/24, 5/3	Protective Provisions issued.
	Temporary: 3/7a, 4/17b, 4/18, 4/22, 5/1	
	Permanent rights: 3/1, 3/2c, 3/2d, 3/6, 4/17a	
Severn Trent Water	Permanent: 1/1b, 1/1c, 1/3, 3/1d, 3/1h, 4/1a, 4/1f, 4/1g, 4/1h, 4/14e, 4/15, 4/16, 4/19, 4/24, 5/3, 5/9, 6/11p, 6/28, 6/32b, 6/32c	Protective Provisions issued
	Temporary: 3/7a, 4/1e, 4/8, 4/22, 5/1, 6/11k, 6/11l, 6/11m, 6/17j, 6/32a, 6/36	
South Staffordshire Water Plc	Permanent: 4/5, 4/24, 5/3, 5/4a, 5/9, 5/28, 6/11o, 6/11p, 6/17o, 6/17p, 6/17s, 6/24, 6/26, 6/28	Protective Provisions issued
	Temporary: 4/8, 4/22, 6/11m, 6/11n, 6/17j, 6/17r, 6/27	
	Permanent rights: 6/17k	
Western Power Distribution plc	Permanent: 2/1d, 3/1d, 3/1f, 3/1g, 3/1h, 3/2b, 4/1a, 4/1g, 4/3, 4/4, 4/5, 4/12, 4/14f, 4/14h, 4/16, 4/19, 4/24, 5/2, 5/3, 5/4, 5/9, 5/11b, 5/11c, 5/11h, 5/15, 5/27, 5/28, 6/1e, 6/7, 6/11a, 6/11c, 6/11d, 6/11e, 6/11i, 6/11j, 6/17l, 6/11o, 6/14, 6/15, 6/17o, 6/17s, 6/23, 6/24, 6/26, 6/28, 6/32b	Protective Provisions issued
	Temporary: 3/7a, 3/7c, 4/1, 4/2, 4/8, 4/14a, 4/14c, 4/14i, 4/18, 4/22, 5/1, 5/11g, 6/11k, 6/11l, 6/11m, 6/11n, 6/17g, 6/17h, 6/17i, 6/17j, 6/17r, 6/20, 6/27, 6/32a, 6/37	
	Permanent rights: 3/2c, 3/2d, 4/17a, 4/17b, 5/16, 5/17	