

Norfolk County Council

Record of Individual Cabinet Member Decision

Responsible Cabinet Member: Cllr Jane James (Cabinet Member for Corporate Services and Innovation)

Background and Purpose:

In order to implement the proposals for the improvement of 4Y10/30 Mayfly Way to enable it to accommodate a segregated footpath and cycleway, it is necessary to acquire two areas of unregistered land and one plot of privately owned land, adjacent to the public highway.

Contact has been attempted for the unregistered land with any potential interested parties via site notices and an advertisement in the local press. No claims of ownership have been received as a result of these efforts. However, if land ownership of the unregistered land is legally established by a third party/parties this land will be acquired by agreement where practicable.

Decision:

Is it a key decision? No

Is it subject to call-in? Yes

If Yes – the deadline for call-in is: 4pm Thursday 25 January 2024

Impact of the Decision: Please see attached decision making report.

Evidence and reason for the decision: Please see attached decision making report.

Alternative options considered and rejected: Please see attached decision making report.

Financial, Resource or other implications considered: Please see attached decision making report.

Record of any conflict of interest: None

Background documents: None

Date of Decision: 18/01/24

Publication Date of Decision: 18/01/24

Signed by Cabinet Member:

I confirm that I have made the decision set out above, for the reasons also set out.

Signed: Cllr Jane James

Print name: Cllr Jane James

Date: 17/01/2024

Accompanying documents:

-

Once you have completed your internal department clearance process and obtained agreement of the Cabinet Member, send your completed decision notice together with the report and green form to committees@norfolk.gov.uk

Individual Cabinet Member Decision Report

Report Title: Compulsory Purchase Order of land for the improvement of 4Y10/30 Mayfly Way

Date of Meeting: N/A

Responsible Cabinet Member: Cllr Jane James (Cabinet Member for Corporate Services and Innovation)

Consulted Cabinet Member: Cllr Graham Plant (Cabinet Member for Highways, Infrastructure and Transport)

Responsible Director: Grahame Bygrave (Interim Executive Director for Community & Environmental Services)

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary / Introduction from Cabinet Member

In order to implement the proposals for the improvement of Mayfly Way to enable it to accommodate a segregated footpath and cycleway it is necessary to acquire two areas of unregistered land ("Plot 1" and "Plot 4" on Appendix A) and an area of registered land ("Plot 2" on Appendix A) (together known as the "CPO Land") adjacent to the public highway. Contact has been made with the freehold owner of the registered land at Plot 2 and acquisition by agreement has been attempted. The Council will endeavour to purchase Plot 2 by agreement where possible. If the ownership of the unregistered land at Plot 1 and Plot 4 is legally established this land will also be acquired by agreement where practicable.

In order to implement the improvement of Mayfly Way (which forms parts of the wider planned improvements to Dereham Road) it will also be necessary to acquire rights over land for access to ensure that a suitable boundary is in place. The land required for rights over land is shown as plot 3 on Appendix A (the "CPO Rights Land"). The owner of this land is also the owner of Plot 2 and efforts to acquire that

plot by agreement have been unsuccessful. However, if it is possible the Council will look to agree a right over the CPO Rights Land voluntarily.

In order to meet the time constraints to take advantage of the funding opportunity from the Transforming Cities Fund and to protect the Council from risk it is intended that a Compulsory Purchase Order process will run in parallel to any further negotiations that may be required. It is necessary to acquire this land in order to provide the required facilities to highway users to adequate standards. A CPO Plan is included in Appendix A and a detailed engineering drawing can be found in Appendix B. Exempt information is included as Appendix D.

Recommendations:

- 1. To authorise the making, confirmation and implementation of a Compulsory Purchase Order (CPO) pursuant to the powers set out in sections 239 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981 and all other enabling powers to compulsorily acquire the area of land (the “CPO Land”) shown shaded pink and edged red and to acquire rights over land (the “CPO Rights Land”) shown shaded purple on the plan attached at Appendix A of this report to facilitate the improvement of Mayfly Way.**
- 2. To delegate authority to the Interim Executive Director of Community and Environmental Services to:**
 - a) determine the form and contents of the CPO and the statement of reasons accompanying the CPO and to finalise the same**
 - b) take all necessary steps to secure the making, confirmation and implementation of the CPO including the publication and service of all statutory notices on relevant parties, the investigation of and response to objections (including the negotiation and completion of any necessary agreement and undertaking in order to secure the removal of objections to the CPO), the presentation of the case at any public inquiry or via written representations and all other associated procedural steps**
 - c) take all appropriate actions for making amendments, modifications and deletions to the CPO and plan including updates and corrections to the draft as necessary to finalise and secure confirmation of the CPO**
 - d) acquire the CPO Land whether by voluntary agreement or compulsorily using the statutory powers section 239 of the Highways Act 1980 and Acquisition of Land Act 1981**
 - e) acquire the rights over the CPO Rights Land whether by agreement or compulsorily using the statutory powers section 250 of the Highway Act 1980 and the Acquisition of Land Act 1981**

- f) issue and serve any warrants to obtain possession of the CPO Land once acquired following execution of a General Vesting Declaration or service of a Notice of Entry if it is necessary to obtain vacant possession**
 - g) suspend or abandon the CPO proceedings or withdraw the CPO in relation to all or part of the CPO land**
 - h) take necessary action to deal with all matters relating to the payment of statutory compensation including, where required, instituting or defending proceedings**
 - i) take all other necessary action to give effect to these recommendations.**
- 3. To authorise use of the Council's powers under Section 203 of the Housing and Planning Act 2016 to override existing rights and covenants on the CPO Land or CPO Rights Land that would be infringed by or impede the construction, use or maintenance of the improved Mayfly Way**

1. Background and Purpose

- 1.1** The proposal for the compulsory purchase of land and acquisition of rights is to facilitate the improvement of Mayfly Way by creating a segregated footpath and cycleway which is a highway improvement scheme ("the Scheme") for which there is an opportunity to fund through the Department for Transport (DfT's) Transforming Cities Fund (TCF).
- 1.2** Mayfly Way is located south of the A1074 Dereham Road and is a footpath connecting Dereham Road and Harpsfield which serves several schools, clubs and businesses (please refer to Appendix C for a list of all the schools, clubs or businesses in the immediate vicinity of Mayfly Way).
- 1.3** The Scheme aims to improve safety for those travelling through the area by bike or foot which connects to the Green Pedalway, linking the Bowthorpe employment area with the city centre.
- 1.4** A public consultation on the improvement Scheme took place early Autumn 2022. The proposals for Mayfly Way were widely supported by the public and local members.

2. Proposal

- 2.1** The Scheme is for improvement of an existing highway as shown in the engineering drawings provided in Appendix B.

- 2.2 Due to the constrained nature of the site and the objective of providing safer facilities for walking and cycling it has not been possible to design a scheme without impacting on land adjacent to the current highway. The Scheme requires the acquisition of three sections of land (one registered and two unregistered land) which are located to the east and west of Mayfly Way. It is recommended that a CPO process be undertaken to secure the land necessary for the delivery of the Scheme. Please refer to Appendix A to view the Compulsory Purchase Order plan.
- 2.3 The Scheme also requires the acquisition of rights over registered land for access to ensure that a suitable boundary is in place to mark the boundary of the highway and the CPO Rights Land. A gabion wall has been constructed partially on the CPO Rights Land and partially within the existing highway boundary to mark the boundary between private and highway land. Rights are required to ensure any future construction, maintenance and repairs can take place.

3. Impact of the Proposal

- 3.1 The current situation is that there is a small section of Mayfly Way that is too narrow to be able to accommodate the same improvements (widening) that is being provided to the rest of Mayfly Way. This is because the adjacent 2 metre strip of grass verge which forms Plot 2 is in private ownership. Plot 2 appears to serve no function or purpose and is periodically unsightly with overgrown vegetation and a large amount of trapped litter until the Council steps in to clear and tidy the area to ensure it does not impact on the existing highway. There are also two sections of unregistered land 'Plot 1' and Plot 4 which are needed for the widening of Mayfly Way. Their existing condition is also untidy (unless the Council steps in) and serves no apparent use.
- 3.2 The CPO Land allows space to be provided for those walking separately to those cycling, in line with the requirements of the DfT's Local Transport Note 1/20 – 'Cycle Infrastructure Design.' Segregated space is beneficial in order to provide high quality routes to encourage people to walk and cycle. Providing segregated routes for pedestrians and cycles can make it easier for people with some protected characteristics, such as those who are partially sighted, to use the area as the likelihood of conflict between vulnerable users on foot and those on cycles is reduced.
- 3.3 Mayfly Way is currently a shared use facility, which means pedestrians and cycles share the available space. The new provision will provide a safer and more appealing alternative for pedestrians and cycles as they will be able to travel segregated each other. This is a particular benefit for more vulnerable cyclists such as children.

- 3.4 The acquisition of the CPO Land will enable the proposed segregated cycle track to tie into an existing Green Pedalway. This will provide a high quality and continuous route which is important to make cycle routes convenient in order to encourage people to choose to cycle.
- 3.5 The Scheme is currently in the County Council's highways contractors programme to commence in early 2024. Disruption will be kept to a minimum during the works to minimise any negative impact on adjoining landowners.
- 3.6 There are statutory undertaker assets belonging to Cadent, BT, Virgin Media and UKPN within Plot 2 which is to be acquired. Plot 1 contains assets belonging to UKPN and Anglian Water. No disturbance or interference with these assets is proposed as part of the Scheme. In addition, since the land will be dedicated as highway these statutory undertakers will have ability to maintain their apparatus.

4. Evidence and Reasons for Decision

- 4.1 As detailed above the CPO Land and rights over the CPO Rights Land is required to facilitate the Scheme.
- 4.2 The Scheme will improve accessibility and safety for pedestrians and cycles in line with the aims of the TCF. The layout has been agreed with Active Travel England (ATE) which review and agree the design of schemes on behalf of DfT. The proposals have been developed in line with the design guidance 'Local Transport Note 1/20 - Cycle Infrastructure Design' published by the DfT in 2020 which requires the segregation of pedestrians and cycles wherever possible.
- 4.3 Contact was first made with the landowner of Plot 2 in May 2021 to try and agree a voluntary purchase. After initial positive dialogue, negotiations came to a halt due to no further response from the landowner. After many attempts to make contact, on 19th June 2023 the Council received the following response from the landowners solicitor: *"we have no interest in selling the land in question. Understand this may result in council going down the CPO route"*. The landowner of Plot 2 is also the owner of the CPO Rights Land and if further negotiation is possible with the owner, then the Council would prefer to acquire the rights over land by agreement together with the acquisition of Plot 2.

In order to meet the time constraints of the TCF funding and protect the Council from risk it is intended that a Compulsory Purchase Order is promoted and made in parallel to any further negotiations regarding the registered land.

- 4.4 Contact and discussion has been had with the owner of adjacent land to Plot 1. While they would have been willing to sell the land to the Council, unfortunately it was not possible for them to provide evidence of ownership and as such did not have a power of sale. Consequently, a voluntary sale is not possible at present and the Council does not have any alternative option than to pursue a

CPO. Ownership of Plot 4 is unknown. However, the Council intends to make further enquiries into ownership by publishing and erecting notices on site. If ownership of the unregistered land is legally established by a third party/parties this will be acquired by agreement where practicable.

- 4.5 The Scheme has been proven to be in the public interest as detailed in section 3, in that it will improve facilities for local people walking and cycling. The Scheme will make it easier for pedestrians and cycles to use the area, particularly vulnerable users. The Scheme also aligns with the wider aims of government policy, to encourage people to adopt more active lifestyles, which benefits not only individuals, but also the wider community.
- 4.6 It is considered that the safety and accessibility benefits for members of public using the route outweigh any loss of a small amount of land by the landowner which is currently of no use. The relevant tests in the CPO guidance are considered to have been met.
- 4.7 The Scheme aligns with the County Council's 'Better Together, for Norfolk' strategy for 2021-25, enabling people to lead healthy, fulfilling and independent lives, develop strong, engaged and inclusive communities and a greener, more resilient future. The Scheme will help to provide sustainable infrastructure and encourage behaviour change as people choose active modes of travel.
- 4.8 Norfolk's Local Transport Plan (LTP) covers the period 2021-2036 and the Scheme proposed at Heartsease Fiveways junction helps to meet policies within the plan, including:
 - Policy 2 – The priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels; this includes the facilitation of necessary infrastructure;
 - Policy 4 – We will work with people to shape the way they travel, why they are travelling and whether they need to travel, encouraging behaviour change and interventions that can help to increase the use of sustainable transport;
 - Policy 9 – Our priority for improved connectivity will be that the network is used by clean transport modes;
 - Policy 15 – We will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport;
 - Policy 17 – Using the safe systems approach, the county council and road safety partners will work together to contribute to a reduction in the number of people killed and seriously injured on the road network.
- 4.9 Norfolk County Council's Environmental Policy sets out the aim of achieving net zero carbon emissions by 2030. The Scheme proposed will improve the infrastructure to help enable people to choose to walk or cycle and reduce emissions from private motor vehicles.

- 4.10 The proposal also aligns with the Government's Cycling and Walking Policy for England ('Gear Change – A bold vision for cycling and walking (July 2020)) which aims to see half of all journeys in towns and cities cycled or walked. The guidance sets out how changes to infrastructure need to be made in order to encourage people to walk or cycle rather than use a private motor vehicle.

5. Alternative Options

- 5.1 One alternative would be to purchase the land on the Eastern (opposite) side of the footway and convert it to a cycleway, however this section has a large bund that would need to be reprofiled or have a retaining wall installed at great expense. In addition, further south from here, there are some large mature trees situated in the Western side which would mean we would need to move cyclist back over to the eastern side to continue their journey.
- 5.2 Do nothing is an option, however we have secured external funding for this project and it is within the public interest to provide these improvements.

6. Financial Implications

- 6.1 The costs associated with the CPO including legal costs, the promotion of orders and any costs that may be incurred associated with land and compensation will be covered by the allocated funding from the TCF.
- 6.2 The Cabinet Member will consider the Exempt Appendix D when making their decision. Appendix D is exempt from publication as it involves the likely disclosure of exempt information as defined in paragraph 11.5 (3) of the Council's Constitution and in accordance with Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The public interest test has been applied and it is considered that the public interest in maintaining the exemption outweighs the public interest in disclosing the information at this stage. The information is exempt from the report considered by the Cabinet Member because its' disclosure may prejudice any negotiations regarding compensation for land that may be required should any legal title be proven.
- 6.3 The acquired CPO Land shall become public highway and be maintainable at public expense.

7. Resource Implications

- 7.1 **Staff:** The Scheme will be designed and delivered using existing resources.
- 7.2 **Property:** The area of CPO Land proposed for acquisition under CPO totals 667m² which will become public highway and will be maintainable at the public expense. The total area of CPO Rights Land is 41 m²

7.3 IT: None.

8. Other Implications

8.1.1 **Legal Implications:** Section 239 of the Highways Act 1980 provides a general power to allow a local highway authority to compulsorily acquire land required for the construction of a highway, which is to be maintained at the public expense, or to acquire land for the improvement of a highway. This power is appropriate for the acquisition of the CPO Land, as the Scheme involves the improvement of existing highway with the CPO Land to become part of the existing highway. Section 250 of the Highways Act 1980 provides a power to acquire rights by creating them which will be used to acquire rights over land on the CPO Rights Land.

8.1.2 Under section 203(1) of the Housing and Planning Act 2016 a local authority can override rights and interests affecting land and breaching a restriction as to use of land arising by virtue of contract in order to “carry out building or maintenance work” where such rights would impede the development. Such work is defined in s.205(1) as meaning “the erection, construction, carrying out or maintenance of any building or work”. The construction of a new highway is considered to fall within that wide definition. The effect of section 203 is to enable the development to proceed and authorises the interference with those rights without the possibility of legal injunction. This provision does not apply to the rights of statutory undertakers and certain other protected rights.

8.1.3 There are statutory criteria that are required to be in place for the use of Section 203 as below:-

- 8.1.3.1 Planning permission must be in place and in this case it is granted as permitted development pursuant to the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 8.1.3.2 The land must be acquired or appropriated by a local authority for planning purposes. In this case the land is being acquired by compulsory purchase.
- 8.1.3.3 A local authority could (if already the owner) acquire the site compulsorily for the purposes of carrying out the works (including construction and maintenance works) or for the use of the land permitted by the planning consent.
- 8.1.3.4 The work or use in question relates to the purposes for which the land was appropriated or acquired.

- 8.1.4 Use of Section 203 would be subject to the payment of compensation via Section 204 of the Housing and Planning Act 2016, should any party be able to demonstrate loss as a consequence of the implementation of the proposal. Section 204(2) confirms that compensation should be calculated on the same basis as compensation payable under section 7 and 10 of the Compulsory Purchase Act 1965. The amount of compensation payable is the diminution in the value of the affected interest. Any dispute about compensation payable may be referred or determined by the Upper Tribunal.
- 8.1.5 The decision to engage section 203 of the Housing and Planning Act 2016 should only be made where it is necessary, there is a compelling case in the public interest and the Council should be sure that the purposes for which the powers are being exercised justify interfering with the human rights of those whose interests will be affected.
- 8.1.6 The land subject to CPO has no special designations (such as consecrated or common land, open space, allotment land, SSSI or conservation area) and there are no ancient monuments or listed buildings in the vicinity.
- 8.1.7 An application for planning permission is not required for the proposal. The works to implement the Scheme fall within Part 9, Class A, paragraph (a) or otherwise paragraph (b) of the Town and Country Planning (General Permitted Development) (England) Order 2015

8.2 Human Rights Implications:

- 8.2.1 The Council is obliged to act in a way which is compatible with the European Convention on Human Rights. In pursuing the use of CPO powers the Council has carefully considered the rights set out below, in accordance with the balance which should be struck between individuals and those of the wider public. The Convention Rights relevant to compulsory acquisition are as follows:
- 8.2.2 Article 1 (of the First Protocol) This protects the right of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the relevant national and international laws;
- 8.2.3 Article 6 (of the Convention) This entitles those affected by the powers sought in the CPO to a fair and public hearing by an independent and impartial tribunal; and
- 8.2.4 Article 8 (of the Convention) This protects private and family life, home and correspondence. No public authority can interfere with these interests except if it is in accordance with the law and is necessary in the interests of national security, public safety or the economic well-being of the country.
- 8.2.5 Article 14 (of the Convention) This protects the right to enjoy rights and freedoms in the Convention free from discrimination on any ground such as

sex, race, colour, language, religion, political or other opinion, or national or social origin.

8.2.6 The Council considers that there is a compelling case in the public interest for the acquisition of the CPO Land. As the Order Land is to be become adopted highway any existing pedestrian or cycle users via rights of way will not be negatively affected. The compulsory purchase order is therefore considered to be compatible with the Convention.

8.2.7 Those directly affected by the CPO will also be entitled to compensation, which will be payable in accordance with the Compulsory Purchase Compensation Code. This will be assessed on the basis of the market value of the property interest acquired and may include other heads of compensation such as disturbance, severance, injurious affection and statutory loss payment where applicable. The reasonable surveying and legal fees incurred by those affected will also be paid by the Council. The Compulsory Purchase Code has been held to be compliant with Articles 8 and Article 1 of the First Protocol.

8.3 Equality Impact Assessment (EqIA):

8.3.1 There is an Equality Impact Assessment (EqIA) for the Scheme and this continues to be developed alongside detailed design proposals to mitigate identified negative impacts on people with protected characteristics.

8.3.2 The EqIA notes that Based on the evidence available, this proposal is likely to have a positive impact on people with protected characteristics/a particular group of people with protected characteristics. This is because:

- DDA compliant bus stops and shelters to be installed assisting those who are disabled or have mobility issues
- Improvements are of benefit to all age groups, in particular - school children and working adults
- Wider footways will make pedestrian travel easier and safer for all
- Cyclists will be separated from pedestrians creating safer pathways
- There are no physical obstructions being introduced

8.3.3 It is considered the Order to be compatible with the Public-Sector Equality Duty and will not have a significant negative impact upon protected groups.

8.3.4 The landowner is a company and it is not believed that there are any protected characteristics are relevant to them. However, it is recognised that the Public Sector Equality Duty is a continuing duty and it will continued to be considered and applied to potential interested parties and any parties that are established as having an interest in land affected by the CPO.

8.4 Data Protection Impact Assessments (DPIA):

As part of the Scheme delivery process all personal data has and will continue to be removed from any reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as part of the development of the Scheme.

8.5 Health and Safety implications (where appropriate):

The Scheme has been designed to improve the safety of highway users. A road safety audit has been carried out and recommendations have been incorporated into the design.

8.6 Sustainability implications (where appropriate):

The objectives of this Scheme are targeted at improving the impact transport has on carbon emissions, air quality and public health. These proposals will improve the infrastructure that will make it easier for people to choose to walk and cycle.

8.7 Any Other Implications:

Officers have considered all the implications which members should be aware of and these are included in the report.

9. Risk Implications / Assessment

- 9.1 A risk register is maintained for the TCF programme as part of the technical design and construction delivery processes.
- 9.2 There is a risk that any delay to the CPO process could impact on the ability to utilise the funding within the constraints of the TCF and therefore deliver an improvement scheme at this location.

10. Select Committee Comments

10.1 N/A

11. Comments from Consultation with Councillor Plant

11.1 Councillor Graham Plant has acknowledged this report and has no further comments.

12. Recommendations

- 1. To authorise the making, confirmation and implementation of a Compulsory Purchase Order (CPO) pursuant to the powers set out in sections 239 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981 and all other enabling powers to compulsorily acquire the area of land (the “CPO Land”) shown shaded pink and edged red and to acquire rights over land (the “CPO Rights Land” shown shaded purple on the plan attached to Appendix A of this report to facilitate the improvement of Mayfly Way.**
- 2. To delegate authority to the Interim Executive Director of Community and Environmental Services to:**
 - a) determine the form and contents of the CPO and the statement of reasons accompanying the CPO and to finalise the same**
 - b) take all necessary steps to secure the making, confirmation and implementation of the CPO including the publication and service of all statutory notices on relevant parties, the investigation of and response to objections (including the negotiation and completion of any necessary agreement and undertaking in order to secure the removal of objections to the CPO), the presentation of the case at any public inquiry or via written representations and all other associated procedural steps**
 - c) take all appropriate actions for making amendments, modifications and deletions to the CPO and plan including updates and corrections to the draft as necessary to finalise and secure confirmation of the CPO**
 - d) acquire the CPO Land whether by voluntary agreement or compulsorily using the statutory powers section 239 of the Highways Act 1980 and Acquisition of Land Act 1981**
 - e) acquire the rights over the CPO Rights Land whether by agreement or by compulsorily using the statutory powers section 250 of the Highway Act 1980 and the Acquisition of Land Act 1981**
 - f) issue and serve any warrants to obtain possession of the CPO Land once acquired following execution of a General Vesting Declaration or service of a Notice of Entry if it is necessary to obtain vacant possession**
 - g) suspend or abandon the CPO proceedings or withdraw the CPO in relation to all or part of the CPO land**
 - h) take necessary action to deal with all matters relating to the payment of statutory compensation including, where required, instituting or defending proceedings**
 - i) take all other necessary action to give effect to these recommendations.**
- 3. To authorise use of the Council’s powers under Section 203 of the Housing and Planning Act 2016 to override existing rights and**

covenants on the CPO Land or CPO Rights Land that would be infringed by or impede the construction, use or maintenance of the improved Mayfly Way

13. Background Papers

13.1 None.

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

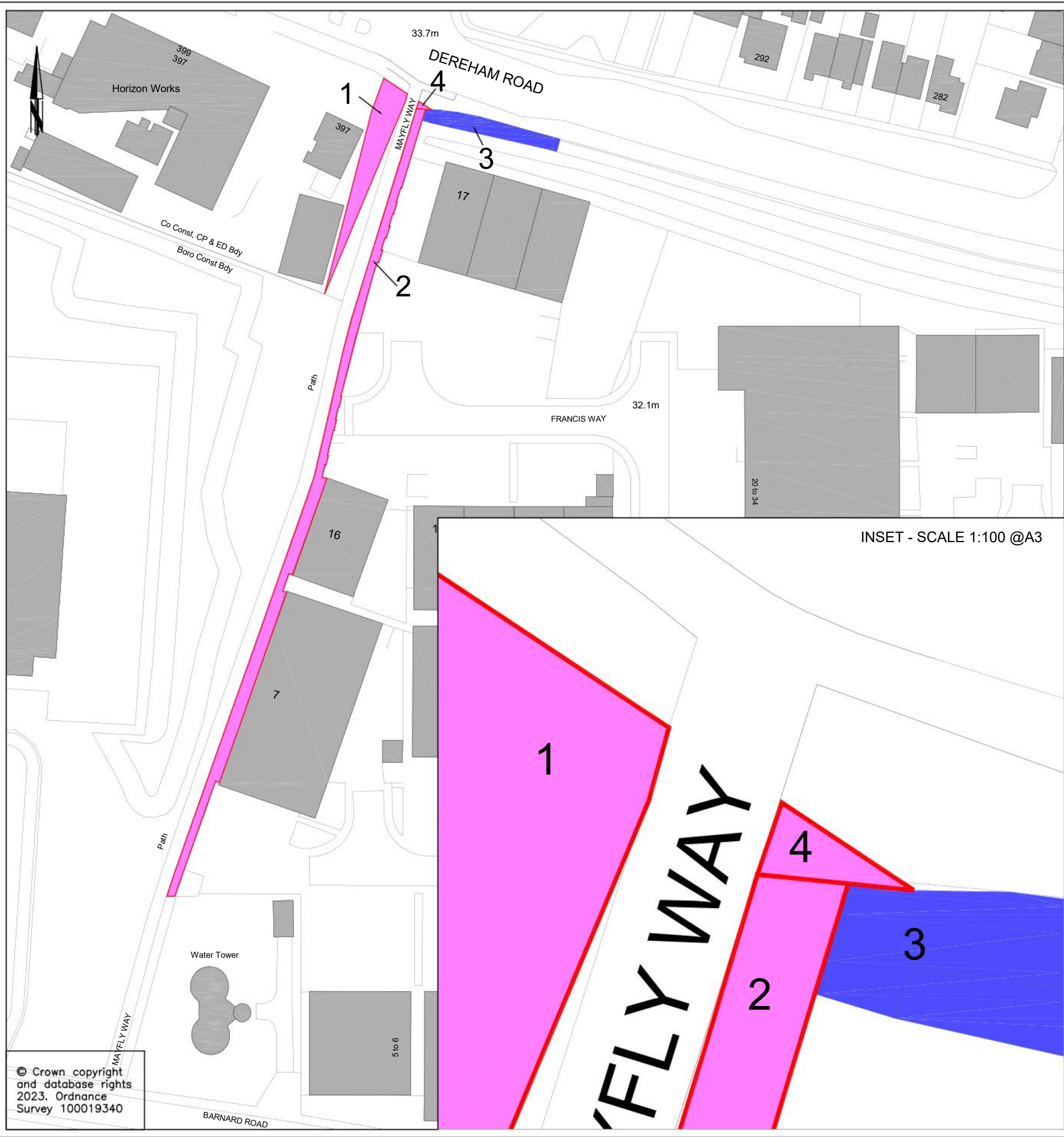
Officer name: David Allfrey

Telephone no.: 01603 223292





Email: david.allfrey@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



Land to be acquired by compulsory purchase

-  Plot 1 - Land to be acquired - 196m²
-  Plot 2 - Land to be acquired - 468m²
-  Plot 3 - Rights to be acquired over land - 41m²
-  Plot 4 - Land to be acquired 3m²

The Common Seal of
The Norfolk County Council
was affixed hereto
in the presence of:

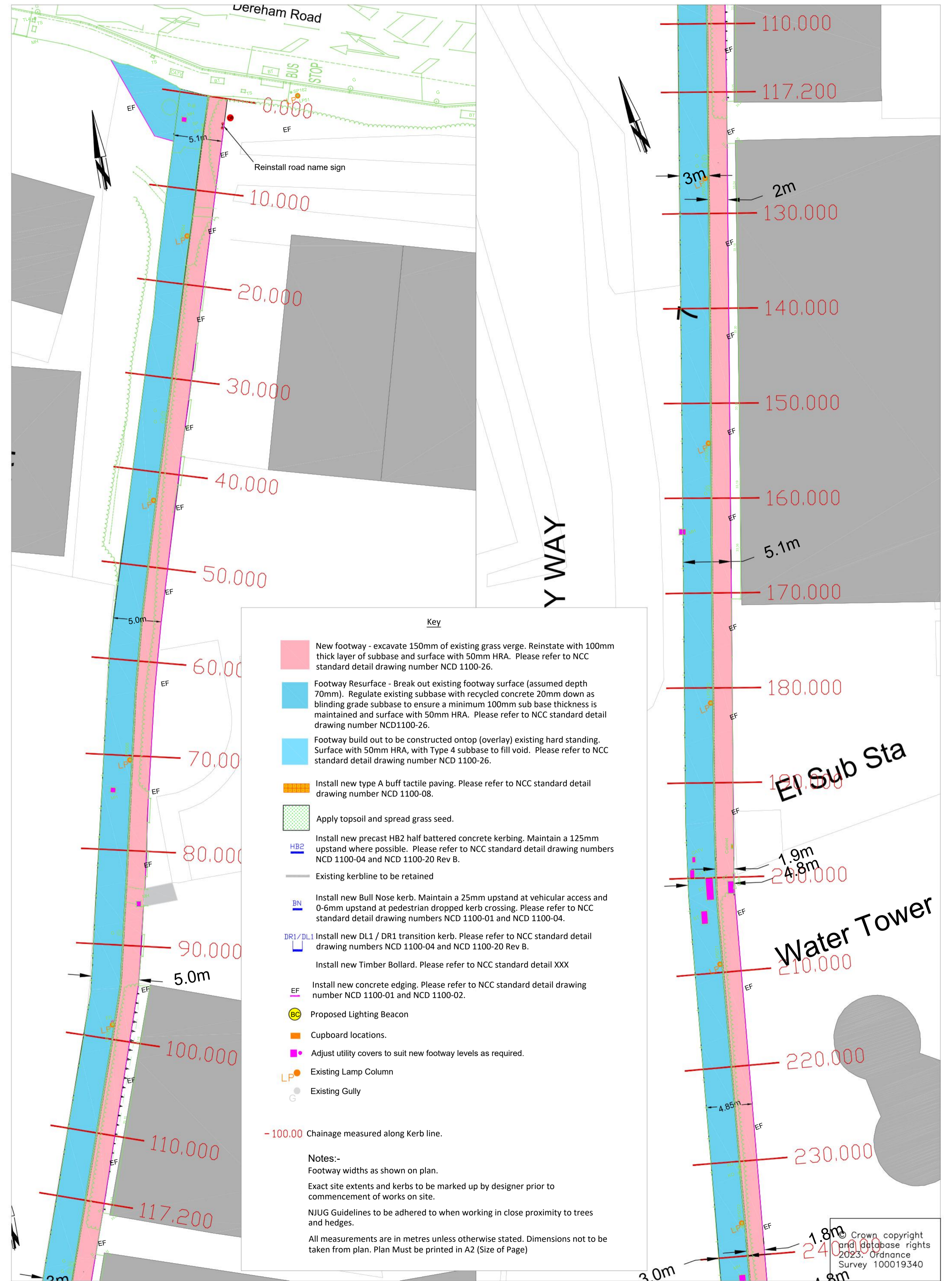
Authorised for and on behalf of the Director Legal Services
(nplaw) and Monitoring Officer and this deed has been duly
and properly executed in accordance with the constitution
of The Norfolk County Council

| | | | |
|-------------|---------|---------|--|
| | Initial | Date | |
| Surveyed by | OS | 2023 | |
| Drawn by | CQ | 10/2023 | |
| Checked by | CQ | 10/2023 | |

The land to be acquired, which is coloured PINK on this plan,
represents the net amount of land required for the purposes of the
scheme; and any new fence, wall, bank or hedge is to be erected on
the vendors remaining property.

| | |
|--------------------------|---------------------------|
| Scale: 1:1000 @ A3 | Imp. No. |
| Crown Copyright Reserved | Plan No. PEA045-LAND-004A |

Appendix B



Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE
Dereham Road/Mayfly Way
Engineering Layout

| REV. | DESCRIPTION | DRAWN BY | CHECKED | DATE |
|------|-------------|----------|---------|------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

| SURVEYED BY | INITIALS | DATE | DRAWING No. |
|-------------|----------|------|---------------------|
| PC | | 2021 | PEA045-TCF-1100-001 |
| DESIGNED BY | | | PROJECT TITLE |
| CQ | | 2022 | TCF - Mayfly Way |
| DRAWN BY | | | |
| JR | | 2022 | |
| CHECKED BY | | | SCALE |
| | | | 1:250 @ A2 |
| | | | FILE No. |
| | | | PEA045 |

Appendix C

| Organisation |
|----------------------------------------|
| Chapel Break Infant School |
| St Michael's V.A. Junior School |
| Ormiston Victory Academy. |
| Costessy Primary School |
| St Helens Pre-school |
| CleverClogs Nursery |
| Clover Hill VA Infant School |
| Chappel Break Community Centre |
| Arboricultural and Ecological Surveys |
| St Augustine's Catholic Primary School |
| Queens Hill Primary School |
| Clover Hill Community Centre |
| Chapel Break OSC CIC |
| RICO LOGISTICS LTD |
| POLAR MANUFACTURING LTD |
| WAREHOUSE B |
| ZATU LTD |
| MILLS MANUFACTURING TECHNOLOGY LTD |
| NAMCO |
| THE BROOK HOTEL |
| CROWLAND CRANES |
| NORFOLK FIRE SERVICE |
| REDPACK PACKAGING |
| CASTLE CARVERY |
| ANGLIAN BUILDING SUPPLIES |
| FOX JOINERY LTD |
| LINTOTT CONTROL SYSTEMS LTD |
| THE CASTLE COLOUR PRESS |
| C H R COMPONENTS |
| PARCEL EXPRESS COURIERS |
| COLPRO UTILIS J V LTD |
| EAST ANGLIAN FORKLIFTS LTD |
| THOMPSON PACKAGING LTD |
| EAST ANGLIAN LIGHT HAULAGE |
| BESPOKE CUSTOM LTD |
| W F C AUTO CARE LTD |
| W F C SERVICE CENTRE LTD |
| R S VAN INTERIORS |
| DOG HOUSE FABRICATION LTD |
| MORELLO |
| THE CASTLE COLOUR PRESS |
| KETTLE FOODS LTD |
| SECURE 3 SYSTEMS LTD |