

The East Riding of Yorkshire Council

The East Riding of Yorkshire Council
(A164 Castle Hill Roundabout to A164 Regiment
Roundabout Classified Road) (Side Roads) Order 2021
and

The East Riding of Yorkshire Council
(A164 Castle Hill Roundabout to A164 Regiment
Roundabout)
Compulsory Purchase Order 2021

STATEMENT OF REASONS

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Prepared By:
Andrew Humphrey – Assistant Principal Engineer
Project Engineering
Civil Engineering Services Group
Infrastructure & Facilities Service
Communities and Environment Directorate
East Riding of Yorkshire Council
County Hall
Beverley
East Riding of Yorkshire
HU17 9BA

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1 INTRODUCTION

1.1 Purpose of this Statement

- 1.1.1 The East Riding of Yorkshire Council (“the Council”) has made The East Riding of Yorkshire Council (A164 Castle Hill Roundabout to A164 Regiment Roundabout Classified Road) (Side Roads) Order 2021 and is seeking confirmation of the Order from the Secretary of State for Transport.
- 1.1.2 The Council has also made The East Riding of Yorkshire Council (A164 Castle Hill Roundabout to A164 Regiment Roundabout) Compulsory Purchase Order 2021 and is also seeking confirmation of the Order from the Secretary of State for Transport.
- 1.1.3 The purpose of this statement is to describe the proposals for the A164 and Jocks Lodge Junction Improvement Scheme; to explain the reasons for making the Orders; and to explain the statutory procedures that have to be completed before construction can start.

1.2 Confirmation of Orders

- 1.2.1 Confirmation of the Side Roads Order will enable the Council to improve highways, stop up highways, construct new highways, and stop up private means of access to premises and to provide new private means of access to premises.
- 1.2.2 Confirmation of the Compulsory Purchase Order will enable the Council to acquire the land necessary for the improvement, construction and maintenance of the A164 and Jocks Lodge Junction.

2 NEED FOR THE SCHEME

- 2.1.1 The A164 is a major route serving the south of the East Riding of Yorkshire, the west of the City of Hull and the Principal Town of Beverley. The A164 it is also part of the East Riding of Yorkshire Council’s Primary Route Network. The A164 provides a vital link to the national M62/A63 corridor and the A15 in Lincolnshire and is the most heavily trafficked transport corridor in the East Riding, carrying approximately 30,000 vehicles per day along certain sections.
- 2.1.2 The A164 Corridor serves an area with a combined population of almost 500,000 people, and is particularly important for access to Castle Hill Hospital (a UK Centre of Excellence for Oncology and Haematology Development) and Willerby Shopping Park. The route provides the most direct link to/from the north of the region (North Yorkshire and beyond) for vehicles accessing the International Hull and Humber Ports Complex and Ferry Terminal, Humber Enterprise Zone and the Humber Bridge, serving Lincolnshire and the south Humber ports.

- 2.1.3 The A1079 is the primary route between the cities of Hull and York whilst also connecting local settlements including the Principal Town of Beverley and the towns of Pocklington and Market Weighton. The A1079 forms the main strategic corridor for commuters, freight, residents and tourists travelling between York and Hull to access employment, education and retail facilities offered in the two cities. The A1079 also forms an important link to the Hull and Humber Ports, with over 18% of port traffic using the route. The A1079 is single carriageway for much of its length although there are sections of dual carriageway such as the section to the south of Beverley around the Jocks Lodge Junction. On the approach to the Jocks Lodge Junction, the A1079 currently carries around 20,000 vehicles a day.
- 2.1.4 In order for vehicles to travel between the A164 and the A1079 it is necessary to pass through the Jocks Lodge Junction. The existing junction is formed by a grade separated half cloverleaf layout with the A1079 passing beneath the A164. The two junctions that connect each of the existing A1079 slip roads with the A164 are currently signal controlled.
- 2.1.5 The single carriageway sections of the A164, and Jocks Lodge Junction itself, have historically formed a pinch point on the local highway network. In 2010 traffic signal control was introduced at the Jocks Lodge Junction to largely address a significant injury collision problem and to help manage queues on the slip roads for vehicles exiting the A1079.
- 2.1.6 Whilst this arrangement has improved the road safety record, it has not been sufficient to accommodate the significant growth in background traffic; resulting in severe congestion at the junction. Minor changes to the phasing of the traffic signals and road markings have already been implemented; and, although this has had some impact, it has not addressed the extent of the problems outlined above.

3 THE SCHEME

3.1 The following text provides a detailed description of the A164 and Jocks Lodge Junction Improvement Scheme travelling south to north

3.2 Castle Hill Roundabout to Skidby Roundabout

- 3.2.1 The works starts at Castle Hill Roundabout and heads north towards Beverley. The roundabout will remain as it is at present the existing A164 single carriageway will be widened to the west heading north from Castle Hill Roundabout, in order to provide adequate room for a new dual carriageway to be constructed. This will include widening the existing embankment and a new retaining structure on the western side of the A164 up to Westfield Road.

- 3.2.2 A new bridge will be constructed to the west of the existing Eppleworth Road Bridge over Westfield Road in order to accommodate the new northbound carriageway. To the north of Westfield Road the carriageway widening continues on the western side up to the point where the A164 goes into a cutting.
- 3.2.3 The existing highway attenuation pond on the western side of the A164 will be modified in order to accommodate the new northbound carriageway and additional attenuation volume required. A new attenuation pond will also be constructed to the north of Westfield Road on the western side of the A164.
- 3.2.4 At the point where the A164 goes into the cutting, the existing carriageway will be widened on both the eastern and western sides heading north beneath Mill Road Footbridge, before tying into the existing approach to Skidby Roundabout, which already has a two lane entry and two lane exit. This section will include retaining walls on either side of the widened carriageway in order support the adjacent embankments, minimising impact on the established vegetation.

3.3 Skidby Roundabout to Dunflat Road Junction

- 3.3.1 To the north of Skidby Roundabout the A164 single carriageway will be widened to the west, in order to accommodate the new dual carriageway section up to the Dunflat Road priority junction. This section will be constructed by widening of the existing highway embankment.
- 3.3.2 The existing water attenuation pond on the western side of the A164 is to be removed and replaced with grass land and a new larger water attenuation pond will be constructed immediately opposite on the eastern side of the new dual carriageway.
- 3.3.3 The existing uncontrolled pedestrian crossing is to be upgraded adjacent to the Lazaat Hotel, providing a staggered/two stage crossing arrangement. A new northbound layby is to be created on the western side of the A164 to the north of the existing layby on the eastern side. The junction at Dunflat Road is to be altered to a left in left/out priority junction with the A164 northbound carriageway.
- 3.3.4 A shared pedestrian and cycle route will be provided on the western side of the new A164 dual carriageway up to Dunflat Road from Beverley Road opposite the Lazaat Hotel. A new field access [track](#) will also be provided in this location in order to serve existing farmland to the west of the A164.
- 3.3.5 On the eastern side of the A164 the existing pedestrian and cycle route to the north of Wood Hill Way will be widened along an approximately a 500 metre section, in order to provide sufficient width for a private vehicular access to serve Plattwood Farm. The existing private access serving Plattwood Farm on the eastern side of the A164 to the south of Dunflat Road will be modified to a left in/left out arrangement.

3.4 Dunflat Road Junction to A1079 Jocks Lodge Roundabout

- 3.4.1 To the north of Dunflat Road the A164 will initially be widened to the west before the alignment crosses over onto the eastern side of the existing carriageway at Copleflat Lane. At this point the new A164 dual carriageway will revert back to a single carriageway and be constructed on an embankment through farmland to the east of the existing alignment.
- 3.4.2 A road bridge will be constructed to take the A164 over a new northbound slip road, which will in turn connect into a new roundabout on the A1079. The northbound slip road will be accessed via a diverge lane drop layout near to Copleflat Lane.
- 3.4.3 A southbound slip road will be constructed between the new A1079 roundabout and a merge lane gain arrangement with the A164 at Copleflat Lane. The southbound slip road will include a new access to serve existing properties located to the east of the A164. These existing properties will also be served via a new access route constructed from the A1079 westbound layby.
- 3.4.4 To the north of the new road bridge, the A164 will be aligned to the west before tying back into the existing single carriageway adjacent to the southern signalised Jocks Lodge Junction slip road. This existing signalised junction and slip road will be removed with a new local access road provided to serve the existing three properties to the west of the A164 via a priority junction.
- 3.4.5 The new shared pedestrian and cycle route will continue on the western side of the A164 from Dunflat Road up to the Jocks Lodge Junction before connecting into the existing facility. In the vicinity of Copleflat Lane, the shared pedestrian and cycle route will make use of a redundant section of the existing A164 carriageway and footway.
- 3.4.6 A new access will be provided on the northbound slip road directly opposite Copleflat Lane. This access will connect into a new field access track and bridleway that will pass beneath the proposed A164 carriageway bridge alongside the northbound slip road. The new access track will also include a field access on the western side of southbound slip road in order to facilitate movements between fields located on the western and eastern sides of the A164 and A1079 slip roads at the Jocks Lodge Junction. A continuous field access track and bridleway will also be provided along the eastern side of the A164 between the Plattwood Farm access and the existing accommodation bridge over the A1079.
- 3.4.7 To the south of Copleflat Lane there will be new flood compensatory storage areas constructed on either side of the A164. A new highway drainage lagoon will also be constructed on the eastern side of the A164 in this location.

3.5 Jocks Lodge Junction to Victoria Roundabout Beverley along the A164

- 3.5.1 The existing single carriageway section of the A164 between the Jocks Lodge Junction and Victoria Road Roundabout will be retained, but the signalised junctions and half cloverleaf slip roads to the north and south of the A1079 will be removed. The existing Victoria Road priority junction with the A164 will be modified in order to remove right turning vehicles from the minor arm.

3.6 A1079 Jocks Lodge Roundabout

- 3.6.1 The new Jocks Lodge Roundabout will be constructed on the existing A1079 alignment with connecting slip roads to the north and south. The southern and northern slip roads will connect into the new A1079 link roads via merge and diverge arrangements respectively. The approaches to the roundabout on the A1079 will be widened in order to provide three lanes for traffic entering the junction. The approaches on each link road will include free-flow left arrangements onto the A1079, with a single entry for ahead and right turning traffic.

3.7 A1079 Jocks Lodge Roundabout to Regiment Roundabout

- 3.7.1 To the north of the new A1079 Jocks Lodge Roundabout a link road will be constructed through existing farmland in order to connect into a new southern arm on Regiment Roundabout. This link road will include two lanes for northbound traffic and a single lane for southbound traffic.
- 3.7.2 A new private access will be provided in order to serve Bramble Hill Farm to the west of the link road and a new field access will be constructed in order to serve farmland located to the east. A field access track and bridleway will also be provided at the toe of the eastern embankment alongside the link road between the existing route to the south of Minster Way and the accommodation bridge over the A1079.
- 3.7.3 The link road will include new highway drainage attenuation ponds on the eastern side to both the northern and southern extents, adjacent to Regiment Roundabout and the A1079 Jocks Lodge Roundabout respectively.

3.8 Regiment Roundabout to Victoria Road Roundabout, Beverley

- 3.8.1 The existing single lane carriageway between Regiment Roundabout and Victoria Road roundabout will be widened in order to provide a two lane carriageway link in each direction. At Victoria Road Roundabout, the movement between the A164 Lincoln Way and A164 Victoria Road will be modified in order to provide a free flow segregated left arrangement.

3.9 Bridge Structures

- 3.9.1 The bridge over Westfield Road will have a 35 metres span. It will consist of pre-stressed concrete beams and will have a total deck thickness of approximately 2.4 metres with a 1 metre high steel parapet with mesh infill. There will be a minimum height of 5.3 metres between Westfield Road and the underside of the bridge.
- 3.9.2 The bridge over the new A1079 link road will have a 31.5 metres span. It will consist of pre-stressed concrete beams and will have a total deck thickness of approximately 2.5 metres with a 1 metre high steel parapet with mesh infill. There will be a minimum height of 5.3 metres between the new A1079 link road and the underside of the bridge. There will also be an access track/bridleway running ~~along~~under the south side of the bridge with a minimum width of approximately 4 metres for pedestrian, ~~bridle~~equestrian, cycle, and agricultural vehicle use.

3.10 Maintenance Access Tracks

- 3.10.1 Maintenance access tracks/bridleway will be provided from the Lincoln Way Roundabout heading south along the eastern side of the new A1079 link road through to the existing farm access bridge which crosses over the A1079. The access track will then continue from the south side of the access bridge through to the Lazaat Hotel joining Wood Hill Way. The access track will have a minimum width of 4 metres and cyclists, pedestrians, equestrians and agricultural vehicles will be permitted to use the access tracks/bridleway along the eastern route.

3.11 Proposed Lighting

- 3.11.1 Existing lighting columns are to be retained where possible along the A164 route. New columns will be installed along both sides of the new dual carriageway sections, A1079 Jocks Lodge Roundabout and along both sides of the new A1079 link roads. The new lighting is expected to comprise 10 metres high tubular steel galvanised columns to R1 specification (such as 1.5 metre bracket arm and 150 Watt SONT Urbis ZX3 lanterns).

4 PLANNING POLICY FRAMEWORK

4.1 Relevant Planning Policies

- 4.1.1 The Development Plan for the area comprises of the East Riding Local Plan 2012 - 2029.
- 4.1.2 National Planning Policy Framework (2018)
- 1) Section 9 Promoting Sustainable Transport
 - 2) Section 14 Meeting the Challenge of Climate Change, Flooding and Coastal Change.

- 3) Section 15 Conserving and Enhancing the Natural Environment
- 4) Section 16 Conserving and the Historic Environment

4.1.3 East Riding Local Plan Strategy Document (ERLP SD) (April 2016)

- 1) S1 Presumption in favour of Sustainable Development
- 2) S2 Addressing Climate Change
- 3) S3 Focusing Development
- 4) S4 Supporting development in Villages and the Countryside
- 5) EC4 Enhancing sustainable transport
- 6) ENV1 Integrating high quality design
- 7) ENV2 Promoting a high quality landscape
- 8) ENV3 Valuing our heritage
- 9) ENV4 Conserving and enhancing biodiversity and geodiversity
- 10) ENV5 Strengthening green infrastructure
- 11) ENV6 Managing environmental hazards
- 12) C1 Providing infrastructure and facilities
- 13) EC1 Supporting the growth and diversification of the East Riding economy
- 14) A1 Beverley and Central Sub Area

4.1.4 Other Relevant Documents

- 1) East Riding of Yorkshire Landscape Character Assessment (2018) and selected Settlements Update
- 2) East Riding Infrastructure Study Manual for Streets

4.1.5 The A164 and Jocks Lodge Junction Improvement Scheme has been considered against the above policies and it is considered that the Scheme accords with these policies and there is no material considerations, which indicate the decision, should be otherwise.

4.2 Planning Permission

4.2.1 The A164 and Jocks Lodge Junction Improvement Scheme received full planning approval on 9 July 2020 (Application No: 20/1073/STPLF).

5 SIDE ROADS ORDER

5.1 The Need for a Side Roads Order (SRO)

- 5.1.1 The SRO will, subject to confirmation by the Secretary of State for Transport, empower the Council to stop up existing side roads and private means of access affected by the A164 and Jocks Lodge Junction Improvement Scheme, to improve existing side roads and to create new side roads and private means of access as a consequence of the main works.
- 5.1.2 The full title of the Order published under the Highways Act 1980 is:

THE EAST RIDING OF YORKSHIRE COUNCIL (A164 CASTLE HILL
ROUNDAABOUT TO A164 REGIMENT ROUNDAABOUT CLASSIFIED ROAD)
(SIDE ROADS) ORDER 2021

5.2 The Need for Side Roads Alterations

- 5.2.1 The proposed alterations to existing highways and private means of access that would be affected by the A164 Castle Hill Roundabout to A164 Regiment Roundabout Classified Road, are detailed in the Schedule attached to the Side Roads Order and shown diagrammatically on the Side Roads Order plans.
- 5.2.2 The alteration of side roads and accesses will be required and the Order made under Section 14 of the Highways Act 1980 implements these alterations.

SCHEDULE 1

Site Plan		Plan 1 of 7		
Locality		Castle Hill roundabout to a point north of Westfield Road/Eppleworth Road, East Riding of Yorkshire		
Highway(s) to be improved				
None				
Highway(s) to be stopped up			Reason and Reasonably Convenient Alternative Route:	
None			None	
New Highway(s) to be Constructed			Reason	
None			None	
Private means of access to be stopped up			Reason	
Access track and field accesses, to the west of the Classified Road and 255 metres north of Castle Hill Roundabout - O.S. grid reference 502267:432393 (a)			As a consequence of works to the Classified Road, alternative access 1 provided.	
Access to drainage lagoon from east side of Beverley Road - O.S. grid reference 502254:432842 (b)			As a consequence of works to drainage lagoon, alternative access 2 provided.	
New Means of Access to be Constructed			Reason	
1	Access to fields to the west of the Classified Road.		To recreate access to fields affected by works to the classified road.	
2	Access to drainage lagoon to the east side of Beverley Road.		To recreate access to drainage lagoon affected by the works.	

SCHEDULE 2

<u>Site Plan</u>	Plan 2 of 7		
<u>Locality</u>	From a point north of Westfield Road/Eppleworth Road to a point north of Skidby Roundabout (Main Street/Harland Way), East Riding of Yorkshire.		
<u>Highway(s) to be improved</u>			
None			
<u>Highway(s) to be stopped up</u>		<u>Reason and Reasonably Convenient Alternative Route:</u>	
None		None	
<u>New Highway(s) to be Constructed</u>		<u>Reason</u>	
None		None	
<u>Private means of access to be stopped up</u>		<u>Reason</u>	
None		None	
<u>New Means of Access to be Constructed</u>		<u>Reason</u>	
None		None	

SCHEDULE 3

<u>Site Plan</u>	Plan 3 of 7		
<u>Locality</u>	From a point north of Skidby Roundabout (Main Street/Harland Way) to a point north of Wood Hill Way/Beverley Road, East Riding of Yorkshire		
<u>Highway(s) to be improved</u>			
None			
<u>Highway(s) to be stopped up</u>		<u>Reason and Reasonably Convenient Alternative Route:</u>	
Beverley Road within the boundaries of the Classified Road over its full width for a distance of 53 metres.		Affected by improvements to Classified Road. No alternative route required.	
Layby to the east of the Classified Road, to the west and north of Lazaat Hotel over its full width between Wood Hill Way and Dunflat Road for a distance of 324 metres.		Affected by improvements to Classified Road. No alternative route required.	
Skidby Footpath No. 19 over its full width between Beverley Road, 280 metres north of Main Street Skidby and the Classified Road for a distance of 257 metres.		Affected by improvements to Classified Road. A replacement uncontrolled crossing of the Classified Road provided 291 metres to the north.	

	Skidby Footpath No. 19 over its full width between the Classified Road and Wood Hill Way for a distance of 81 metres.	Affected by improvements to Classified Road. A replacement uncontrolled crossing of the Classified Road provided 291 metres to the north.
<u>New Highway(s) to be Constructed</u>		<u>Reason</u>
A	Bridleway and New Means of Access, Width 5 metres.	Creation of a new bridleway to allow pedestrians, cyclists and equestrians an 'off road' route, also providing a new means of access between Wood Hill Way and Minster Way.
<u>Private means of access to be stopped up</u>		<u>Reason</u>
	Access track and field access within the boundaries of the Classified Road and to the north of Beverley Road - O.S. grid reference 502089:434485 (c).	As a consequence of works to the Classified Road, alternative access 3 provided.
	Field access within the boundaries of the Classified Road and to the north of Beverley Road - O.S. grid reference 502085:434733 (d).	As a consequence of works to the Classified Road, alternative access 3 provided.
<u>New Means of Access to be Constructed</u>		<u>Reason</u>
3	Access to fields to the west of the Classified Road.	To recreate access to fields affected by works to the Classified Road.
4	Access to drainage lagoon to the west of Wood Hill Way.	To create access to new drainage lagoon.

SCHEDULE 4

Site Plan		Plan 4 of 7		
Locality		From a point north of Wood Hill Way/Beverley Road to a point north of Dunflat Road, East Riding of Yorkshire		
Highway(s) to be improved				
Dunflat Road				
Highway(s) to be stopped up		Reason and Reasonably Convenient Alternative Route:		
Layby to the east of the Classified Road to the west and north of Lazaat Hotel over its full width between Wood Hill Way and Dunflat Road for a distance of 452 metres.		Affected by improvements to Classified Road. No alternative route required.		
Layby within the boundaries of the Classified Road over its full width 220 metres north of Dunflat Road for a distance of 133 metres.		Affected by improvements to Classified Road. New Layby incorporated into improvements to the Classified Road, 825 metres to the south.		
New Highway(s) to be Constructed		Reason		
A	Bridleway and New Means of Access, Width 5 metres.	Creation of a new bridleway to allow pedestrians, cyclists and equestrians an 'off road' route, also providing a new means of access between Wood Hill Way and Minster Way.		
Private means of access to be stopped up		Reason		
Field access within the boundaries of the Classified Road - O.S. grid reference 502101:435089 (e).		As a consequence of works to the Classified Road, alternative access 3 provided.		
Access to woodland to the east of the Classified Road and to the north of Lazaat Hotel - O.S. grid reference 502175:434852 (f).		As a consequence of closure of the layby to the east of Classified Road, alternative access 5 provided.		
Farm access to the east of the Classified Road and to the north of Lazaat Hotel - O.S. grid reference 502183:434977 (g).		As a consequence of closure of the layby to the east of Classified Road, alternative access 6 provided.		
Field access to the east of the Classified Road and to the north of Lazaat Hotel - O.S. grid reference 502168:435033 (h).		As a consequence of closure of the layby to the east of Classified Road, alternative access 7 provided.		
Field access within the boundaries of the Classified Road - O.S. grid reference 502199:435526 (i).		As a consequence of works to the Classified Road, alternative access 9 provided.		

<u>New Means of Access to be Constructed</u>		<u>Reason</u>
3	Access to fields to the west of the Classified Road.	To recreate access to fields affected by works to the Classified Road.
5	Access to woodland to the east of the Classified Road (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to woodland affected by works to the Classified Road.
6	Access to farm to the east of the Classified Road (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to farm affected by works to the Classified Road.
7	Access to field to the east of the Classified Road (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to field affected by works to the Classified Road.
8	Access to farm, field and woodland to the east of the Classified Road (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to farm, field and woodland affected by works to the Classified Road.
9	Access to field to the east of the Classified Road, (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to field affected by works to the Classified Road.

SCHEDULE 5

Site Plan		Plan 5 of 7		
Locality		From a point north of Dunflat Road to a point to the north of Copleflat Lane, East Riding of Yorkshire		
Highway(s) to be improved				
A164				
Highway(s) to be stopped up			Reason and Reasonably Convenient Alternative Route:	
Rowley Bridleway No. 13 from the A164 for 320 metres in a north easterly direction.			Affected by the Classified Road. An alternative is provided in the form of bridleways B, A and C.	
New Highway(s) to be Constructed			Reason	
A	Bridleway and New Means of Access, Width 5 metres.		Creation of a new bridleway to allow pedestrians, cyclists and equestrians an 'off road' route, also providing a New Means of Access between Wood Hill Way and Minster Way.	
B	Bridleway and New Means of Access, Width 4 metres.		Creation of a new bridleway to allow pedestrians, cyclists and equestrians an 'off road' route, also providing a New Means of Access between A164 and Bridleway and New Means of Access reference A and linking to Bridleway and New Means of Access reference C.	
C	Bridleway and New Means of Access, Width 5 metres.		Creation of a new bridleway to allow pedestrians, cyclists and equestrians an 'off road' route, also providing a New Means of Access between Bridleway and New Means of Access reference A (linking to Bridleway and New Means of Access reference B) and Rowley Bridleway No. 13, (Jillywood Lane).	
D	Northbound link road.		Creation of a new highway from the improved A164 and Classified Road to new highway reference F and the A1079.	
E	Southbound link road.		Creation of a new highway from the A1079 and new highway reference F to the Classified Road A164.	

<u>Private means of access to be stopped up</u>		<u>Reason</u>
	Field access leading from the east side of the Classified Road - O.S. grid reference 502248:435689 (j).	As a consequence of works to the Classified Road, alternative access 10 provided.
	Field access leading from the east side of the Classified Road - O.S. grid reference 502290:435832 (k).	As a consequence of works to the Classified Road, alternative access 11 provided.
	Field access leading from the west side of the Classified Road - O.S. grid reference 502272:435827 (l).	As a consequence of works to the Classified Road. No alternative access required.
	Access track to drainage lagoon leading from the east side of the A164 - O.S. grid reference 502491:436294 (m).	As a consequence of works to new highway ref D. Alternative access 12 provided.
<u>New Means of Access to be Constructed</u>		<u>Reason</u>
10	Access to field to the east of the Classified Road (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to field affected by works to the Classified Road.
11	Access to field to the east of the Classified Road (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to field affected by works to the Classified Road.
12	Access track to drainage lagoon to the west of the Classified Road, (Utilising New Highway B, Bridleway and New Means of Access).	To recreate access track affected by works to the Classified Road.
13	Access track to the east of the southbound link road New Highway, (Utilising New Highway's A and C, Bridleway and New Means of Access).	To recreate access to Jillywood lane and Rowley Bridleway No. 13.
14	Access track along the A164.	To recreate access to properties.

SCHEDULE 6

Site Plan	Plan 6 of 7		
Locality	From a point to the north of Copleflat Lane to a point north of the A1079, East Riding of Yorkshire.		
Highway(s) to be improved			
A164			
A1079			
Highway(s) to be stopped up		Reason and Reasonably Convenient Alternative Route:	
A1079, Jocks Lodge junction south west link road.		Affected by improvements to Classified Road. A new roundabout on the A1079 (Highway to be Improved) and link roads (New Highway) provide a replacement.	
A1079, Jocks Lodge junction north east link road.		Affected by improvements to Classified Road. A new roundabout on the A1079 (Highway to be Improved) and link roads (New Highway) provide a replacement.	
New Highway(s) to be Constructed		Reason	
A	Bridleway and New Means of Access, Width 5 metres.	Creation of a new bridleway to allow pedestrians, cyclists and equestrians an 'off road' route, also providing a New Means of Access between Wood Hill Way and Minster Way.	
D	Northbound link road.	Creation of a new highway from the improved A164 and Classified road to new highway reference F and the A1079.	
E	Southbound link road.	Creation of a new highway from the A1079 and new highway reference F to the Classified Road.	
F	Two way link road.	Creation of a new highway from the A1079 and new highway's reference D and E to the Classified Road.	
G	Two way link road.	Creation of a new highway link road from the A1079 to the Classified Road.	

<u>Private means of access to be stopped up</u>		<u>Reason</u>
Farm access track and field access, within the Classified Road and extending to the south of Bramble Hill Farm - O.S. grid reference 502598:436581 (n).		As a consequence of works to the Classified Road and New Highways Ref F and G. alternative access 15 provided and New Highways ref A and B (Bridleway and New Means of Access provide an alternative route.
<u>New Means of Access to be Constructed</u>		<u>Reason</u>
14	Access track along the A164.	To recreate access to properties
15	Access to fields to the east side of the Classified Road	To recreate access to fields affected by works to the Classified Road.
16	Access track between the A1079 and Jillywood Lane.	To recreate access to Jillywood Lane affected by works to the Classified Road.
17	Access to drainage lagoon and national grid plant/equipment. Utilising New Highway A, Bridleway and New Means of Access.	To provide access.
18	Access to fields to the east of the Classified Road.	To recreate access to field affected by works to the Classified Road.

SCHEDULE 7

Site Plan		Plan 7 of 7		
Locality		From a point north of the A1079 to Victoria Road Roundabout Lincoln Way, East Riding of Yorkshire.		
Highway(s) to be improved				
Victoria Road				
Lincoln Way				
Highway(s) to be stopped up			Reason and Reasonably Convenient Alternative Route:	
A1079, Jocks Lodge junction north east link road.			Affected by improvements to Classified Road. A new roundabout on the A1079 (Highway to be Improved) and link roads (New Highway) provide a replacement.	
Woodmansey Bridleway No. 31 over its full width from commencement on the south side of Lincoln Way to the south east of Victoria Road Roundabout at O.S. grid reference 502769:437562 in an easterly direction for a distance of 232 metres to the south side of Regiment Roundabout.			As a consequence of works to the Classified Road.	
Woodmansey Bridleway No. 32 over its full width and extent, 23 metres, to the south east of Regiment Roundabout - O.S. grid reference 503001:437504.			As a consequence of works to the Classified Road.	
Woodmansey Bridleway No. 33 over its full width from its commencement to the South east of Regiment Roundabout - O.S. grid reference 503034:437526 in an easterly direction for a distance of 142 metres.			As a consequence of works to the Classified Road.	
New Highway(s) to be Constructed			Reason	
A	Bridleway and New Means of Access, Width 5 metres.		Creation of a new bridleway to allow pedestrians, cyclists and equestrians an 'off road' route, also providing a New Means of Access between Wood Hill Way and Minster Way.	
G	Two way link road.		Creation of a new highway from the A1079 to the Classified Road.	

<u>Private means of access to be stopped up</u>		<u>Reason</u>
	Farm access track and field access, leading from the east side of the Classified Road to the south of Bramble Hill Farm - O.S. grid reference 502898:437089 (n).	As a consequence of works to the Classified Road and New Highways Ref F and G. New Highways ref A and B (Bridleway and New Means of Access) provide an alternative route.
	Farm access track to the north east of Bramble Hill Farm - O.S. grid reference 502976:437362 (o).	As a consequence of works to New Highway Ref G, alternative access 21 and 22 provided.
	Farm access within the boundaries of the Classified Road and to the west of Bramble Hill Farm - O.S. grid reference 502709:437375 (p).	As a consequence of works to the Classified Road, alternative access 20 provided.
	Field access within the boundaries of the Classified Road - O.S. grid reference 502711:437415 (q).	As a consequence of works to the Classified Road.
	Field access leading from the south side of the Regiment Roundabout - O.S. grid reference 502988:437516 (r).	As a consequence of works to the Classified Road.
<u>New Means of Access to be Constructed</u>		<u>Reason</u>
18	Access to fields to the east of the Classified Road.	To recreate access to field affected by works to the Classified Road.
19	Access to field to the west of the New Highway Reference G.	To recreate access to field.
20	Access to Bramble Hill Farm to the east of the Classified Road.	To recreate access to Bramble Hill Farm.
21	Access to Bramble Hill Farm to the west of the New Highway Reference G.	To recreate access to Bramble Hill Farm.
22	Access to access track and field to the east of the New Highway Reference G. (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to field.
23	Access to fields (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to fields.
24	Access to field to the east of the New Highway Reference G. (Utilising New Highway A, Bridleway and New Means of Access).	To recreate access to field.

25	Access to field to the east of the New Highway Reference G. (Utilising New Highway A, Bridleway and New Means of Access).		To recreate access to field.
26	Access to field to the east of the New Highway Reference G. (Utilising New Highway A, Bridleway and New Means of Access).		To recreate access to field.
27	Access to field to the east of the New Highway Reference G. (Utilising New Highway A, Bridleway and New Means of Access).		To recreate access to field.

6 COMPULSORY PURCHASE ORDER

6.1 Introduction

- 6.1.1 The A164 and Jocks Lodge Junction Improvement Scheme requires the acquisition of land for which The East Riding of Yorkshire Council (A164 Castle Hill Roundabout to A164 Regiment Roundabout) Compulsory Purchase Order 2021 (“**the Order**”) has been made. The Council will be negotiating with the owners to purchase land by agreement, but it is necessary to seek authority for compulsory purchase to ensure that all the land required for the A164 and Jocks Lodge Junction Improvement Scheme is available at the appropriate time.

6.2 Incorporation of the Mining Code

- 6.2.1 The Order incorporates the mining code, also known as the minerals code, contained in Schedule 2 of the Acquisition of Land Act 1981 and applied by section 3 of that Act. Paragraphs 201 and 202 of the Ministry of Housing, Communities and Local Government Guidance on Compulsory purchase process and The Crichel Down Rules (“CPO Guidance”) provide advice on the code and its application in a compulsory purchase order. The CPO Guidance states that the code should not be incorporated automatically or indiscriminately, as this may lead to the sterilisation of minerals, including coal reserves. The definition of mines and minerals includes coal, ironstone, slate and other minerals. Acquiring authorities are asked to consider the matter carefully before including the code having regard to the existence of statutory rights of compensation or whether repair of damage might provide an adequate remedy in the event of damage to land, buildings or works occasioned by mining subsidence. If the code is not applied by an order, mines and minerals within the land will be acquired by the acquiring authority upon confirmation of the Order.

- 6.2.2 Incorporation of the code within an Order can provide for the acquisition of the surface land the subject of the Order without the underlying minerals, avoiding sterilisation of the minerals whilst providing a degree of protection for the acquiring authority and the Scheme. Acquiring authorities are also advised, in areas of coal working notified to the local planning authority by the Coal Authority, to advise the Coal Authority and any relevant licensed mine operator if an Order is made which incorporates the code.
- 6.2.3 Under Part II of the Acquisition of Land Act 1981, the code enables an acquiring authority to acquire the surface land without the acquisition of the underlying mines and minerals, other than those necessarily extracted or used for the purposes of construction of the Scheme. Incorporation of the code does not of itself prevent the working of mines and minerals within a specified distance of the Order Land but Part III of the code enables an acquiring authority, if the Order is confirmed, to take steps to prevent the working of minerals within a specified distance of the surface, provided that compensation is paid.
- 6.2.4 The Council has had regard to the advice contained in the CPO Guidance in preparing the Order and considers that in the circumstances of this case it is appropriate to incorporate the mining code.

6.3 Description of the Order Land

- 6.3.1 (“The Order Land”) being the land, interests, and new rights over land proposed to be compulsorily acquired pursuant to the Order constitutes approximately 39.9487 hectares (98.6945 acres). This is made up of:
- 1) 0.1319 hectares of arable land along the eastern edge of the field to the north of Westfield Road. National Grid Reference E502295 N432997;
 - 2) A right of access to construct and maintain the new highway infrastructure over 0.0661 hectares of arable land along to the eastern edge of the field to the north of Westfield Road. National Grid Reference E502291 N433102;
 - 3) A right of access to construct and maintain the new highway infrastructure over 0.3897 hectares of arable land along the eastern boundary of the field to the north west of Skidby Roundabout. National Grid Reference E502215 N433942;
 - 4) 0.1560 hectares of arable land along the eastern boundary of the field to the north west of Skidby Roundabout. National Grid Reference E502236 N433910;
 - 5) 0.5315 hectares of arable land along the northern boundary of the field to the east of the A164. National Grid Reference E502282 N434104;
 - 6) 0.0613 hectares of access track and existing drainage infrastructure to the west of the A164. National Grid Reference E502174 N434072;

- 7) A right of access to construct and maintain the new highway infrastructure over 0.0886 hectares of access track to the west of the A164. National Grid Reference E502065 N434013;
- 8) 0.0986 hectares of pasture land and drainage ditch along the eastern boundary of the field to the west of the A164. National Grid Reference E502162 N434124;
- 9) A right of access to construct and maintain the new highway infrastructure over 0.0222 hectares of pasture land and drainage ditch along the eastern boundary of the field to the west of the A164. National Grid Reference E502157 N434119;
- 10) A right of access to improve and maintain the existing drainage structure over 0.1486 hectares of pasture land and drainage ditch along the northern edge of the field to the east of the A164. National Grid Reference E502243 N434207;
- 11) 0.3107 hectares of pasture land to the west of the A164. National Grid Reference E502132 N434289;
- 12) A right of access to construct and maintain the new highway infrastructure over 0.0626 hectares of pasture land to the west of the A164. National Grid Reference E502125 N434285;
- 13) 0.0223 hectares of scrub land to the west of the A164. National Grid Reference E502098 N434410;
- 14) 0.1682 hectares of arable land and access track to the west of the A164. National Grid Reference E502077 N434482;
- 15) A right of access to construct and maintain the new highway infrastructure over 0.0254 hectares of arable land to the west of the A164. National Grid Reference E502065 N434475;
- 16) 0.2985 hectares of arable land to the west of the A164. National Grid Reference E502070 N434591;
- 17) A right of access to construct and maintain the new highway infrastructure over 0.0343 hectares of arable land to the west of the A164. National Grid Reference E502058 N434595;
- 18) 0.0150 hectares of a field access to the west of the A164. National Grid Reference E502077 N434732;
- 19) 0.2733 hectares arable land to the west of the A164. National Grid Reference E502072 N434725;
- 20) A right of access to construct and maintain the new highway infrastructure over 0.0860 hectares of arable land to the west of the A164. National Grid Reference E502057 N434732;
- 21) 0.1205 hectares of scrub land and public cycle path to the east of the A164. National Grid Reference E502142 N434745;

- 22) A right of access to construct and maintain the new highway infrastructure over 1.0659 hectares of arable land to the east of the A164. National Grid Reference E502148 N434937;
- 23) 0.4433 hectares of arable land to the west of the A164. National Grid Reference E502094 N434942;
- 24) A right of access to construct and maintain the new highway infrastructure over 0.1922 hectares of arable land to the west of the A164. National Grid Reference E502084 N434949;
- 25) 0.0199 hectares of field access track to the west of the A164. National Grid Reference E502090 N435089;
- 26) 0.0037 hectares of arable land to the west of the A164. National Grid Reference E502093 N435096;
- 27) A right of access to construct and maintain the new highway infrastructure over 0.0020 hectares of arable land to the west of the A164. National Grid Reference E502083 N435095;
- 28) 0.2865 hectares of arable land to the west of the A164. National Grid Reference E502100 N435198;
- 29) A right of access to construct and maintain the new highway infrastructure over 0.1707 hectares of arable land to the west of the A164. National Grid Reference E502090 N435212;
- 30) 0.3522 hectares of arable land to the west of the A164. National Grid Reference E502146 N435433;
- 31) A right of access to construct and maintain the new highway infrastructure over 0.6850 hectares of arable land and drainage ditch for access to the west of the A164. National Grid Reference E502204 N435682;
- 32) 0.5258 hectares of arable land to the west of the A164. National Grid Reference E502209 N435721;
- 33) 0.0198 hectares of arable land to the east of the A164. National Grid Reference E502399 N436098;
- 34) 0.0217 hectares of arable land to the east of the A164. National Grid Reference E502409 N436120;
- 35) A right of access to construct and maintain the new highway infrastructure over 0.1308 hectares of arable land to the east of the A164. National Grid Reference E502218 N435550;
- 36a) 5.5696 hectares of arable land, access roads and drainage ditch to the east of the A164. National Grid Reference E502400 N436020;

- 36b) 6.4198 hectares of arable land, access roads and drainage ditch to the east of the A164. National Grid Reference E502648 N436446;
- 36c) 0.0012 hectares of arable land to the east of the A164. National Grid Reference E502470 N436252;
- 36d) 0.3935 hectares of arable land to the east of the A164. National Grid Reference E502780 N436381;
- 37a) A right of access to construct and maintain the new highway infrastructure over 1.1750 hectares of arable land, access track and drainage pond to the east of the A164. National Grid Reference E502493 N436205;
- 37b) A right of access to construct and maintain the new highway infrastructure over 0.2862 hectares of arable land and access track to the east of the A164. National Grid Reference E502534 N436300;
- 38a) A right of access to construct and maintain the new highway infrastructure over 1.4452 hectares of arable land and access road to the east of the A164. National Grid Reference E502761 N436301;
- 38b) A right of access to construct and maintain the new highway infrastructure over 2.8153 hectares of arable land to the east of the A164. National Grid Reference E502818 N436419;
- 39a) A right of access to construct and maintain the new highway infrastructure over 0.0017 hectares of arable land to the east of the A164. National Grid Reference E502943 N436343;
- 39b) A right of access to construct and maintain the new highway infrastructure over 0.2399 hectares of arable land to the east of the A164. National Grid Reference E503085 N436384;
- 40) A right of access to construct and maintain the new highway infrastructure over 2.2574 hectares of arable land to the east of the A164. National Grid Reference E502673 N436658;
- 41) A right of access to construct and maintain the new highway infrastructure over 0.3076 hectares arable land to the east of the A164. National Grid Reference E502843 N436705;
- 42a) 0.0139 hectares of arable land to the east of the A164. National Grid Reference E502934 N436341;
- 42b) 0.1096 hectares of arable land to the east of the A164. National Grid Reference E503047 N436386;
- 43) 0.0001 hectares of arable land to the east of the A164. National Grid Reference E502471 N436255;

- 44) A right of access to construct and maintain the new highway infrastructure over 0.0082 hectares of arable land to the east of the A164. National Grid Reference E502516 N436279;
- 45) 0.0101 hectares of arable land to the east of the A164. National Grid Reference E502625 N436306;
- 46) A right of access to construct and maintain the new highway infrastructure over 0.0199 hectares of arable land to the east of the A164. National Grid Reference E502805 N436345;
- 47) 0.0004 hectares of arable land for the construction of new highway and associated infrastructure to the east of the A164. National Grid Reference E502937 N436348;
- 48) A right of access to construct and maintain the new highway infrastructure over 0.0005 hectares of arable land to the east of the A164. National Grid Reference E502943 N436344;
- 49) A right of access to construct and maintain the new highway infrastructure over 0.1006 hectares of scrub land to the east of the A164. National Grid Reference E503252 N436430;
- 50) 0.0335 hectares of scrub land to the east of the A164. National Grid Reference E503228 N436428;
- 51) A right of access to construct and maintain the new highway infrastructure over 0.0360 hectares of scrub land to the east of the A164. National Grid Reference E503216 N436426;
- 52) A right of access to construct and maintain the new highway infrastructure over 0.0042 hectares of pasture land and drainage ditch to the west of the A164. National Grid Reference E502570 N436568;
- 53) 0.1172 hectares of arable land to the east of the A164. National Grid Reference E502941 N437051;
- 54) 3.5410 hectares of arable land and drainage ditches to the east of the A164. National Grid Reference E503574 N436979;
- 55) A right of access to construct and maintain the new highway infrastructure over 2.7194 hectares of arable land and access track to the east of the A164. National Grid Reference E502974 N437083;
- 56) 0.0112 hectares of arable land to the east of the A164. National Grid Reference E502693 N437128;
- 57) 0.0767 hectares of drainage ditch to the east of the A164. National Grid Reference E502854 N437153;
- 58) 2.7682 hectares of arable land, farm access and drainage ditch to the east of the A164. National Grid Reference E502976 N437435.

- 6.3.2 The Order Land is in a variety of ownerships and includes pasture land, ditch, arable land, public footpath, cycle track, scrub land, copse, access track, farm track and pasture land.
- 6.3.3 Full details of the Order Land appear in the Schedule to the Order. Details of known interests and new rights to be acquired are recorded in the Schedule to the Order. The Schedule has been prepared based on information gathered through inspection of Land Registry title documents, site inspections and enquiries, and information provided to the Council.

6.4 The Purpose of The Order and The Need To Use CPO Powers

- 6.4.1 The Order seeks to acquire all interests in the Order Land, including rights, easements, the benefit of covenants, rent charges and options except where otherwise expressly stated in the Schedule to the Order together with new rights reasonably required for the A164 and Jocks Lodge Junction Improvement Scheme.
- 6.4.2 The Order has been made and will be submitted to the Secretary of State for Transport, (“**the Secretary of State**”) for confirmation pursuant to sections 239, 240, 246 and 250 of the Highways Act 1980 (“**the 1980 Act**”) and the Acquisition of Land Act 1981.
- 6.4.3 The Acquiring Authority is the Council:
- 6.4.4 By section 239 of the 1980 Act, the Council as the highway authority for the area may “acquire land required for the construction of a highway, other than a trunk road, which is to become maintainable at the public expense”, as well as any land required for the improvement of a highway.
- 6.4.5 Under section 240 of the 1980 Act, the Council as the highway authority may acquire land required for use in connection with works to the highway.
- 6.4.6 Section 246 of the 1980 Act allows the Council to acquire land for the purpose of mitigating any adverse effect that the existence or use of the A164 and the Jocks Lodge Junction will have on their surroundings.
- 6.4.7 Section 250 of the 1980 Act allows the Council as the acquiring authority to acquire rights over land, both by acquisition of those already in existence, and by creation of new rights.
- 6.4.8 The purpose of seeking to acquire land and new rights compulsorily is to enable the A164 and Jocks Lodge Junction Improvement Scheme to be constructed. These proposals would, in the opinion of the Council, meet its statutory purposes within a realistic timescale. It is therefore considered that a compulsory purchase order to facilitate the A164 and Jocks Lodge Junction Improvement Scheme is necessary and justifiable in the public interest.

6.5 Reasons for making the Compulsory Purchase Order

- 6.5.1 The Council recognises that a compulsory purchase order for the A164 and Jocks Lodge Junction Improvement Scheme can only be made if there is a compelling case in the public interest which justifies the acquisition of private rights and interests in the land and the creation of new rights sought to be acquired. It is considered that a compelling case exists here.
- 6.5.2 The Council has given careful consideration to the reasons as to why it is necessary to include the land and new rights shown in the Order and on the Order Map. All known or reputed freehold owners, lessees and occupiers affected by the Order will be invited to enter into discussions with the Council with a view to agreeing appropriate terms for acquisition of the land and new rights required.
- 6.5.3 The Council has consequently made the Order to secure the outstanding interests and new rights required to enable the implementation of the A164 and Jocks Lodge Junction Improvement Scheme which is necessary to achieve the Councils overall objective of the Scheme.
- 6.5.4 On confirmation of the Order, the Council intends to either serve a Notice (or Notices) to Treat or execute one or more General Vesting Declarations, in order to secure unencumbered title to the Order Land.
- 6.5.5 In the considered opinion of the Council, the Order is necessary to facilitate the A164 and Jocks Lodge Junction Improvement Scheme and satisfies the statutory requirements for use of compulsory purchase order powers pursuant to the 1980 Act.
- 6.5.6 The A164 and Jocks Lodge Junction Improvement scheme will alleviate congestion around the A164 and the A1079 junction.
- 6.5.7 Measures are in place to ensure that the A164 and Jocks Lodge Junction Improvement Scheme has minimal adverse impact on the environment.
- 6.5.8 The A164 and Jocks Lodge Junction Improvement Scheme design works to minimise the long term intrusion on the local landscape.
- 6.5.9 The A164 and Jocks Lodge Junction Improvement Scheme will reassure the local community that measures have been taken to reduce future flood risk.

6.6 Resource Implications for the Scheme

- 6.6.1 The estimated outturn cost of the A164 and Jocks Lodge Junction Improvement Scheme is £61.8 million, which covers all aspects of the scheme including land acquisition, project management fees, design fees and construction costs. The Department for Transport have approved £40.8 million of funding, and the Council approved £21 million of funding.

- 6.6.2 The A164 and Jocks Lodge Junction Improvement Scheme received full planning approval on 09 July 2020 (Application No: 20/1073/STPLF).
- 6.6.3 The Council therefore considers that if the Order is subsequently confirmed, it is satisfied it will be able to implement the A164 and Jocks Lodge Junction Improvement Scheme.

6.7 Human Rights Considerations and any other considerations

- 6.7.1 The Human Rights Act 1988 requires inter alia that every public authority must act in a manner which is compatible with the Convention for the Protection of Human Rights and Fundamental Freedoms (“**the Convention**”).
- 6.7.2 Article 1 of the First Protocol of the Convention provides: “Every natural or legal person is entitled to peaceful enjoyment of his possessions and no one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and the general principle of international law.”
- 6.7.3 Furthermore Article 8 of the Convention provides: “Everyone has the right to respect for his private and family life, his home and his correspondence. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interest of the economic wellbeing of the country.”
- 6.7.4 The European Court has recognised that “regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole.” Both public and private interests are to be taken into account in the exercise of the Convention’s powers. Any interference with a Convention right must be necessary and proportionate.
- 6.7.5 The Order has been made pursuant to section 239, 240, 246 and 250 of the 1980 Act which authorises the Council to acquire land and new rights compulsorily subject to the procedures laid down by the Acquisition of Land Act 1981. The Council is of the view that in pursuing this Order, it has carefully considered the balance to be struck between individual rights and the wider public interest. Interference with Convention rights is considered to be justified in order to secure the development and benefits the A164 and Jocks Lodge Junction Improvement Scheme will bring. Appropriate compensation will be available to those entitled to claim it under the relevant statutory provisions.

- 6.7.6 The Council considers that there is a compelling case in the public interest for the making and confirmation of the Order and that the Order, if confirmed, would strike an appropriate balance between public and private interests. If the Order is confirmed, persons whose interests in land have been acquired or whose possession of land has been disturbed will have a right to compensation. The rights of those affected by the Order under the Human Rights Act 1998 in particular the rights contained in Articles 1 and 8 of the First Protocol, which are the owners of interests in land to be acquired and the owners whose possession of land will be disturbed, have been taken into account by the Council when considering whether to make the Order and when considering the extent of the interests and new rights to be comprised in the Order.

6.8 Special Considerations Affecting the Order Land

- 6.8.1 No ancient monuments or listed buildings are affected by the Order nor is any of the land within a conservation area, special category land or consecrated land.

6.9 Related Orders

- 6.9.1 There are no related compulsory purchase orders.
- 6.9.2 A Side Roads Order has been made and is about to be submitted to the Secretary of State for Transport for confirmation. Details of the Side Roads Order are given in Chapter 5.

6.10 Views Expressed By Government Departments

- 6.10.1 In August 2016 the Council submitted a bid to the Department for Transport's Large Local Majors Fund for feasibility funding to develop an improvement scheme at the A164/A1079 Jocks Lodge Junction.
- 6.10.2 In the government's 2016 Autumn Statement (23rd November 2016) it was announced that the bid had been successful and the Council was awarded feasibility funding to progress the scheme to Outline Business Case (OBC) stage.
- 6.10.3 The Outline Business Case for the A164/Jocks Lodge Junction Improvement Scheme was submitted to the Department for Transport on 22nd December 2017. The Original Business Case sets out the case for change, identifies and refines the preferred scheme option, and includes an economic and financial assessment of the proposed scheme. The Original Business Case confirmed that the scheme generated a Benefit Cost ratio of 4.6, which suggests that the scheme will offer very high value for money.
- 6.10.4 On 16th May 2018 the Department for Transport confirmed that the Original Business Case had been approved and that construction funding had been set aside for the A164/Jocks Lodge Scheme, subject to the submission of a Full Business Case once detailed design is complete.

7 CONTACTS AND ADDITIONAL INFORMATION

7.1 Website

7.1.1 Information about the A164 and Jocks Lodge Junction Improvement Scheme as it progresses is on the Council's website and can be accessed by using the following link:

7.1.2 <http://www.a164jockslodge.co.uk>

7.2 Council Contacts

7.2.1 Owners and tenants of land affected by the Order who require information about the compulsory purchase order process may contact Debbie Wesselby, Senior Legal Officer on 01482 393157/07929 764791, debbie.wesselby@eastriding.gov.uk

7.2.2 For enquiries specific to the A164 and Jocks Lodge Junction Improvement Scheme may contact Andrew Humphrey, Assistant Principal Engineer on 01482 395715/07795 492374, andrew.humphrey@eastriding.gov.uk

7.3 Compensation Issues

7.3.1 The Council intends to discuss compensation issues for the purchase of interests and new rights in the Order Land by agreement, if possible, rather than compulsorily. Owners and tenants of land affected by the Order who wish to discuss this option should contact Neil Archbutt, Principal Valuation & Disposal Surveyor on 01482 393938/07880 715742, neil.archbutt@eastriding.gov.uk

7.3.2 Provision is made by statute with regard to compensation for the compulsory purchase of land and the depreciation in the value of affected properties. More information is given in the series of five booklets published by the Department for Communities and Local Government entitled Compulsory Purchase and Compensation. Copies of these booklets are available to download for free from:

<https://www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance>

7.4 Access to Documents

7.4.1 Copies of the Side Roads Order and Compulsory Purchase Order together with associated documents can be viewed on both the Council website and the Scheme website at:

- i) <http://www2.eastriding.gov.uk/council/plans-and-policies/other-plans-and-policies-information/transport/local-transport-plan/>
- ii) <http://www.a164jockslodge.co.uk>

- 7.4.2 Due to the current COVID pandemic hard copies of the Side Roads Order and Compulsory Purchase Order together with associated documents cannot be placed on deposit for public inspection. If anyone does not have access to the internet they can request hard copies of any of the documents by contacting the Council Contacts set out at clause 7.2 above.
- 7.4.3 This Statement of Reasons for making the Compulsory Purchase Order is not intended to discharge the Council's statutory obligations under the Compulsory Purchase (Inquiries Procedure) Rules 2007 as amended by The Compulsory Purchase (Inquiries Procedure) (Miscellaneous Amendments and Electronic Communications) Rules 2018.