OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

Statement of Reasons (tracked)

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On behalf of
Oxfordshire Railfreight Limited

October 2026

THE OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

STATEMENT OF REASONS

October 2026

Planning Act 2008
Regulation 5(2)(h) Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

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1. INTRODUCTION

1.1 This Statement of Reasons ("Statement") is submitted as part of an application made by Oxfordshire Railfreight Limited ("the Applicant") to the Secretary of State (through the Planning Inspectorate) for the Oxfordshire Strategic Rail Freight Interchange and Highways Order 202X pursuant to Section 37 of the Planning Act 2008 ("the 2008 Act") ("the Application"). The Application seeks approval for a Development Consent Order ("DCO") for a new rail freight interchange, warehousing, highway improvements and associated infrastructure on land adjacent to the Chiltern Main Line Railway, southwest of Junction 10 of the M40 motorway, east of the former Upper Heyford Air Base and to the west of the B430 in Cherwell District and the county of Oxfordshire (the "Proposed Development").

1.2 This Statement has been updated at Deadline 2 of the Examination to address a change in the powers sought as part of the Applicant's change application (as explained in Document 11.2) and explains why it is necessary, justifiable and proportionate for the Applicant to seek powers of compulsory acquisition in the DCO and why there is a compelling case in the public interest for the Applicant to be granted these powers pursuant to section 122 of the 2008 Act.

1.3 This Statement is required to support the Application because the DCO (if granted) would include powers to:

1.3.1 compulsorily acquire land including interests in or rights over land;

1.3.2 extinguish, interfere with, suspend or override existing rights over land; and

1.3.3 use and possess land temporarily.

1.4 The Statement has been prepared to accompany the Application in accordance with section 37(3)(d) of the 2008 Act and regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ("APFP Regulations") and having regard to guidance contained in 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (September 2013) published by the former Department for Communities and Local Government ("CLG guidance").

1.5 It should be read alongside other Application documents, in particular:

1.5.1 the draft DCO (Document 3.1) which includes articles 26, 29, 30, 31, 35 and 36 providing powers of compulsory acquisition, extinguishment of private rights, overriding of easements and temporary possession to the Applicant;

1.5.2 the Explanatory Memorandum (Document 3.2) which explains the compulsory acquisition, temporary possession and associated powers being sought by way of articles 26, 29, 30, 31, 35 and 36 of the draft Order;

1.5.3 the Funding Statement (Document 4.2), which explains that the requisite funding would be available to meet the costs of constructing the Proposed Development and to meet the costs of paying compensation in respect of the compulsory acquisition of land/ rights over land, and the temporary possession of land (including any blight claims);

1.5.4 the Land Plans (Document Series 2.1), which identify the land anticipated to be subject to powers of compulsory acquisition and temporary possession;

1.5.5 the Book of Reference (Document 4.3), which describes the land and rights required for the Proposed Development and provides details of those persons with a right or interest in it;

1.5.6 the Planning Statement (Document 5.6);

1.5.7 the Environmental Statement ("ES"), particularly Chapter 2 Description of Development and Alternatives (Document series 6.0, Volume 1); and

1.5.8 the Market Analysis Report (Document 7.1).

1.6 The structure and content of the remainder of the Statement is as follows:

1.6.1 Section 2 (the Applicant) provides details of the Applicant for the DCO;

1.6.2 Section 3 (the Proposed Development) provides an overview of the site and the Proposed Development and explains the need for the Proposed Development in the context of national policy;

1.6.3 Section 4 (Statutory Context) sets out the statutory context in which this Statement has been prepared and relevant guidance;

1.6.4 Section 5 (Compulsory Acquisition Powers Sought in the draft Order) explains the compulsory acquisition powers proposed in the draft DCO;

1.6.5 Section 6 (The Order Land) provides an overview of the land proposed to be subject to compulsory acquisition powers (referred to as the "Order Land");

1.6.6 Section 7 (Justification for the Acquisition of Land and Rights) sets out the Applicant's justification for its proposed compulsory acquisition of land and rights for the purpose of the Proposed Development;

1.6.7 Section 8 (Approach to Land Acquisition) explains the Applicant's approach to land acquisition and the progress made in discussions with landowners.

1.6.8 Section 9 (Crown Land) deals with Crown land;

1.6.9 Section 10 (Consideration of Category 3 Persons) explains the consideration given to Category 3 persons; and

1.6.10 Section 11.1 (Further Information) outlines what other information may be of interest to persons who are or may be affected by the Order.

2. THE APPLICANT

2.1 The Applicant is Oxfordshire Railfreight Limited (company registration number FC040538), which is a company set up to develop the Proposed Development.

2.2 If approved, the development will be delivered by Mountpark Properties Limited – a leading developer with a proven track record in delivering high quality logistics developments across the UK/Ireland and Europe. Mountpark is actively working with GB Railfreight on the approach to and design of the terminal for the Proposed Development. GB Railfreight is the

fastest growing rail freight business in the country and is committed to helping continue to meet government aims to achieve "at least 75% growth in rail freight by 2050"[1].

2.3 The Funding Statement (Document 4.2) demonstrates that the compensation arising from the exercise of compulsory acquisition powers pursuant to the DCO, in the event of the DCO being made, will be met, including any valid claims for statutory blight; and demonstrates that the necessary funding for the delivery of the Development will be secured.

3. THE PROPOSED DEVELOPMENT

3.1 This section provides an overview of the site on which the Proposed Development is proposed to be carried out and provides a summary description of the Proposed Development. It then explains the need for the Proposed Development in the context of relevant national policy.

The site and its location

3.2 The area of land within which the Proposed Development is proposed to be carried out is referred to in the draft DCO (Document 3.1) and in this Statement as the "Order limits" and the "Order Land":

3.2.1 "Order Land" refers to land and interests which are subject to the powers of Part 5 of the draft DCO as described in the Book of Reference (Document 4.3) and shown on the Land Plans (Document series 2.1). The Order Land is shaded in different colours on the Land Plans dependent upon the type of power it is proposed to be subject to;

3.2.2 "Order limits" means the limits shown on the Works Plans (Document series 2.2) represented by a red line within which the authorised development may be carried out. "Order limits" covers all land within which the development may be carried out, including the "Order Land", as well as other land which is not subject to Part 5 powers, such as land in respect of which no compulsory acquisition or temporary possession powers are needed.

3.3 The Order limits define the area within which the works authorised by the Order may be carried out. The Order limits include:

3.3.1 land on which the Proposed Development would be developed, located between the B430 road and the former Upper Heyford Airfield (the "Main Site"), immediately south of the Chiltern Main Line;

3.3.2 several existing bridleway routes (109/28, 109/29 and 109/30) within the Main Site;

3.3.3 further land within the Main Site comprising the Biffa operated "In Vessel Composting" facility, although the lease for this expires in 2030 following which the operator will vacate the facility;

3.3.4 an underground reservoir in the south east part of the Main Site to the north of the proposed Heyford Park Link which will remain;

[1] Department for Transport 'Rail freight growth target': Rail freight growth target - GOV.UK

3.3.5 part of the Ardley Landfill Site south of the Chiltern Main Line, associated with the proposed rail connections to serve the proposed Rail Terminal and the Principal Site Access;

3.3.6 the Highway Works which will be carried out on land both to the eastern and western sides of the M40 Junction 10 which is largely in agricultural use already directly influenced by highways infrastructure;

3.3.7 the proposed, less substantial works at M40 Junction 9/A43 which are similarly closely related to the existing highways infrastructure and have a more limited impact on currently undeveloped land;

3.3.8 the site of some proposed works which includes the Padbury Brook watercourse. The proposed Ardley Bypass is on land to the east of Ardley, and crosses a number of existing field hedgerow boundaries, as well as the Chiltern Main Line; and

3.3.9 the Middleton Stoney Relief road which includes agricultural land to the north and east of the village and includes sections of woodland as well as the Gagle Brook corridor.

3.4 A full description of the Order limits can be found in ES Chapter 2 (Document series 6).

Project Description

3.5 Schedule 1 to the draft DCO (Document 3.1) contains a description of the works proposed to be authorised by the Order and ES Chapter 2 (Document series 6) contains a detailed description of the Proposed Development.

3.6 The Proposed Development comprises, in summary, the following:

3.6.1 a rail freight terminal served via new connections to the Chiltern Main Line Railway (part of the Strategic Rail Freight Network), including container storage;

3.6.2 works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site and the highway works for the Principal Site Access;

3.6.3 works to the Ardley tunnel to provide W8 gauge through the tunnel;

3.6.4 up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines;

3.6.5 demolition of existing structures and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;

3.6.6 improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to the Main Site;

3.6.7 a Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430;

3.6.8 a Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester;

3.6.9 the principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site;

3.6.10 highway works to be carried out in connection with the improvement of J9 of the M40 motorway;

3.6.11 additional off-site highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch and works to the B4030/A4095 roundabout;

3.6.12 measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site, as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road;

3.6.13 retention and regeneration of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities;

3.6.14 retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity; and

3.6.15 associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

3.7 Further detail on the description of the development can be found in Chapter 2 of the Environmental Statement (Document series 6) and Schedule 1 of the draft DCO (Document 3.1).

Need for the Proposed Development

The National Networks National Policy Statement, March 2024 ("NPS")

3.8 The NPS outlines the Government's policy on the need for Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail network networks. This includes the development of Strategic Rail Freight Interchanges ("SRFIs"), which are identified as key critical infrastructure within the national rail network. They are essential to:

3.8.1 support the resilience and efficiency of the UK supply chain;

3.8.2 enable modal shift from road to rail, central to environmental and decarbonisation goals; and

3.8.3 facilitate economic growth, job creation and regional development.

As to need for SRFIs, the NPS is clear on this, stating at paragraph 3.103 that "*the Government has…concluded that there is a compelling need for an expanded network of SRFIs throughout the country*."

3.9 Paragraphs 2.1 to 2.15 of the NPS set out the overarching drivers behind the development of national networks. It emphasises that well-connected and high-performing networks with sufficient capacity are vital to meet the country's long-term needs and support a prosperous economy.

3.10 The NPS highlights, in alignment with the Government's economic growth and levelling-up agenda, that improved national networks create opportunities, and are vital to UK prosperity, health, wellbeing and security. It notes, at paragraphs 3.90 to 3.93, the significant benefit that SRFIs have to connectivity and supporting economic growth. This is based in the relevance that SRFIs have to ports, being strategically important to utilising the rail network as an "*effective, efficient and environmentally friendly*" means for freight to pass to and from ports, and without which the growth of ports risk being constrained. Given that global seaborne trade is predicted to grow (and the UK's status as an island with existing 95% of imports and exports transiting through ports) SFRI development will confer the full benefit of the rail network for economic growth and prosperity, as well as benefitting local communities and levelling up with job creation and local economy support.

3.11 The shift to intermodal freight transportation is also consistent with the Government's Transport Decarbonisation Plan, which demonstrates how transport's contribution to emissions reductions will be delivered in line with net zero. Rail freight is proven as one of the most carbon efficient ways of transporting goods. The NPS concludes that "*the effective development of SRFIs ….. will also help realise the full range of environmental benefits that rail freight can offer*" (paragraph 3.94).

3.12 The NPS underscores the significance of rail freight and the specific need for SRFIs. The connectivity required to effect the modal shift to rail freight is dependent upon SRFIs. Paragraphs 3.98 to 3.106 address the importance of intermodal freight and the Government's policy for addressing need for SRFIs, noting that "*to meet government's ambitions for rail freight growth there remains a need for appropriately located SRFI across all regions where there is a demand or potential demand, to enable further unlocking of benefits*".

3.13 It is worth noting that the logistics industry is identified as an important contributor to the UK economy seeking to reduce carbon emissions, and one that would benefit from SRFIs as a key part of the infrastructure required to provide both storage processing facilities and onward connectivity to support cross-modal transfer of goods. Paragraph 3.89 notes that "*in order to meet the needs of these users there may be a greater demand for both an updated network of Rail Freight Interchanges and SRFIs in new locations*." Paragraph 3.90 adds that *"recently consented SRFIs are expected to create thousands of jobs on site, with additional roles created in the wider economy through indirect and supply chain links at a range of skills levels"* thereby supporting local economies and contributing to levelling up efforts.

3.14 The Government has clearly recognised the benefits of rail freight and has set an ambitious target of "*at least 75% growth in rail freight by 2050*" [footnote 84], with a firm commitment to achieving this goal. SRFIs are identified as essential to providing the capacity and

capability needed to support this growth. The *Call for Evidence* from the Great British Railways Transition Team further supports the development of a network of SRFIs to enable modal shift, enhance international connectivity, and support port growth. As stated above, paragraph 3.103 confirms the Government's conclusion that there is a *"compelling need for an expanded network of SRFIs throughout the country."*

3.15 Importantly to SRFI development, strategic location is key particularly in relation to major supply chain routes. There is a recognised challenge in expanding rail freight interchanges serving London and the South East. Policy guidance is clear that "*consideration should be given to ensuring existing SRFI locations are taken into account when making an application to ensure that SRFIs are strategically located in order to facilitate a cross-country network*. The proposed Site is a strategically significant location for distribution and logistics activity being situated along the M40 between London and Birmingham and with the Chiltern Main Line - part of the strategic rail freight network - running adjacent to it. The OxSRFI location means freight transit within 4.5 hours of a large proportion (75%) of the UK population.

3.16 In terms of the highway proposals and particularly the highway NSIPs included as part of the Proposed Development, the NPS acknowledges the critical role of the road network in delivering and unlocking economic activity. The economic growth enabled through connectivity delivered by roads are referred to in the international and national contexts, including through international freight and supply chain routes, but also at the regional or local levels where enhancement of the road network "*may unlock land for development, the creation of new employment centres, opportunities for large-scale logistics*".[2]

3.17 The NPS also acknowledges that "*enhancements on the national road network will be necessary in order to ensure the national road network operates effectively in the face of growing demand*[3]" and that Government policy is to ensure user and other needs are met through "*improvements and enhancements to the existing SRN*[4]*"* where these are necessary to address the needs identified in the NPS.

3.18 The Planning Statement (Document 5.6) explains how the Proposed Development:

3.18.1 Responds to the 'policy need' issues identified above (see sections 4 and 5 of the Planning Statement); and

3.18.2 Addresses the 'market need' issues identified in the Market Analysis Report (Document 7.1) (see sections 4 and 5 of the Planning Statement).

3.19 The Alternative Sites Assessment (Environmental Statement Appendix 2.4) also demonstrates that the Main Site is the most suitable of the reasonable alternative sites for a SRFI that have been studied by the Applicant.

4. STATUTORY CONTEXT

4.1 This section sets out the statutory context within which this Statement has been prepared. It explains the requirement for a statement of reasons to be prepared as part of a DCO application and the provisions of the 2008 Act which deal with the authorisation of compulsory acquisition of land in a DCO. It also summarises relevant guidance contained in the CLG guidance about the justification of compulsory acquisition powers in a DCO.

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2 Paragraph 3.33 NPS.

3 Paragraph 3.31 NPS.

4 Paragraph 3.46 NPS.

Requirement for a statement of reasons

4.2 As noted in the Introduction, section 37(3)(d) of the 2008 Act and regulation 5(2)(h) of the APFP Regulations require a statement of reasons to be submitted with an application for a DCO where powers to compulsorily acquire land or an interest in or right over land are sought within the DCO. In accordance with that requirement, this Statement has been prepared to accompany the Application because the draft Order for the Project seeks powers, for the purpose of the Project, to acquire land and rights over land (including the creation of new rights in land) and to acquire, extinguish and override existing rights in land.

4.3 The compulsory acquisition powers sought are explained in Section 5 of this Statement.

Compulsory acquisition provisions under the 2008 Act

4.4 By section 120(3) and (4) of the 2008 Act, a DCO may include provision for or relating to any of the matters listed in Part 1 of Schedule 5 to the 2008 Act including (amongst others):

4.4.1 the acquisition of land, compulsorily or by agreement;

4.4.2 the creation, suspension or extinguishment of, or interference with, interests in or rights over land (including rights of navigation over water), compulsorily or by agreement;

4.4.3 the abrogation or modification of agreements relating to land; and

4.4.4 the payment of compensation.

4.5 Section 122 of the 2008 Act provides that a DCO can include provisions authorising the compulsory acquisition of land only if the Secretary of State is satisfied that two conditions are met. The conditions are:

4.5.1 under section 122(2), that the land is:

4.5.1.1 required for the development;

4.5.1.2 required to facilitate or is incidental to the development; or

4.5.1.3 is replacement land for commons, open spaces etc; and

4.5.2 under section 122(3), that there is a compelling case in the public interest for the land to be acquired compulsorily.

4.6 In the case of the Proposed Development, powers are sought to acquire land which is required for the development and also land which is required to facilitate, or is incidental to, the development. No powers are sought for replacement land and the reasons for this are set out in section 9 of this Statement.

Relevant Guidance

4.7 The CLG guidance provides advice on the justification that an applicant should provide when seeking compulsory acquisition powers in a DCO and sets out the factors which the Secretary of State will have regard to in deciding whether or not to include provisions in a DCO authorising the compulsory acquisition of land.

4.8 The CLG guidance, at paragraphs 8 to 10, sets out a number of 'general considerations' in relation to the justification of compulsory acquisition powers. In summary:

4.8.1 the applicant should be able to demonstrate that all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored;

4.8.2 the applicant will also need to demonstrate that the proposed interference with the rights of those with an interest in the land is for a legitimate purpose, and that it is necessary and proportionate;

4.8.3 the applicant must have a clear idea of how they intend to use the land which it is proposed to acquire;

4.8.4 the applicant should be able to demonstrate that there is a reasonable prospect of the requisite funds for acquisition becoming available (this is addressed in the Funding Statement (Document 4.2) and so is not repeated in this Statement); and

4.8.5 the Secretary of State must be persuaded that the purposes for which an order authorises the compulsory acquisition of land are legitimate and are sufficient to justify interfering with the human rights of those with an interest in the land affected.

4.9 The CLG guidance goes on at paragraph 11 to explain how the conditions in section 122 of the 2008 Act for including compulsory acquisition powers in a DCO can be met.

4.10 In respect of the section 122(2) condition (see paragraph 4.5.1 above), the CLG Guidance states that:

4.10.1 the land is “required for the development” (s122(2)(a)) - for this to be met the applicant should be able to demonstrate to the satisfaction of the Secretary of State that the land in question is needed for the development for which consent is sought. The Secretary of State will need to be satisfied that the land to be acquired is no more than is reasonably required for the purposes of the development;

4.10.2 the land is “required to facilitate or is incidental to that development” (s122(2)(b)) - in the example of land acquired for the purposes of landscaping, the Secretary of State will need to be satisfied that the development could only be landscaped to a satisfactory standard if the land in question were to be compulsorily acquired, and that the land to be taken is no more than is reasonably necessary for that purpose, and that it is proportionate.

4.11 In respect of the s122(3) condition that there is a compelling case in the public interest for the land to be acquired compulsorily, paragraphs 13 and 14 of the CLG guidance provides as follows:

> *“13. For this condition to be met, the Secretary of State will need to be persuaded that there is compelling evidence that the public benefits that would be derived from the compulsory acquisition will outweigh the private loss that would be suffered by those whose land is to be acquired. Parliament has always taken the view that land should only be taken compulsorily where there is clear evidence that the public benefit will outweigh the private loss.*

14. In determining where the balance of public interest lies, the Secretary of State will weigh up the public benefits that a scheme will bring against any private loss to those affected by compulsory acquisition."

4.12 It is also recognised that in practice there is likely to be some overlap between the factors that the Secretary of State must have regard to when considering whether to grant development consent and those that must be taken into account when considering whether to authorise any proposed compulsory acquisition powers (para 15).

4.13 The Applicant has carefully considered the CLG guidance in developing its proposals for the Proposed Development and in preparing this Statement. Section 7 of this Statement sets out the justification for seeking compulsory acquisition powers in respect of the Order land and in so doing explains how the statutory conditions for including compulsory acquisition powers in the DCO are met and how the considerations set out in the CLG guidance have been taken into account.

5. COMPULSORY ACQUISITION POWERS SOUGHT IN THE DCO

5.1 This section explains the powers sought in the DCO to authorise the compulsory acquisition and temporary use of land for the purposes of the Proposed Development. Before dealing with those powers, a summary is provided of the principal powers in the DCO to authorise the construction, operation, use and maintenance of the Proposed Development.

Principal powers

5.2 The powers in the DCO, if made, will allow the Applicant to carry out the Proposed Development and acquire the land and rights it needs to do so. Articles 3 to 8 of the Order contain provisions which would give the Applicant[5] the principal powers needed to construct, operate and maintain the Proposed Development. The detail of the works that would be authorised is set out in Schedule 1 to the DCO. As explained above (see paragraphs 3.4 - 3.5), these works would be carried out within the "Order limits" as shown on the Works Plans (Document series 2.2) which accompany the Application. The principal powers and details relating to their drafting are explained in the Explanatory Memorandum (Document 3.2).

Powers of compulsory acquisition

5.3 Part 5 of the DCO contains the powers of acquisition proposed for the purposes of the Proposed Development. They include (amongst other powers):

5.3.1 Article 26 of the Order provides a power to compulsorily acquire so much of the Order Land as is required for the authorised development or as is required to facilitate or is incidental to the authorised development.

5.3.2 Article 29 of the Order provides a power to compulsorily acquire such rights and impose such restrictive covenants over the Order Land as may be required for any purpose for which land may be acquired under Article 26, including by the creation of new rights or imposition of restrictive covenants, as well as by acquiring rights or restrictive covenants already in existence. For certain parcels of Order land specified in Schedule 11 to the Order, this power is limited to the acquisition of new rights or imposition of restrictive covenants for specified purposes.

[5] The draft Order contains provisions to enable the Applicant to transfer the benefit of certain powers under the Order to another person with the consent of the Secretary of State (see Articles 7 and 8).

5.3.3 Article 30 of the Order provides a power to extinguish all private rights and restrictions over land subject to compulsory acquisition under the Order. It also provides for the extinguishment of all private rights and restrictions over land subject to the compulsory acquisition of rights (under article 29) to the extent that the continuance of such private rights and restrictions would be inconsistent with the exercise of the right.

5.3.4 Article 31 of the Order provides a power to override easements and other rights in land within the Order limits in connection with the carrying out of any authorised activity under the Order.

5.4 The exercise of compulsory acquisition powers pursuant to the articles set out in paragraph 5.3 above is limited by article 27 which provides that permanent powers of acquisition must be exercised within 5 years of the date upon which the Order is made. The Applicant considers this to be an appropriate timescale for the exercise of the proposed compulsory acquisition powers owing to the complexity and scale of the proposed development.

5.5 The compulsory acquisition provisions of the draft DCO also provide for the payment of compensation which, with some clarification, follows the usual statutory compensation code. Provisions are also included to enable implementation of the compulsory acquisition by way of either the notice of entry and notice to treat procedure or the general vesting procedure.

5.6 The land proposed to be subject to compulsory acquisition powers under the Order is referred to the "Order Land" and is shown on the Land Plans (Document series 2.1) accompanying the Application (see further section 6 below).

5.7 As explained in section 3 above, the land on which the authorised development may be carried out is referred to as the "Order limits" and is shown by a red line on the Works Plans (Document series 2.2) accompanying the Application. Not all of the land within the Order limits is Order land.

Temporary use of land

5.8 Article 35 of the DCO contains a power for the undertaker to enter on and take temporary possession of:

5.8.1 certain parcels of land for particular purposes as specified in Schedule 10 to the draft DCO; or

5.8.2 any other Order land in respect of which permanent acquisition powers have not been exercised.

5.9 This power will allow the temporary use of land for construction and related purposes. Where temporary possession of land is taken, the undertaker cannot without the agreement of the landowner remain in possession of the land after one year from completion of the relevant works, unless in the case of Order Land powers to permanently acquire the land have been exercised before the end of the one year period (article 35(3)). Before giving up temporary possession of the land, the undertaker must remove all temporary works and restore the land to its previous condition, but the undertaker is not required to carry out certain specified works as part of the restoration (see article 35(4)).

5.10 Article 36 is also a temporary use power which allows entry and temporary possession of land within the Order limits for the purpose of maintaining the Project. This power does not authorise temporary possession of a house, residential garden or occupied building.

Exercise of the power is subject to notice requirements and the land the temporary possession is authorised only for as long as reasonably necessary to carry out the maintenance. Before giving up temporary possession, any temporary works must be removed and the land restored to the reasonable satisfaction of the owners.

5.11 Where temporary possession is taken over land pursuant to the powers in the Order, compensation is payable to the owners and occupiers of the land in respect of any loss or damage arising from the exercise of those powers.

6. THE ORDER LAND

6.1 The Order land is shown on the Land Plans (Document Series 2.1) and described in the Book of Reference (Document 4.3) which accompany the Application.

6.2 The Land Plans identify the land proposed to be subject to acquisition powers under the DCO. Different categories of land are shown on the Land Plans as follows:

6.2.1 Land shown shaded pink is proposed to be subject to the compulsory acquisition of the freehold, leasehold, tenant and/or occupier interests as well as the acquisition of existing rights and/or the creation of new rights pursuant to articles 26 and 29 of the DCO. This land will also be subject to the general powers in Part 5 of the DCO such as the power to override private rights where they are inconsistent with the authorised development.

6.2.2 Land shown shaded blue is proposed to be subject to the compulsory creation of new rights or imposition of restrictive covenant pursuant to article 29 of the DCO and if necessary, this land will also be subject to the general powers in Part 5 of the DCO such as the power to override private rights where they are inconsistent with the authorised development.

6.2.3 Land shown shaded green is proposed to be subject only to the powers to acquire existing rights pursuant to article 29 of the DCO or to override third party rights or powers to extinguish, suspend or interfere with any third party rights pursuant to articles 30 and 31 of the DCO.

6.2.4 Land shown tinted yellow is proposed to be subject to powers of temporary possession pursuant to article 35 of the DCO.

6.2.5 Land shown hatched black is not proposed to be subject to any compulsory acquisition powers. These parcels comprise land which is existing adopted public highway over which the Applicant proposes only to carry out highway works or "street works" under the DCO, and therefore land rights are not required.

6.3 For each numbered plot shown in the Land Plans (Document Series 2.1), the Book of Reference (Document 4.3) sets out a description of the land or right proposed to be acquired and details of ownership and other interests.

7. JUSTIFICATION FOR THE ACQUISITION OF LAND AND RIGHTS

Purpose for which compulsory acquisition powers are sought

7.1 As explained above in paragraph 4.5, s122(2) of the 2008 Act provides that a DCO can authorise the compulsory acquisition of land only if the Secretary of State is satisfied that the land:

7.1.1 is required for the development to which the development consent relates,

7.1.2 is required to facilitate or is incidental to that development, or

7.1.3 is replacement land to be given in exchange for commons, open spaces etc.

7.2 **Appendix 1** of this Statement sets out, for each parcel of land proposed to be subject to compulsory acquisition powers, the purpose for which the land or rights in the land may be acquired. **Appendix 1** thus explains on a plot by plot basis why the land is required for, or is required to facilitate or is incidental to, the proposed development. This is done by reference to the works that would be authorised by the Order as described in Schedule 1 to the Order. The Applicant has reviewed and updated **Appendix 1** at Deadline 2 to include some parcels which were inadvertently missing in the Application submission version, and also, for completeness, to include parcels of land subject to powers to extinguish or override rights (as shown green on the Land Plans). The only **new** plots in this updated **Appendix 1** are those which are the subject of the 'change application' submitted at Deadline 2 (parcels 2/4b and 10/8 as explained in Document 11.2). All other parcels were already included in the Book of Reference and shown on the Land Plans submitted with the Application in March 2026.

No more than reasonably necessary

7.3 The CLG Guidance (para 11) makes clear that in order to meet the condition that land is required for the Proposed Development, the Secretary of State will need to be satisfied that the land in question is needed for the development and is no more than is reasonably required for the purposes of the development. Similarly, in order to meet the condition that land is required to facilitate or is incidental to the proposed development (e.g. for the purposes of landscaping), the Secretary of State will need to be satisfied that the land to be taken is no more than is reasonably necessary for that purpose and that it is proportionate.

7.4 As explained above, **Appendix 1** to this Statement sets out why each parcel of land proposed to be subject to compulsory acquisition powers is needed for the Proposed Development.

7.5 The majority of land required for the proposed development is under the control of the Applicant through voluntary option agreements with the landowners. The Applicant has sought to progress voluntary agreements to acquire the required land or interests where possible and it is continuing to engage with the relevant landowners and affected parties to further acquire by voluntary arrangement the necessary interests for the development.

7.6 The powers sought by the DCO are therefore limited to:

7.6.1 Land and interests which have not yet been acquired by voluntary agreement;

7.6.2 Land which is unregistered and the ownership is unknown;

7.6.3 The acquisition or extinguishment of third party interests in land where agreement has been reached in respect of the freehold but where such interest might be inconsistent with the authorised development (such as easements and other rights or restrictions); and

7.6.4 Temporary possession powers for the purposes of carrying out or maintaining the authorised development

7.7 The Applicant has limited powers over various plots to temporary possession where possible, to minimise the interference with that land.

7.8 The Applicant is therefore satisfied that only land that is reasonably required for the Project is included within the Order land.

Acquisition of new rights and imposition of restrictive covenants

7.9 The Applicant requires rights in and restrictive covenants over land in order to construct, operate, use and maintain the Proposed Development. It is considered that the imposition of restrictions on the use of land by others is necessary in order to protect the operational assets to be constructed as part of the Proposed Development.

7.10 Article 29 of the Order (Document 3.1) permits the Applicant to acquire new rights in and impose restrictive covenants over and on the land proposed to be compulsorily acquired, i.e. land shaded blue on the Land Plans (Document series 2.1).

7.11 Where land is shown coloured blue on the Land Plans, the freehold of that land will not be acquired compulsorily. Rather the nature of the compulsory acquisition powers will be limited to the acquisition of new rights or the imposition of restrictive covenants.

7.12 The specific rights and restrictive covenants that are being sought over each plot are set out in the Book of Reference (Document 4.3) accompanying the Application and in Schedule 11 to the draft DCO.

7.13 Paragraph 24 of Advice Note 15 (produced by the Planning Inspectorate) concerning the drafting of DCOs advises that it may be appropriate to include a power to impose restrictive covenants over part of the land which is subject to compulsory acquisition or use under the DCO. The guidance states that before deciding whether or not such a power is justified the Secretary of State will need to consider issues such as proportionality; the risk that use of land above or below a structure could be sterilised if it has to be acquired outright in the absence of a power to impose restrictive covenants; or whether there is for example a policy of establishing a continuous protection zone for the infrastructure network which could be secured more efficiently with the benefit of this power.

7.14 The guidance states that the power to impose restrictive covenants over land above a buried cable or pipe, or where a slope contains artificial reinforcement has been granted in DCOs, and cites Article 22 of the Silvertown Tunnel Order 2018 as an example. The guidance advises that in order to enable the Secretary of State to consider whether the imposition of restrictive covenants is necessary for the purposes of implementing an NSIP and appropriate in human rights terms, applicants should be prepared to fully explain and justify the need for including such powers.

7.15 The Applicant has had regard to this guidance in preparing the draft form of DCO. Article 29 includes a power to impose restrictive covenants over land, and the land over which it is proposed acquire restrictive covenants and their purposes are explained in Schedule 11 to the draft DCO. These proposed restrictions are required to protect the underground infrastructure from becoming exposed, damaged or built over; preventing operations which may obstruct, interrupt or interfere with the electricity supply, the infrastructure, or the exercise of any new rights required; ensuring that access for future maintenance can be facilitated and ensuring that land requirements are minimised so far as possible. In the absence of a power to impose the necessary restrictive covenants, the Applicant would need to acquire a greater extent of freehold land on a permanent basis in order to safeguard its operations and infrastructure.

7.16 The Applicant considers the imposition of such restrictive covenants to be justified and proportionate in the circumstances of this case, in order to protect and preserve the integrity of the Proposed Development.

Temporary use of Land

7.17 Powers for the temporary use of land pursuant to Articles 35 and 36 of the Order are required in order to facilitate the use of land by the Applicant and all persons authorised on its behalf during the construction of the Proposed Development and thereafter for essential maintenance purposes.

7.18 Land over which only temporary use is sought for the carrying out of the Proposed Development pursuant to Article 35 of the Order is shown edged red and shaded yellow on the Land Plans (Document series 2.1) accompanying the Application and described in the Book of Reference (Document 4.3).

7.19 The purposes for which temporary possession of the land is required is set out in Schedule 10 of the draft DCO and are summarised in **Appendix 1**. In general, the use of this land will be for construction compounds, temporary working areas to facilitate the establishment of ecological mitigation and landscaping works, entry on land to carry out appropriate works where public rights of way are to be stopped up and construction access routes. Before giving up temporary possession of the land the Applicant would be required to remove all temporary works and restore the land to the satisfaction of the owner in accordance with the provisions of Article 35 of the Order.

7.20 Where the Applicant is seeking to acquire land, new rights or restrictions over land, the power for temporary use of such land is also sought (this is provided for in Article 29 of the Order). These parcels are shown shaded pink or blue on the Land Plans (Document series 2.1). These powers enable the Applicant to enter on to land for construction purposes in advance of the acquisition of the relevant permanent land or land rights. This enables the Applicant to take a proportionate approach to permanent acquisition so as to only compulsorily acquire the minimum amount of permanent land and rights/restrictions over land required to construct, operate and maintain the Proposed Development.

Compelling case in the public interest

7.21 As set out above, section 122(3) of the 2008 Act provides that a DCO can authorise the compulsory acquisition of land only if the Secretary of State is satisfied that "there is a compelling case in the public interest for the land to be acquired compulsorily".

7.22 In this respect the CLG guidance states (para 13):

> *'For this condition to be met, the Secretary of State will need to be persuaded that there is compelling evidence that the public benefits that would be derived from the compulsory acquisition will outweigh the private loss that would be suffered by those whose land is to be acquired'.*

7.23 The CLG guidance indicates (para 14) that in determining where the public interest lies, the Secretary of State will weigh up the public benefits that a scheme will bring against any private loss to those affected by compulsory acquisition. It is recognised that in practice there is likely to be some overlap between the factors the Secretary of State will have regard to when considering whether to grant development consent and the factors that must be taken into account when considering whether to authorise any proposed compulsory acquisition.

7.24 As explained above in Section 3, the Proposed Development is being brought forward to meet the "compelling need" for an expanded network of new SRFIs which is identified in the NPS and reinforced in more recent policy documents published by the Government (see paragraph 2.21 above).

7.25 The significant public benefits of the Proposed Development will, therefore, outweigh the private loss that would be suffered by those whose land or rights are proposed to be compulsorily acquired.

Consideration of reasonable alternatives to compulsory acquisition

7.26 The CLG Guidance (paragraph 8) states that an applicant proposing to compulsorily acquire land should be able to demonstrate that all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored. The Applicant's consideration generally in respect of alternatives and modifications to the scheme are detailed in the section 4 of the Planning Statement (Document number 5.6) and in Appendix 2.4 of the Environmental Statement (Document number 6.2D).

Alternatives to compulsory acquisition

7.27 In order to construct, operate and use the Proposed Development, land and rights in the ownership of parties other than the Applicant would need to be acquired. Any practicable alternative location for the Proposed Development would similarly require the acquisition and use of third party land. This means that acquisition of third party rights and interests for the Proposed Development cannot be avoided.

7.28 **Appendix 1** of this Statement sets out why the Order Land is required for the Proposed Development or is required to facilitate or is incidental to the Proposed Development. The attempts by the Applicant to acquire the land and rights in land by negotiated agreement is set out in **Appendix 2** of this Statement.

7.29 As explained in Section 3 above, the NPS confirms (para 3.103) that there is a *"compelling need"* for an expanded network of SRFIs throughout the country and that those SRFIs are located near the markets (major urban centres or groups of centres) they will serve and linked to key supply chain routes. The NPS also acknowledges that, given the locational requirements and the need for effective connections for both rail and road, the number of locations suitable for SRFIs will be limited and this will restrict the scope for developers to identify viable alternative sites. Without the land and rights proposed to be compulsorily acquired, the Proposed Development cannot be constructed and operated and will not be able to contribute to meeting the compelling need for SRFIs identified in the NPS.

7.30 In considering the land required for the Proposed Development, the Applicant has sought to minimise compulsory acquisition and temporary possession powers. This is demonstrated by the proportionate use of powers across the Site, seeking only to acquire rights or temporary possession where possible.

7.31 As is clear from the Land Plans and Book of Reference, the Applicant has secured voluntary agreements with some of the owners within the Order land. There are limited parcels of land within the Order land over which compulsory acquisition of the freehold is required for the Proposed Development, the purpose of which is explained in **Appendix 1**. The Applicant is confident that those areas of land are required for the delivery of the Proposed Development and whilst it is committed to continue to seek to secure voluntary agreements, there are no alternatives to the compulsory acquisition of that land at this stage.

7.32 The Applicant requires compulsory acquisition of the following parcels in the absence of voluntary agreement (which it is continuing to seek):

7.32.1

7.32.2 **Parcels 5/12, 5/12a, 5/12b, 5/12c, 5/12d, 5/13, 5/14, 5/14a, 5/14b, 5/14c, 5/14d, 5/14e, 5/14f, 5/15, 5/16, 7/40, 7/41 and 7/42 (Work No. 34, Landfill Works):** As explained in the Environmental Statement (Chapter 13), part of the Ardley landfill site is required for the railway works (Work No. 1), private railway (Work No. 2) and principal site access (Work No. 11). This requires the excavation of landfill and its redeposition within the landfill site. The landfill site is subject to Environmental Permitting, which includes arrangements relating to gas and leachate discharge and monitoring on other areas of the landfill. The landfill is divided into "cells" for permitting purposes, and the landfill to be excavated is within parcels 5/12, 5/12a, 5/12b, 5/12c, 5/12d, 5/14 and the northern part of 5/14b which are cells A and B. Management of services and pipework for the gas and leachate extends beyond cells A and B, into cell D1a and D1b. The cells are identified on the landfill plan appended to the Landfill Reprofiling Technical Note contained in Appendix 1 to Chapter 13. The Applicant therefore requires the ability to ensure that all permitting arrangements can be satisfied and needs all of those cells, including access to them and any boreholes for monitoring, within the Order limits. The Applicant would seek a permit variation to enable it to be the permit holder in the event that it needed to exercise the acquisition powers.

7.32.3 There are no alternative parcels of land to satisfy this requirement. The waste material needs to be either retained within, or moved to, a permitted waste site and moving it within the existing landfill site as proposed is the most suitable and sustainable option, minimising traffic movements and other environmental effects associated with the moving and transportation of waste. The Environment Agency agrees that retaining waste within the landfill is the appropriate approach. The Applicant continues to seek an alternative to its proposed compulsory acquisition through reaching voluntary agreement with the landowner and permit holder which would enable the landowner to undertake the necessary permit variations and to transfer only the land required for the railway works (Work No. 1), private railway (Work No. 2) and principal site access (Work No. 11) to the Applicant, together with access rights.

7.32.4 **Parcels 7/22 and 8/2 (Work No. 32, Ecological Mitigation Area (Middleton Stoney Relief Road)):** this land is required for the delivery of ecological mitigation as detailed in Chapter 6 of the Environmental Statement. The land is proposed for a broad range of ecological mitigation including mixed scrub, lowland mixed deciduous woodland, native hedgerow, species rich hedgerow, neutral grassland. This land is adjacent to the Gagle Brook and its associated vegetation is considered to provide an excellent opportunity for commuter habits. Parts of these parcels are also located in a Local Nature Recovery Strategy target area for habitat enhancement. They are also within the Ardley and Heyford Conservation Target Area and the Applicant's mitigation proposals will contribute to the aims of these local level strategies.

7.32.5 The Applicant considers also that the location of these plots enables the site wide bird mitigation and enhancement strategy for the Proposed Development to deliver a significant scale of landscape influence, providing significant resources for priority farmland bird species during the critical seasons of spring nesting and winter foraging.

7.32.6 Due to its location, and the alignment with and ability to contribute to the local strategies, it is not considered that alternative land could deliver the benefits this land will provide.

7.32.7 **Parcels 3/38, 3/41, 3/55, 3/58, 3/62, 3/61a, 3/60a, 3/63, 3/64, 3/64a, 3/65, 3/67, 3/67a, 3/68, 3/69, 3/70, 5/33, 5/31, 5/32, 5/37, 5/39, (Work No. 21, Ardley Bypass):**

7.32.8 The Highways Design Approach Document (Document 5.5C) explains that the Ardley Bypass is required to connect the Proposed Development to the Strategic Road Network at M40 Junction 10 in order to avoid unacceptable impacts to the village of Ardley as well as technical constraints due to the existing railway bridge.

7.32.9 The route chosen for the Bypass is the only reasonable route on land between Ardley and the motorway junction which:

7.32.9.1 is sufficiently remote from the eastern side of Ardley such that the bypass (with necessary mitigation) does not result in unacceptable impacts on these receptors;

7.32.9.2 minimises the impact on the archaeological banjo;

7.32.9.3 minimises the impact on the Ardley Kennels property located on Ardley Road just to the west of the M40; and

7.32.9.4 aligns with the Principal Access (Work No. 11) and proposed bridge over the Chiltern Main Line railway.

7.32.10 The Bypass design evolution, which dictates the land required for the proposed route including landscaping, drainage and noise mitigation, is explained in chapter 4 of the Highways Design Approach Document which confirms that the Bypass proposals utilise the most appropriate land.

7.32.11 **Parcels 6/18, 7/21, 8/1, 8/4, 8/4a, 8/17, 8/22 (Work No. 23, Middleton Stoney Relief Road):**

7.32.12 The Highways Design Approach Document confirms that the purpose of the Middleton Stoney Relief Road is to avoid unacceptable impacts of traffic that would otherwise use the B430/B4030 crossroads in the village of Middleton Stoney. It also explains the other options that were considered, being a full bypass which is not considered to be necessary or justified, and then a series of route options connecting the B430 to the B4030.

7.32.13 The route that was selected was that which is considered to be an appropriate distance from the village to the south west and Dewars Farm Quary to the north, at a location where the Gagle Brook corridor is narrowest. This route best mitigates noise, visual and ecological impacts.

7.32.14 **Parcels 4/5, 4/6, 6/10, 6/11, 7/3 and 7/4 (Work Nos. 5, 6, 7B, 8, 12A):**

7.32.15 These parcels are required to enable the delivery of the Proposed Development as shown on the Parameters Plan (Document 2.5) by altering the highway access to Heyford Park with the new Heyford Park Link Road, enabling delivery of warehousing, landscaping, rail and highway infrastructure on these parcels. This is explained in Main Site Design Approach Document (Document 5.5A) and the

Highways Design Approach Document, including how the proposals evolved and alternatives that have been considered. Parcels 4/6, 6/11 and 7/3 are currently adopted highway – acquisition is sought because the highway will be stopped up and the Applicant will then require ownership of the stopped up land. Parcels 4/6, 6/10 and 7/4 adjoin the adopted highway and the Applicant understands they were acquired by the current landowner to deliver a cycle path and improved access to the B430. That path and access will no longer be required or deliverable as a result of the Proposed Development.

7.32.16 **Parcels 4/1 and 4/5a (Work No. 13B, Camp Road/Chilgrove Drive junction):**

7.32.17 The Highways Design Approach Document explains the purpose of the Camp Road, Chilgrove Drive works and these parcels are required to deliver those works. They are required (and agreed) by the local highway authority, but only in circumstances where the landowner of parcel 4/5a has not delivered its highway works at the same junction. This is explained in the Transport Assessment (see in particular paragraph 11.115) (Document 6.3A 01/AS-055). It is therefore possible that the Applicant's works might not need to be delivered – this is addressed in Requirement 8(3) of the DCO. The Applicant has therefore added to Article 26 in the DCO submitted at Deadline 2 a provision that the powers of acquisition sought over parcels 4/1 and 4/5a will not apply if Work No. 13B is not delivered by the Applicant. Alternatives have not been considered on the basis that the land would be needed to deliver the highway works required.

7.32.18 **Parcel 4/18 (Work No. 6):**

7.32.19 This parcel of land is a disused oil inceptor tank and scrubland, access to which is unregistered, and which sits within land required for the rail served warehousing. Full title is required, and alternatives have not been considered on the basis of its location, and furthermore, the tank is not in use and it has been confirmed to the Applicant that it and the land are not required.

Interference with private rights must be necessary and proportionate

7.33 The CLG Guidance (para 8) makes clear that an applicant proposing to compulsorily acquire land will need to demonstrate that the proposed interference with the rights of those with an interest in the land is for a legitimate purpose and that it is necessary and proportionate.

7.34 **Appendix 1** of the Statement sets out the purpose for which each parcel of land or right in land comprised in the Order Land is proposed to be acquired compulsorily. In broad terms, the purpose of the proposed acquisition powers is to enable the Applicant to construct, operate and use the Proposed Development and thereby contribute to meeting the compelling need for SRFIs which is confirmed by the NPS and other government policy. It is considered that this is a legitimate purpose.

7.35 Furthermore, the above paragraphs of this Statement explain how the Applicant has ensured that the land and rights proposed to be subject to compulsory acquisition powers is no more than is reasonably required for the purposes of the Proposed Development and the consideration that the Applicant has given to reasonable alternatives to compulsory acquisition in this case. For those reasons, it is considered that the proposed interference with the private rights of those with an interest in the land is both necessary and proportionate.

Human rights

7.36 The European Convention on Human Rights ("the Convention") is applied within UK domestic law by the Human Rights Act 1998.

7.37 The Secretary of State responsible for deciding the Application, as a public body, is under a duty to consider whether the exercise of powers engages the rights protected by the Convention. The CLG Guidance sets out the approach to be taken to give effect to rights under the Convention. At para 10 it states:

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

7.38 The DCO has the potential to infringe the human rights of persons who own property in the Order land. Such infringement is authorised by law provided that:

7.38.1 the statutory procedures for making the DCO are followed and there is a compelling case in the public interest for the inclusion of powers of compulsory acquisition in the DCO; and

7.38.2 any interference with any Convention right is proportionate to the legitimate aims served.

7.39 The following Articles of the Convention are relevant to the determination of whether compulsory acquisition proposed in the DCO should be authorised.

7.39.1 Article 1 of the First Protocol to the Convention: 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.

7.39.2 Article 6: This entitles those affected by powers sought for the project to a fair and public hearing. This includes property rights and can include opportunities to be heard in the consultation process.

7.39.3 Article 8: 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 interest if national security, public safety or the economic well-being of the country.

7.40 As a general principle, the procedures for compulsory acquisition which apply in the United Kingdom are considered compliant with the need for a fair hearing.

7.41 Under the 2008 Act, landowners who are affected by Nationally Significant Infrastructure Projects, such as the Proposed Development, must be consulted and notified of the approval procedures and may call for their concerns to be heard in public by the Secretary of State. Where property is acquired or affected by a project, the statutory compensation code will provide compensation for qualifying claims.

7.42 The Statement, together with the documents referred to supporting the Application, demonstrate the need for the Project in the context of national policy and explain why the land proposed to be subject to compulsory acquisition is needed and why there is a compelling case in the public interest for compulsory acquisition of that land to be authorised

so as to enable the construction, operation, use and maintenance of the Proposed Development.

7.43 On that basis and for the reasons set out in this Statement, the Secretary of State can be satisfied that the purposes for which the DCO would authorise the compulsory acquisition of the Order Land are legitimate and are sufficient to justify interfering with the human rights of those with an interest in the Order Land.

8. APPROACH TO LAND ACQUISITION

Land assembly strategy

8.1 As is noted throughout this Statement and is clear from the Land Plans and Book of Reference, the Applicant has successfully negotiated voluntary agreements with the freehold owners of the vast majority of the land required for the Project, resulting in the Applicant seeking limited powers over select plots of land required for the delivery of the development.

8.2 The Applicant's land acquisition strategy centres around seeking to agree voluntary arrangements and it continues its endeavours to progress negotiations where agreements have not yet been progressed or concluded. Furthermore, as is clear from the minimisation of powers sought over those plots of land where voluntary agreement has been reached (i.e. acquisition of rights only), the Applicant is committed to reducing the extent of powers over other plots where further agreements can be concluded.

Progress on land acquisition

8.3 As part of its pre-application consultation, the Applicant consulted the owners of interests and rights in land potentially affected by compulsory acquisition. The pre-application consultation carried out in relation to the Proposed Development is explained in detail in the Consultation Report (Document 5.1). In particular, Chapter 10 of the Consultation Report explains how persons with an interest in land affected by the Proposed Development were consulted in accordance with the requirements of sections 42 and 44 of the 2008 Act.

8.4 In addition to the consultation exercise, the Applicant has engaged directly with landowners affected by the Proposed Development in order to seek to acquire land by negotiated agreement. This is in line with the CLG Guidance (para 25) which makes clear that an applicant for a DCO should seek to acquire land by negotiation wherever practicable.

8.5 An explanation of the current status of negotiations with the owners of the Order Land is set out in the Land and Rights Negotiation Tracker which is included at **Appendix 2** to this Statement.

8.6 Notwithstanding that the Applicant has secured control through agreement over the freehold interest in the majority of the Main Site, powers are required to acquire existing rights and to override or extinguish any third party rights in that land to ensure that the Proposed Development can be constructed, operated, used and maintained.

8.7 In relation to the remainder of the Order Land, negotiations with the owners and occupiers are ongoing and it is intended that agreements with those parties will be concluded. Nevertheless, the compulsory acquisition powers sought in the draft DCO are required to secure the remainder of the interests required for the Proposed Development in the event that those negotiations are unsuccessful, and to ensure that any third party rights affecting that land can be overridden or extinguished so that the Proposed Development can be constructed, operated, used and maintained.

Work No. 16A

8.8 The Applicant is aware that works are proposed by third parties to this junction should their proposed developments obtain planning approval. Furthermore, the Applicant understands that the highway improvements proposed by both developers would be delivered by both or either of the developers even in circumstances where only one of the developments is approved. In the event that these developments (or either one of them) is approved, the Applicant notes that detailed technical highway approvals would need to be pursued and agreed with National Highways and Oxfordshire County Council as the relevant highway authorities. It is possible that those highway works might be commenced before the Applicant needs to commence its proposed works at this junction and in those circumstances, the Applicant would only need to deliver minor amendments to those third party works, which would require reduced land acquisition powers. The highway works and the alternative scenario are explained in further detail in Chapter 3 (Transport) of the Environment Statement (Document number 6.3).

8.9 To address this, the DCO includes a potential alternative to Work No. 16 which is Work No. 16A. This is identified in Inset 1.2 on Sheet 1 of the Works Plans (Document 2.2A) and allows for the Applicant to deliver those works described as Work No. 16A in Schedule 1 in circumstances where works to the A43/B14100 Baynard's Green junction are to be delivered by third parties. DCO Requirement 8 deals with the delivery of the relevant works, including the timing for their provision. Were Work No. 16A to be constructed in the circumstances described above then Work No. 17 would not be required.

8.10 The DCO is therefore drafted so that if the third party works are commenced at the Baynard's Green junction, the Applicant would not need to deliver Work Nos. 16 and 17, and would instead deliver Work No. 16A. Work No. 16 would require the acquisition of parcels 1/4, 1/10 and 1/11. Work No. 17 does not require any land acquisition. The Applicant has therefore included in the draft DCO (Article 26 (3)) submitted with the Application a provision that the powers of acquisition sought over plots 1/4, 1/10 and 1/11 will not apply if Work No. 16 is not delivered by the Applicant. If the Applicant instead delivers Work No. 16A, no land acquisition powers are required. This is clear from Inset 1.2 on the Land Plans which identifies the land that would be required for Work No. 16A which is all within existing adopted highway.

Work No. 13B

8.11 As explained above, the Applicant is aware that works are proposed by a third party at this junction, and understands those works are due to be completed by the end of 2027, and the Applicant's works are only required if those third party works are not delivered. This is explained in the Transport Assessment (see in particular paragraph 11.115) (Document 6.3A 01/AS-055). It is therefore possible that the Applicant's works might not need to be delivered – this is addressed in Requirement 8(3) of the DCO. The Applicant has therefore added to Article 26 in the DCO submitted at Deadline 2 a provision that the powers of acquisition sought over parcels 4/1 and 4/5a will not apply if Work No. 13B is not delivered by the Applicant.

9. CROWN LAND AND SPECIAL CATEGORY LAND

9.1 There is no Crown land or special category land within the Order limits.

10. CONSIDERATION OF CATEGORY 3 PERSONS

10.1 This section of this Statement explains the consideration given to identifying any Category 3 persons for the purposes of the Proposed Development.

Category 3 persons

10.2 The Book of Reference sets out at Part 2 those persons considered to fall within Category 3 (as defined in section 57 of the 2008 Act). A person is within Category 3 if the applicant thinks that, if the order as sought by the application were to be made and fully implemented, the person would or might be entitled:

10.2.1 as a result of the implementing the order,

10.2.2 as a result of the order having been implemented, or

10.2.3 as a result of the use of the land once the order has been implemented,

to make a "*relevant claim*".

10.3 A person is within Category 3 only if they are known to the applicant after making diligent inquiry.

10.4 A "*relevant claim*" is defined in section 57 of the 2008 Act to mean: -

10.4.1 a claim under section 10 of the Compulsory Purchase Act 1965 ("CPA 1965") (compensation where satisfaction not made for the taking, or injurious affection, of land subject to compulsory purchase);

10.4.2 a claim under Part 1 of the Land Compensation Act 1973 ("LCA 1973") (compensation for depreciation of land value by physical factors caused by use of public works); or

10.4.3 a claim under section 152(3) of the 2008 Act.

10.5 As explained below, the Applicant has identified:

10.5.1 Potential claimants in respect of odour as a result of the construction of the landfill works as part of the authorised development;

10.5.2 Potential claimants in respect of noise as a result of the use and operation of the authorised development.

Claims under section 10 of the CPA 1965 or section 152(3) of the 2008 ACT

10.6 Section 10 of the CPA 1965 and section 152(3) of the 2008 Act provide a right to claim compensation where land is injuriously affected (i.e. affected in such a way that its value is depreciated) by the execution of works authorised by statute or DCO.[6]

Part 2A

10.7 Part 2A of the Book of Reference (Document 4.3) covers qualifying persons under Section 10 of the CPA 1965 and Section 152(3) of the 2008 Act.

[6] Section 10 of the CPA 1965 would not apply to the Project if the DCO is granted (s125(3) of the 2008 Act). However, section 152(3) of the 2008 Act provides for compensation to be payable to a person whose land is injuriously affected by the carrying out of the works authorised by a DCO in circumstances where the DCO or s158 of the 2008 Act confers a defence of statutory authority to a claim for nuisance. Article 48 of the draft DCO confers such a defence.

10.8 Section 10 and section 152(3) both relate to claims made in respect of the execution/carrying out of the works.

10.9 There are limitations on the right to compensation under these provisions. Any prospective claimant would have to show that, but for the powers granted by the DCO, the losses they suffered would be actionable e.g. in public or private nuisance.

10.10 Furthermore, there must be physical damage to the land or an interference with a right benefitting the land which results in depreciation in its value.

10.11 Finally, the loss must arise from the execution of the works authorised by the DCO and not from their use.

10.12 It would therefore arise in relation to construction impacts relating to noise, dust, vibration, odour or physical impacts on properties.

10.13 The impact of the construction of the Proposed Development has been assessed in the Environmental Statement (Document series 6) by reference to:

10.13.1 Noise and Vibration – Chapter 5;

10.13.2 Air Quality – Chapter 4;

10.13.3 Lighting – Chapter 8; and

10.13.4 Transport – Chapter 3.

10.14 The Applicant has identified a small number of potential Category 3 claimants which have been included in Part 2A of the Book of Reference (Document 4.3). The Applicant has proposed an Odour Management Plan (Document 6.4F), secured by DCO Requirement, to govern construction methodology and to seek to reduce impacts during construction of the landfill works.

Claims under Part 1 of the LCA 1973

10.15 Part 1 of the LCA 1973 provides a right to compensation where the value of a qualifying interest in land has been depreciated by 'physical factors' caused directly by the use of 'public works'. For these purposes:

10.15.1 'physical factors' are defined as noise, vibration, smell, fumes, smoke, artificial lighting, and the discharge onto the subject land of any solid or liquid substance;

10.15.2 'public works' are defined as any highway, any aerodrome and any works of land (other than a highway or aerodrome) provided or used in the exercise of statutory powers.

10.16 Compensation is not payable under Part 1 of the LCA 1973 unless the use of the public works is immune by statute from an action in nuisance (except for highways where statutory immunity from an action in nuisance is irrelevant).

10.17 Section 158 of the 2008 Act confers immunity from an action in nuisance arising from use of works authorised by the DCO. Article 48 of the draft DCO provides a defence to proceedings in respect of statutory nuisance arising from (amongst other things) the use of premises in connection with operation of the authorised development in compliance with the DCO or the

nuisance is a consequence of the construction or maintenance and cannot reasonably be avoided.

10.18 The Applicant considers the potential for a claim under Part 1 of the LCA 1973 to arise as a result of physical factors caused directly by the use and operation of the Project. Having regard to the definition of 'physical factors', the Applicant has considered in particular the assessment of operational effects of the proposed Development as reported in the following Chapters of the ES:

10.18.1 ES Chapter 4 Air Quality (Document series 6);

10.18.2 ES Chapter 5 Noise and Vibration (Document series 6);

10.18.3 ES Chapter 8 Lighting - (Document series 6); and

10.18.4 ES Chapter 3 Transport (Document series 6).

Part 2B

10.19 Part 2B of the Book of Reference covers qualifying persons under Part 1 of the LCA 1973 and lists those parties with an interest outside the Order land whose interests are not proposed to be subject to compulsory acquisition. In respect of noise impacts, the parties listed in this Part of the Book of Reference were identified as part of the Applicant's assessment of traffic noise impacts resulting from the Proposed Development.

10.20 The Applicant has identified parties with potentially significant adverse effects at receptors from operational road traffic noise. Those parties are therefore listed in this Part. They consist of:

10.20.1 Properties along Isis Avenue. Isis Avenue lies to the north of Middleton Stoney Road which can be seen on the Work Plans (Document number 2.2I). As explained in the Noise Chapter of the ES, no significant adverse effects are expected during the day for these properties, however significant adverse effects are predicted to occur during the night-time. This is partly due to the reassignment of existing traffic to utilise the Heyford Park Link Road, Middleton Stoney Relief Road, and Ardley Bypass, and partly due to additional trips to/from Bicester generated by the Proposed Development. The Chapter states that measures being taken by Oxfordshire County Council under the Local Transport Connectivity Plan may reduce the magnitude of this effect which in combination with the Framework Travel Plan (secured by Requirement 6 of the DCO) may avoid the significant adverse effect. The Applicant has proposed a planning obligation, to be secured by S106 Agreement, to deliver noise insultation measures for these properties.

10.20.2 Ardley Field Farm Cottages. The cottages lie adjacent to the area proposed for Work No. 11 (Principal Access to the Main Site) and can be seen on the Work Plans (Document number 2.2E). The cottages are currently in use as offices. As explained in the Noise Chapter, this receptor is only considered to experience a significant adverse effect from noise if it reverts to residential use.

11. LANDFILL

11.1 Prior to submission of the application, the Applicant undertook targeted consultation on a change to the Order limits at the site of the landfill. The bodies consulted were: Valencia

and Viridor, as freeholders of the land, Cherwell District Council, as local planning authority, Oxfordshire County Council and the Environment Agency.

11.2 In extending the Order limits slightly, the Applicant considered whether this would change the assessment of the odour impacts. It concluded that in light of the location of the landfill and materials being worked being the same as at statutory consultation, then the expanded order limits do not impact on the odour assessment in terms of relevant odour receptors.

12. PUBLIC RIGHTS OF WAY

12.1 The authorised development will result in the delivery of new public rights of way ("PRoW"). The delivery of these PRoW can be secured by compulsory acquisition of either:

12.1.1 the freehold of the land required for the PRoW; or

12.1.2 a right over the land required by the creation of a new public right of way.

12.2 The Applicant proposes to use the second approach, namely to create the new PRoW by compulsorily acquiring a right over the land by creating a new right of way, and alongside that taking temporary possession powers to carry out the necessary works, without the need to acquire the freehold. The Applicant considers this would minimise interference with land owner rights. This approach still gives rise to compensation to the affected landowners.

12.3 There is precedent for this in The A303 Sparkford to Illchester Dualling Order 2021. In that Order, the promoter proposed the creation of new highway, including five PRoW and a turning head, by the use of compulsory acquisition of rights and not the freehold. There was some discussion at this as part of the Examination. The highway authority's position was that the freehold was required to dedicate the highway. The Applicant accepts that this is generally the usual approach outside of statutory instruments, but the DCO will provide the ability to create the legal rights needed to deliver the works and designate as a PRoW.

12.4 The legal authority for this approach is Sections 120(3) and (4) of the 2008 Act:

> *(3) An order granting development consent may make provision relating to, or to matters ancillary to, the development for which consent is granted.*
>
> *(4)The provision that may be made under subsection (3) includes in particular provision for or relating to any of the matters listed in Part 1 of Schedule 5.*

12.5 The relevant paragraphs of Schedule 5 provide for the following:

> 1. *The acquisition of land, compulsorily or by agreement.*
>
> 2. *The creation, suspension or extinguishment of, or interference with, interests in or rights over land (including rights of navigation over water), compulsorily or by agreement.*
>
> 20. *The specification of the classes of traffic authorised to use a highway.*

12.6 Section 159 of the 2008 Act provides that for the purposes of Part 7 (of which Section 120 forms part):

> *(2)"Land" includes any interest in or right over land.*

(3) Acquiring a right over land includes acquiring it by the creation of a new right as well as by the acquisition of an existing one.

12.7 The effect of the above provisions is that a DCO may include powers for compulsorily acquisition, including acquisition of existing interests in or rights over land, as well as the creation of new interests in or rights over land.

12.8 In the event that the PRoW is capable of being delivered by agreement with the landowners, the landowner will provide a dedication agreement. At the time of preparing the Statement of Reasons, discussions with the landowners are ongoing.

13. HEYFORD AIRFIELD AND UPPER HEYFORD RIGHTS AND RESTRICTIVE COVENANTS

13.1 The Applicant identified as part of its land referencing exercise a historic conveyance which contained some restrictions over parcels 2/23 and 4/19. The restrictions were contained in a conveyance dated 9 January 1961 between Joseph Webber Pickford and the Secretary of State for Air for and on behalf of Her Majesty and are time limited in a unique manner such that they expire 21 years after the death of the last survivor of the descendants alive at the time of the conveyance of King George V.

13.2 The restrictions would prevent:

13.2.1 the building of any structure or other erection, fence, shed, stack or chimney or obstacles of any kind or of whatever description and whether permanent or temporary to be erected, built or placed upon parcels 2/23 or 4/19 or the increase in height of any such structures or erections that were in place at the time of the conveyance;

13.2.2 the planting of trees or hedges;

13.2.3 any mast, overhead cable or wires.

13.3 Rights for the installation and repair or drainage apparatus were also contained in the conveyance.

13.4 These are noted in the Book of Reference as the 1961 Conveyance Interests.

13.5 The purpose of the restrictions can clearly be understood as being related to the use of the benefitting land as an airfield, and this is reinforced by the fact that the conveyance was entered into with the Secretary of State for Air. It is reasonable to assume that the restrictions were intended to prevent obstruction for airplanes landing and/or taking off. It therefore follows that the discontinuation of the use of that land for an airfield renders the restrictions no longer relevant.

13.6 The benefitting land is no longer an airfield nor is it owned by the Secretary of State (which would now be Secretary of State for Defence). The Applicant has taken the extremely cautious approach of assuming that the successors in title to the Secretary of State for Air and current owners of the benefitting land remain technical beneficiaries of the rights and restrictions. The benefitting land is predominantly the historic airfield as well as some other buildings, a track to the railway and some land within the Order limits.

13.7 The historic airfield is being developed as Heyford Park New Town and is partially developed, with a planning application for 9000 homes, industrial, commercial, retail use, hotel buildings, and other development associated with the development of a new town. The restrictions

which were therefore clearly imposed to protect the ability for airplanes to take off and land are not relevant to the now very different use of that land.

13.8 The Applicant notes that the 1961 rights and restrictions do not appear on the titles of the properties that have been built and registered within Heyford Park, but is aware that restrictive covenants do not necessarily need to be registered on title to be effective. It therefore undertook the extensive referencing exercise to include all of the benefitting land and has consulted with those parties, explaining that the Applicant considers the rights and restrictions to be redundant, and has noted the interests as Category 2 interests in the Book of Reference.

13.9 The Applicant requires powers to extinguish these rights and restrictions since they are clearly inconsistent with the Proposed Development and reiterates that it is considered the rights and restrictions are no longer relevant.

14. FURTHER INFORMATION

14.1 Further information about the Application can be found on the Applicant's website: https://oxsrfi.co.uk/.

14.2 Following submission of the Application the Planning Inspectorate will decide whether or not to accept it for Examination. This will take place within 28 days of submission. If the Application is accepted then the Applicant will notify all parties who have land or interests within the Order limits and those parties will be advised of dates when the Application documents will be available for consideration. The notice will also explain how any person who wishes to be informed of or involved in the Examination can register an interest with the Planning Inspectorate.

14.3 The Planning Inspectorate's Advice Note Nationally Significant Infrastructure Projects: How to register to have your say and make a relevant representation (August 2024) provides further guidance on how to register as an interested party and make a representation and can be accessed via the following link: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-how-to-register-to-have-your-say-and-make-a-relevant-representation.

APPENDIX 1

Purpose for which the land or right may be acquired

Parcel Number on Land Plan	Purpose for which land/right may be acquired
1/4	Land required for works to the all-purpose trunk road at the A43/ B4100 Baynard's Green junction including: widening of the A43 southbound and northbound approaches to three lanes, connecting to Work No. 15; widening of the A43 southbound exit to three lanes; widening of the A43 northbound exit to three lanes followed by a lane drop to two lanes; shared use footway/cycleways; and enlargement and signalisation of the roundabout, connecting to Work No. 17 (Work No.16).
1/10	Land required for works to the local road at the A43 / B4100 Baynard's Green junction including widening of the B4100 north of Baynard's Green roundabout including alterations to the junction with the access road to the local services; widening of the B4100 south of Baynard's Green roundabout; shared use footway/cycleways; and provision of ANPR (Work No. 17).
1/11	Land required for works to the all-purpose trunk road at the A43/ B4100 Baynard's Green junction including: widening of the A43 southbound and northbound approaches to three lanes, connecting to Work No. 15; widening of the A43 southbound exit to three lanes; widening of the A43 northbound exit to three lanes followed by a lane drop to two lanes; shared use footway/cycleways; and enlargement and signalisation of the roundabout, connecting to Work No. 17 (Work No.16). Land required for works to the local road at the A43 / B4100 Baynard's Green junction including widening of the B4100 north of Baynard's Green roundabout including alterations to the junction with the access road to the local services; widening of the B4100 south of Baynard's Green roundabout; shared use footway/cycleways; and provision of ANPR (Work No. 17).
1/18	Land required for works to the local road at the A43 / B4100 Baynard's Green junction including widening of the B4100 north of Baynard's Green roundabout including alterations to the junction with the access road to the local services; widening of the B4100 south of Baynard's Green roundabout; shared use footway/cycleways; and provision of ANPR (Work No. 17).
1/20f	Land required for works to the all-purpose trunk road at the A43/ B4100 Baynard's Green junction including: widening of the A43 southbound and northbound approaches to three lanes, connecting to Work No. 15B; widening of the A43 southbound exit to three lanes; widening of the A43 northbound exit to three lanes followed by a lane drop to two lanes; shared use footway/cycleways; and enlargement and signalisation of the roundabout, connecting to Work No. 17 (Work No.16). In the alternative to Work No.16 above, land required for works to the all-purpose trunk road at the A43 / B4100 Baynard's Green junction including alterations to road markings on the A43 southbound approach; widening of the A43 northbound exit to three

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	lanes followed by a lane drop to two lanes; and alterations to the circulatory carriageway within the signalised roundabout to provide an additional right turn lane from the A43 northbound to B4100 southbound (Work No. 16A). The alteration of lengths of the A43 all-purpose trunk road including widening of the A43 northbound and southbound, north of the Padbury junction, to three lanes, connecting to Work No.16 (Work No. 15B).
1/20c, 1/20h	Land required for the alteration of lengths of the A43 all-purpose trunk road including widening of the A43 northbound and southbound, north of the Padbury junction, to three lanes, connecting to Work No.16 (Work No. 15B).
1/20g, 1/24a, 1/25a	Land required for the alteration of lengths of the A43 all-purpose trunk road including: the upgrade of the Padbury junction from a roundabout to a signalised junction, connecting to Work No. 14B; widening of the A43 northbound and southbound, north of the Padbury junction, to three lanes, connecting to Work No. 16; widening of the A43 southbound, between the Padbury junction and Cherwell roundabout, to four lanes; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and shared use footway/cycleways (Work No. 15B).
1/30a	Land required for the alteration of Junction 10 of the M40 motorway including: the construction of the M40 northbound to A43 northbound link road connecting to the upgraded A43 Padbury junction (part of Work No. 15B), including a diverge and a bridge to take the link road over itself and over the M40 motorway identified as bridge 12 on the bridge overview plan and bridge plans (Work No. 14B).
1/30b	Land required for Phase 1 of the alteration of Junction 10 of the M40 motorway including the stopping up of the northbound merge slip road and the construction of the replacement northbound merge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15A) (Work No.14A).
1/34	Land required for Phase 1 of the alteration of the Junction 10 M40 Motorway including: the construction of earthworks and drainage for the M40 northbound to A43 northbound link road (the main works being part of Work No. 14B) on the west side of the M40; the stopping up of the northbound merge slip road; the construction of the replacement northbound merge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15A) and merge including a crossing of the Padbury Brook identified as bridge no. 13 on the bridge plans; the realignment of the northbound diverge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15) (Work No.14A). Land required for the alteration of Junction 10 of the M40 motorway including: the construction of the M40 northbound to A43 northbound link road connecting to the upgraded A43 Padbury junction (part of Work No. 15B), including a diverge and a bridge

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	to take the link road over itself and over the M40 motorway identified as bridge 12 on the bridge overview plan and bridge plans (Work No. 14B).
2/1, 2/2, 2/3, 2/6, 2/7	Works to Ardley Tunnel to provide W8 loading gauge clearance through the tunnel (Work No. 38). Rights of access with or without vehicles, plant, machinery, equipment, contractors and personnel at all reasonable times which are necessary for the purposes of or incidental to the Ardley Tunnel works.
2/4, 2/4b	Acquisition of existing rights (excluding the freehold) in land required for ecological mitigation works including: creation of areas of neutral grassland margins; cereal crop providing a winter forage resource for corn bunting and other priority farmland bird species and the provision of beetle banks(Work No. 37).
2/8, 2/9, 2/13	Land required for works to the existing Chiltern Main Line railway line including: the alteration of existing railway infrastructure including tracks, walkways, points, signals, telecommunications, power supplies and signs; the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; connection to the new private railway works (Work No. 2) including tracks points, signals, telecommunications, power supplies and signs; works in association with the Somerton Road Bridge and the watercourse culvert. (Work No. 1)
2/14	Land required for ecological mitigation works including: creation of areas of calcareous grassland and species-rich lowland meadow in close proximity to the neighbouring Ardley Cutting and Quarry SSSI; broadleaved woodland and tree planting; creation of a fenced deadwood veteran tree reserve; and construction of a bridleway as shown on the access and rights of way plans connecting Work No. 28 to the bridleway constructed as part of Work No. 8 (Work No. 29). The provision of hard and soft landscape works including— earthworks to create screening bunds and retaining structures; soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure); new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans including the connection to Aves Ditch North (Work No.28); and construction of a bridge, to take the new public bridleway over the private railway provided as part of Work No. 2; amenity open space (Work No.8). The construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) the general arrangement of which is shown on the railway plans including—the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; railway infrastructure including walkways, signals, gantry mounted signals, telecommunications, power supplies and signs; intermodal

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	freight loading/unloading facilities including gantry cranes, reach stackers and aprons or platforms; construction of new bridleway bridge crossing over the railway (Work No.2). The construction of a rail freight terminal to connect with the rail infrastructure described in Work Nos. 2, 4 and 5 the general arrangement of which is shown on the railway plans (Work No.3).
2/15	Land required for works to Quarry Cottages (Somerton Road) including stopping up of the lane south of the turning head and conversion of the lane to a bridleway as shown on the access and rights of way plan including work to the bridge over the Chiltern Main Line (Work No. 26). The provision of hard and soft landscape works (Work No.8). The construction of a rail freight terminal to connect with the rail infrastructure described in Work Nos. 2, 4 and 5 the general arrangement of which is shown on the railway plans (Work No.3). The construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) the general arrangement of which is shown on the railway plans (Work No.2)
2/16	Rights required to create and dedicate a new bridleway as shown on the access and rights of way plans, including stopping up of the lane south of the turning head and conversion of the lane to a bridleway as shown on the access and rights of way plan including work to the bridge over the Chiltern Main Line (Work No. 26).
2/17, 2/19	Land required for works to Quarry Cottages including provision of a turning head north of the Chiltern Main Line; stopping up of the lane south of the turning head and conversion of the lane to a bridleway as shown on the access and rights of way plan including work to the bridge over the Chiltern Main Line; and construction of a bridleway as shown on the access and rights of way plans.
2/19a, 2/19b, 2/19c, 2/20	Temporary access and works to facilitate the construction of the new bridleway being constructed pursuant to Work No. 26 (Quarry Cottages).
2/19c, 2/20a	All rights necessary to create and dedicate a new bridleway pursuant to Work No. 26 (Quarry Cottages) as shown on the access and rights of way plans.

Parcel Number on Land Plan	Purpose for which land/right may be acquired
2/21, 2/22	Acquisition of all existing rights (excluding the freehold) in land required for the provision of hard and soft landscape works (Work No. 8); the construction of a rail freight terminal (Work No. 3); and the construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) (Work No. 2).
2/23	Acquisition of all existing rights (excluding the freehold) in land required for the provision of hard and soft landscape works (Work No. 8).
3/1	Land required for Phase 1 of the alteration of the M40 Motorway including: the construction of earthworks and drainage for the M40 northbound to A43 northbound link road (the main works being part of Work No. 14B) on the west side of the M40; the stopping up of the northbound merge slip road; the construction of the replacement northbound merge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15A) and merge including a crossing of the Padbury Brook identified as bridge no. 13 on the bridge plans; the realignment of the northbound diverge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15) (Work No.14A).
3/2, 3/3, 3/3a, 3/4, 3/5, 3/6, 3/6a, 3/6b, 3/7, 3/7a, 3/7b, 3/8	Land required for Phase 1 of the alteration of Junction 10 the M40 Motorway including: the construction of earthworks and drainage for the M40 northbound to A43 northbound link road (the main works being part of Work No. 14B) on the west side of the M40; the stopping up of the northbound merge slip road; the construction of the replacement northbound merge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15A); the realignment of the northbound diverge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15) (Work No.14A).
3/16, 3/17,	Land required for Phase 2 of the alteration of Junction 10 of the M40 motorway including: the construction of the M40 northbound to A43 northbound link road connecting to the upgraded A43 Padbury junction (part of Work No. 15B), including a diverge and a bridge to take the link road over itself and over the M40 motorway (Work No. 14B).
3/21a, 3/22, 3/23, 3/24a,	Land required for the alteration of lengths of the A43 all-purpose trunk road including the upgrade of the Padbury junction from a roundabout to a signalised junction, connecting to Work No. 14B; widening of the A43 southbound, between the Padbury junction and Cherwell roundabout, to four lanes; construction of a directional signage gantry; extension of the Padbury Brook culvert; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and shared use footway/cycleways (Work No. 15B).
3/24, 3/27	Land required for the alteration of lengths of the A43 all-purpose trunk road including the upgrade of the Padbury junction from a roundabout to a signalised junction, connecting to Work No. 14B; widening of the A43 southbound, between the Padbury junction and Cherwell roundabout, to four lanes; construction of a directional signage gantry; extension of the Padbury Brook culvert;

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and shared use footway/cycleways (Work No. 15B). Land required for construction of Work No.15B.
3/28	Land required for the alteration of lengths of the A43 all-purpose trunk road (Work No. 15B) and for construction of the upgrade, enlargement and signalisation of the A43 Ardley roundabout including a cut-through, connecting to Work Nos. 14A, 18 and 20 (Work No. 15A).
3/31c, 3/44	Land required for construction of Work No. 15A and Work No. 15B.
3/31	Temporary possession of land for the construction of Work No. 15A and Work No. 15B.
3/7a, 3/34, 3/35, 3/37a, 3/36, 3/39a, 3/40	Land required for construction of the upgrade, enlargement and signalisation of the A43 Ardley roundabout including a cut-through, connecting to Work Nos. 14A, 18 and 20; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No.15A)
3/37, 3/39	Land required for the alteration of the existing B430 south of the A43 Ardley roundabout including: alteration of the existing B430 connecting to Work No. 15A; shared use footway/cycleway; and provision of ANPR (Work No. 18). Land required for construction of the upgrade, enlargement and signalisation of the A43 Ardley roundabout including a cut-through, connecting to Work Nos. 14A, 18 and 20; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No.15A)
3/38	Temporary possession of land for construction compound and laydown area in connection with Work Nos. 14A, 14B, 15A, 15B, 16 (or 16A), 17,18, 19, 20, 21 and 36 including access.
3/41	Land required for the alteration of the existing B430 south of the A43 Ardley roundabout including: alteration of the existing B430 connecting to Work No. 15A; shared use footway/cycleway; and provision of ANPR (Work No. 18).

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	Land required for construction of the upgrade, enlargement and signalisation of the A43 Ardley roundabout including a cut-through, connecting to Work Nos. 14A, 18 and 20; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No.15A). Land required for the construction of the Ardley Bypass between the Ardley roundabout (Work No. 15A) and the principal access to the main site (Work No. 11); stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; landscaping, landscape bunding and earthworks; and provision of footways and shared use footway/ cycleways (Work No.20). Land required for the realignment of Ardley Road to accommodate the construction of the Ardley Bypass (Work No. 20); construction of a bridge over the bypass; shared use footway/cycleway; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.19).
3/42	Land required for construction of the upgrade, enlargement and signalisation of the A43 Ardley roundabout including a cut-through, connecting to Work Nos. 14A, 18 and 20; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No.15A) Land required for Phase 1 of the alteration of Junction 10 of the M40 motorway including the stopping up of the northbound merge slip road; and the realignment of the northbound diverge slip road connecting to the upgraded A43 Ardley roundabout (part of Work No. 15) (Work No.14A). Land required for the construction of the Ardley Bypass (Work No.20).
3/45	Land required for construction of Phase 1 and Phase 2 of the alteration of Junction 10 of the M40 motorway, including alterations to directional signing on the M40 northbound and southbound approaches to M40 Junction 10; and the widening of the southbound diverge slip road connecting to the upgraded A43 Padbury junction (part of Work No. 15B) (Work N. 14A and 14B).
3/55, 3/58, 3/60a, 3/61a, 3/62, 3/65, 3/66, 3/67, 3/67a	Land required for the realignment of Ardley Road to accommodate the construction of the Ardley Bypass (Work No. 20); construction of a bridge over the bypass; shared use footway/cycleway; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.19).
3/63, 3/64	Land required for the construction of the Ardley Bypass between the Ardley roundabout (Work No. 15A) and the principal access to the main site (Work No. 11); stopping up, diversion and creation of public rights of way as shown on the access and rights of

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	way plans; landscaping, landscape bunding and earthworks; and provision of footways and shared use footway/ cycleways (Work No.20). Land required for the realignment of Ardley Road to accommodate the construction of the Ardley Bypass (Work No. 20); construction of a bridge over the bypass; shared use footway/cycleway; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.19).
3/64a	Land required for the realignment of Ardley Road to accommodate the construction of the Ardley Bypass (Work No. 20); construction of a bridge over the bypass; shared use footway/cycleway; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.19).
3/68	Land required for the construction of the Ardley Bypass between the Ardley roundabout (Work No. 15A) and the principal access to the main site (Work No. 11); stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; landscaping, landscape bunding and earthworks; and provision of footways and shared use footway/ cycleways (Work No.20).
3/69, 3/70	Temporary possession of land required for works associated with the stopping up of the bridleway 109/26 and footpath 109/22 as shown on the access and rights of way plan (Work No. 21).
3/71	Land required for alterations to the B430 Station Road (Work No.36).
3/74	Acquisition of all existing rights (excluding the freehold) in land required for the construction of a rail freight terminal (Work No. 3); the construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) (Work No. 2); and the provision of hard and soft landscape works (Work No. 8).
3/75, 3/76	Temporary possession of land required for works to Quarry Cottages (Somerton Road) including stopping up of the lane south of the turning head and conversion of the lane to a bridleway as shown on the access and rights of way plan including work to the bridge over the Chiltern Main Line (Work No. 26).
3/75a, 3/76a	Rights required to create and dedicate a new bridleway as shown on the access and rights of way plans, including stopping up of the lane south of the turning head and conversion of the lane to a bridleway as shown on the access and rights of way plan including work to the bridge over the Chiltern Main Line (Work No. 26).

Parcel Number on Land Plan	Purpose for which land/right may be acquired
4/1, 4/5a	Land required for construction of a shared use footway/cycleway to connect to footway/cycleway as part of Upper Heyford residential development (Work No. 13B)
4/5, 4/6	Construction of a shared use footway/cycleway to connect to footway/cycleway as part of Upper Heyford residential development (Work No. 13B) Construction of the Heyford Park Link Road connecting at the west end to the Camp Road and Chilgrove Drive junction (as amended by Works No. 13B subject to requirement 8(3)); provision of a footway/cycleway between the eastern edge of Heyford Park and connecting to the footway/cycleway alongside the Middleton Stoney Relief Road provided as part of Work No. 23;and stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No.12). The provision of hard and soft landscape works including— earthworks to create screening bunds and retaining structures; soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure); new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans including the connection to Chilgrove Drive; and amenity open space (Work No.8). The construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6). The construction of infrastructure on the main site including - private estate roads; roundabouts and other junctions; footways and shared use footways/cycleways; cycle parking; vehicle lay-bys; and bus stops and shelters (Work No.7B).
4/7	The provision of hard and soft landscape works including— soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure);and amenity open space (Work No.8). The construction of infrastructure on the main site including - private estate roads; roundabouts and other junctions; footways and shared use footways/cycleways; cycle parking; vehicle lay-bys; and bus stops and shelters (Work No.7B). The construction of rail served warehousing (including ancillary offices and other buildings) (Zone A2 on the Parameters Plan) (Work No. 6).

Parcel Number on Land Plan	Purpose for which land/right may be acquired
4/8	Acquisition of all existing rights (excluding the freehold) in land required for the provision of hard and soft landscape works (Work No. 8).
4/9	The provision of hard and soft landscape works including— soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure); new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans including the connection to Chilgrove Drive; and amenity open space (Work No.8).
4/10	Rights required for utility connections and diversions into a reservoir owned by Thames Water.
4/11	Acquisition of all existing rights (excluding the freehold) in land required for the provision of hard and soft landscape works (Work No. 8).
4/12, 4/14	Acquisition of all existing rights (excluding the freehold) in land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6) and the provision of hard and soft landscape works (Work No. 8).
4/15	Acquisition of all existing rights (excluding the freehold) in land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6).
4/16	Acquisition of all existing rights (excluding the freehold) in land required for the construction of a bridleway connecting the Aves Ditch Bridleway to the bridleway around the perimeter of the site constructed as part of Work No. 30 (Work No. 13A) and the provision of hard and soft landscape works (Work No. 8).
4/17	Land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Zone A5 on the Parameters Plan) including – new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans (Work No. 6). The provision of hard and soft landscape works including— earthworks to create screening bunds and retaining structures; soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure); new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans including the connection to Chilgrove Drive; and amenity open space (Work No.8).

Parcel Number on Land Plan	Purpose for which land/right may be acquired
4/18	The construction of rail served warehousing (including ancillary offices and other buildings) (Zone A5 on the Parameters Plan) including – new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans (Work No. 6).
4/19	Acquisition of all existing rights (excluding the freehold) in land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6) and the provision of hard and soft landscape works (Work No. 8).
5/2	Acquisition of all existing rights (excluding the freehold) in land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6).
5/1, 5/3	Acquisition of all existing rights (excluding the freehold) in land required for the works comprised in Work No. 9 (Work No. 9).
5/4	Retention of the existing Ashgrove cottages and redevelopment as rail and estate management offices and welfare facilities (Work No. 10).
5/5	Acquisition of all existing rights (excluding the freehold) in land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6) and the works comprised in Work No. 9 (Work No. 9).
5/6	Acquisition of all existing rights (excluding the freehold) in land required for the construction of a rail freight terminal (Work No. 3); the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6); and the retention of the existing Ashgrove cottages and redevelopment as rail and estate management offices and welfare facilities (Work No. 10).
5/9, 5/12a	Construction of the principal access into the main site the general arrangement of which is shown on the highway plans (Work No. 11). The provision of hard and soft landscape works including— earthworks to create screening bunds and retaining structures; soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure); new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans, in particular the stopping up of bridleway 109/30 and stopping up of the existing highway ; and amenity open space (Work No.8). The construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) the general arrangement of which is shown on the railway plans including—the construction of new railway tracks and

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; railway infrastructure including walkways, signals, gantry mounted signals, telecommunications, power supplies and signs; intermodal freight loading/unloading facilities including gantry cranes, reach stackers and aprons or platforms (Work No.2). Alterations to the B430 between the Chiltern Main Line railway bridge and Upland Cottage south of Ardley the general arrangement of which is shown on the highway plans (Work No. 21A)
5/10	Acquisition of all existing rights (excluding the freehold) in land required for the construction of infrastructure on the main site (Work No. 7); the provision of hard and soft landscape works (Work No. 8); the construction of a rail freight terminal (Work No. 3); and the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6).
5/11	The construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) the general arrangement of which is shown on the railway plans including—the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; railway infrastructure including walkways, signals, gantry mounted signals, telecommunications, power supplies and signs; intermodal freight loading/unloading facilities including gantry cranes, reach stackers and aprons or platforms (Work No. 2). The provision of hard and soft landscape works including— earthworks to create screening bunds and retaining structures; soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure); new, stopped up and diverted footpaths, bridleways and cycle tracks in particular the stopping up of bridleway 109/30 the extent of which is shown on the access and rights of way plans; signage and totems located within the areas as areas for development signage indicated on the parameters plan; and amenity open space (Work No. 8).
5/12, 5/12b, 5/12c, 5/12d, 5/15	Land required for works to the existing Chiltern Main Line railway line, the general arrangement of which is shown on the railway plans including: the alteration of existing railway infrastructure including tracks, walkways, points, signals, telecommunications, power supplies and signs; the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; connection to the new private railway works (Work No. 2) including tracks points, signals, telecommunications, power supplies and signs; works to accommodate construction of new bridge over the Chiltern Main Line railway (part of Work No.20 and identified as bridge 07 on the bridge plans). (Work No. 1) Construction of the principal access into the main site the general arrangement of which is shown on the highway plans including construction of a roundabout on the B430 to form the principal access to the main site connecting to Work Nos. 7 and 20; provision

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	of a segregated left turn lane from the exit of the main site onto the B430 Ardley Bypass; construction of a bridge, identified as bridge no. 06 on the bridge plans, to take the new highway over the private railway provided as part of Work No. 2; and bus stops and shelters (Work No. 11). The provision of hard and soft landscape works including— earthworks to create screening bunds and retaining structures; soft landscaping within and surrounding the development, integrating and enhancing green infrastructure and incorporating biodiversity enhancements; basins for surface water attenuation (including flood alleviation related drainage infrastructure); new, stopped up and diverted footpaths, bridleways and cycle tracks in particular the stopping up of bridleway 109/30 the extent of which is shown on the access and rights of way plans; signage and totems located within the areas as areas for development signage indicated on the parameters plan; and amenity open space (Work No. 8). The stopping up, diversion and creation of public rights of way on the Ardley Bypass as shown on the rights of way and access plans (Work No. 21). The construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) the general arrangement of which is shown on the railway plans including—the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; railway infrastructure including walkways, signals, gantry mounted signals, telecommunications, power supplies and signs; intermodal freight loading/unloading facilities including gantry cranes, reach stackers and aprons or platforms (Work No. 2). Works to the waste management site to remove material for the construction of the railway works to the Chiltern Main Line (Work No. 1), private railway (Work No 2) and the principal main site access (Work No. 11) and to relocate landfill material and reinstate the cap (Work No. 34). Works No. 2 and 34 are shown as being overlaid in this plot. The construction of the B430 Ardley Bypass, the general arrangement of which is shown on the highway plans, including construction of a bridge identified as Bridge 07 on the bridge plans to take the B430 Ardley Bypass over the Chiltern main line railway; provision of footways and cycleways; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No. 20)
5/13	Rights required to pass and re-pass with and without vehicles, plant, machinery and equipment and to lay or maintain any surface in connection with Work Nos. 1, 2, 11, 21 and 34 and restrictions to ensure such access is not prevented.

Parcel Number on Land Plan	Purpose for which land/right may be acquired
5/14, 5/14a, 5/14b,	Land required for Works to the waste management site to remove material for the construction of the railway works to the Chiltern Main Line (Work No. 1), private railway (Work No 2) and the principal main site access (Work No. 11) and to relocate landfill material and reinstate the cap (Work No. 34).
5/14c	Rights required for access with and without vehicles, plant, machinery and equipment and connection into, use and maintenance of the waste management site gas and leachate facilities in connection with Work No. 34 and restrictions to ensure such rights are not prevented.
5/14d	Rights required to pass and re-pass with and without vehicles, plant, machinery and equipment, to lay or maintain any surface in connection with Work No. 34 and restrictions to ensure such access is not prevented.
5/14e	Rights required to pass and re-pass with and without vehicles, plant, machinery and equipment, to lay or maintain any surface, to investigate, inspect, monitor, remove, relocate or install boreholes and to remove samples in connection with Work No. 34 and restrictions to ensure such access is not prevented and to ensure any such boreholes are not removed without agreement.
5/14f and 7/41	Rights required to pass and re-pass with and without vehicles, plant, machinery and equipment, to lay or maintain any surface in connection with Work Nos. 1, 2, 11, 21 and No. 34 and restrictions to ensure such access is not prevented.
5/16	The construction of new private railway lines from the Chiltern Main Line (Work No. 1) to the rail freight terminal (Work No. 3) the general arrangement of which is shown on the railway plans including (Work No. 2).
5/18	Works to the existing Chiltern Main Line railway line, the general arrangement of which is shown on the railway plans including: the alteration of existing railway infrastructure including tracks, walkways, points, signals, telecommunications, power supplies and signs; the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; connection to the new private railway works (Work No. 2) including tracks points, signals, telecommunications, power supplies and signs; closure of Bucknells Farm level crossing (with the public bridleway to be diverted via the bridges identified as bridges 08 and 09 on the bridge plans (being part of Work No. 21 and as shown on the access and rights of way plans) (Work No.1) The stopping up, diversion and creation of public rights of way on the Ardley Bypass as shown on the rights of way and access plans (Work No. 21).

Parcel Number on Land Plan	Purpose for which land/right may be acquired
5/18a	New rights required relating to works to the existing Chiltern Main Line railway line (Work No. 1), private railway (Work No 2) and to relocate landfill material and reinstate the cap (Work No. 34) including for the creation of access over the railway.
5/27, 5/27b, 5/33c, 5/34, 5/34a	The stopping up, diversion and creation of public rights of way including removal of existing gates stiles and other means of pedestrian, cyclist and equestrian access on both sides of the Chiltern Main Line and replacement with continuous secure fencing; and works to upgrade parapets on the existing bridge over the Chiltern Main Line railway identified as bridge no. 08 on the bridge plans; including creation of new bridleway as shown on the rights of way and access plans (Work No. 21).
5/27a and 5/33b	Rights required for the creation and dedication of a new bridleway as shown on the access and rights of way plans (Work No. 21).
5/27, 5/33a	Temporary possession of land for the construction of the Ardley Bypass and associated works (Work Nos. 20 and 21) including construction of the new bridleway and private access as shown on the access and rights of way plans and provision, maintenance and removal of temporary habitat fencing during construction of the authorised development.
5/17, 5/19, 5/21, 5/21a, 5/23, 5/35, 5/36	Works to the existing Chiltern Main Line railway line, the general arrangement of which is shown on the railway plans including: the alteration of existing railway infrastructure including tracks, walkways, points, signals, telecommunications, power supplies and signs; the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; connection to the new private railway works (Work No. 2) including tracks points, signals, telecommunications, power supplies and signs; closure of Bucknells Farm level crossing (with the public bridleway to be diverted via the bridges identified as bridges 08 and 09 on the bridge plans (being part of Work No. 21 and as shown on the access and rights of way plans) (Work No.1)
5/20	Works to the existing Chiltern Main Line railway line, the general arrangement of which is shown on the railway plans including: the alteration of existing railway infrastructure including tracks, walkways, points, signals, telecommunications, power supplies and signs; the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; connection to the new private railway works (Work No. 2) including tracks points, signals, telecommunications, power supplies and signs; works to accommodate construction of new bridge over the Chiltern Main Line railway (part of Work No.20 and identified as bridge 07 on the bridge plans). (Work No. 1) The construction of the B430 Ardley Bypass, the general arrangement of which is shown on the highway plans, including construction of a bridge identified as Bridge 07 on the bridge plans to take the B430 Ardley Bypass over the Chiltern main line

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	railway; provision of footways and cycleways; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No. 20)
5/22	Works to the existing Chiltern Main Line railway line, the general arrangement of which is shown on the railway plans including the alteration of existing railway infrastructure including tracks, walkways, points, signals, telecommunications, power supplies and signs; the construction of new railway tracks and associated rail infrastructure; formation of new railway cutting and embankments and all necessary earthworks and drainage; connection to the new private railway works (Work No. 2) including tracks points, signals, telecommunications, power supplies and signs; works to accommodate changes to existing bridges over the Chiltern Main Line railway (part of Work Nos. 21 and 26 and identified as bridges 04, 08 and 03 respectively on the bridge plans); works as required in association with (a) to d) at the structures identified as bridge 01, structure E and structure F as shown on the bridge plans (Work No. 1). The stopping up, diversion and creation of public rights of way on the Ardley Bypass as shown on the rights of way and access plans (Work No. 21).
5/22a	New rights required for alterations to the B430 Station Road (Work No. 36) and works to the existing Chiltern Main Line railway line (Work No. 1).
5/39, 5/37	Rights required for the stopping up of footpath 109/24 and bridleway 109/26 as shown on the access and rights of way plans and all new rights necessary for the installation of a drainage outfall and access thereto including for maintenance in connection with Work No. 20 and 21 and restrictions to ensure the drainage outfall is not interfered with or altered and access thereto is not prevented
5/37a, 5/39a.	Temporary possession associated with the stopping up, diversion and creation of public rights of way and in particular the stopping up of Bridleway 109/26 and footpath 109/22 as shown on the access and rights of way plans (Work No. 21).
5/24, 5/25, 5/26, 5/28, 5/29a, 5/30	The stopping up, diversion and creation of public rights of way on the Ardley Bypass as shown on the rights of way and access plans (Work No. 21).
5/28a	Temporary possession of land required for alterations to the B430 Station Road (Work No. 36).
5/31, 5/32	Temporary possession of land required for the stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans (Work No. 21B).

Parcel Number on Land Plan	Purpose for which land/right may be acquired
5/33	The stopping up, diversion and creation of public rights of way on the Ardley Bypass as shown on the rights of way and access plans (Work No. 21). The construction of the B430 Ardley Bypass, the general arrangement of which is shown on the highway plans, including: construction of the bypass between the Ardley roundabout (Work No. 15) and the principal access to the main site (Work No. 11); provision of footways and cycleways; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.20).
6/3, 6/4a	Temporary possession required for construction of the new bridleway as shown on the access and rights of way plans (Work No. 13A).
6/4b	Required for rights to create and dedicate a new bridleway as shown on the access and rights of way plans (Work No.13A).
6/4c	Construction of the new bridleway as shown on the access and rights of way plans and all rights necessary to lay, divert, construct and maintain the undergrounding of services and utilities and restrictions for the protection of such services and utilities (Work No. 13A)
6/4	Land required for the construction of a bridleway connecting the Aves Ditch Bridleway to the bridleway around the perimeter of the site constructed as part of Works No. 30, including a signalised equestrian crossing over the road south of the Camp Road / Chilgrove Drive junction (Work No. 13A).
6/6, 6/7, 6/8	Acquisition of all existing rights (excluding the freehold) in land required for the construction of a bridleway connecting the Aves Ditch Bridleway to the bridleway around the perimeter of the site constructed as part of Work No. 30 (Work No. 13A).
6/9	Acquisition of all existing rights (excluding the freehold) in land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6).
6/10	Land required for the construction of rail served warehousing (including ancillary offices and other buildings) within the areas identified as zones A and B on the parameters plan)(Work No.6) including new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans; the stopping up of existing private means of access and the provision of new private means of access; and the stopping up of existing highway.

Parcel Number on Land Plan	Purpose for which land/right may be acquired
6/12	Rights required to alter and divert existing water mains and pipework and to carry out landscaping and other works in connection with Work No. 8.
6/11	Land required for the provision of hard and soft landscape works (Work No. 8) including new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans; the stopping up of existing private means of access and the provision of new private means of access; and the stopping up of existing highway.
6/13, 6/13a	Land required for the construction of rail served warehousing (including ancillary offices and other buildings) within the areas identified as zones A and B on the parameters plan (Work No. 6) and the provision of hard and soft landscaping works (Work No. 8).
6/14	Acquisition of all existing rights (excluding the freehold) in land required for the works comprised in Work No. 30, including the bridleway around the perimeter of the site (Work No. 30); the construction of the eastern section of the Heyford Park Link Road (Work No. 12B); and the provision of hard and soft landscape works (Work No. 8).
6/15	Land required for the construction of the eastern section of the Heyford Park Link Road and the stopping up of the existing highway; provision of a footway/cycleway between Work No. 12A and connecting to the footway/cycleway alongside the Middleton Stoney Relief Road provided as part of Work No. 23 in connection with Work No. 12B.
6/17	Land required for ecological mitigation area at the Middleton Stoney Relief Road (Work No. 32).
6/18	Land required for the construction of the Middleton Stoney Relief Road including; construction of the relief road connecting to the Heyford Park Link Road (Eastern Section) (Work No. 12B); provision of a shared use footway/cycleway along the Middleton Stoney Relief Road and connecting to the cycle link to Middleton Road provided as part of Work No. 24; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.23).
7/1	Acquisition of all existing rights (excluding the freehold) in land required for the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6).
7/2	Rights required for alter and divert existing water mains and pipework and to carry out landscaping and other works in connection with Work No. 8.

Parcel Number on Land Plan	Purpose for which land/right may be acquired
7/4, 7/3	Land required for the provision of hard and soft landscape works (Work No. 8) including new, stopped up and diverted footpaths, bridleways and cycle tracks as shown on the access and rights of way plans; the stopping up of existing private means of access and the provision of new private means of access; and the stopping up of existing highway. The construction of a new private rail siding and associated rail infrastructure to directly serve the warehousing to be comprised within Work No. 6 on land identified as zone A2 on the Parameters Plan, the general arrangement of which is shown indicatively on the railway plans including: the construction of new railway tracks and associated rail infrastructure connecting to Work No. 2 to accommodate railway vehicles and load/unload freight; formation of new railway cutting and embankments and all necessary earthworks and drainage; and railway infrastructure including walkways, signals, telecommunications, power supplies and signs; and security fencing, lighting, closed-circuit television cameras, and intruder detection systems (Work No. 5). The construction of rail served warehousing (including ancillary offices and other buildings) (Zone A2 on the Parameters Plan) (Work No. 6)
7/9	Acquisition of all existing rights (excluding the freehold) in land required for the construction of a new private rail siding and associated rail infrastructure to directly serve the warehousing to be comprised within Work No. 6 (Work No. 5); the construction of rail served warehousing (including ancillary offices and other buildings) (Work No. 6); and the provision of hard and soft landscape works (Work No. 8).
7/11, 7/11a, 7/12	Land required for works to the B430 Active Travel Route including construction of a shared use cycle track on the western side of the B430 connecting to that provided at the principal site access junction (Work No. 11) and the Heyford Park Link Road (Eastern Section) (Work No. 25A);
7/18	Acquisition of all existing rights (excluding the freehold) in land required for the provision of hard and soft landscape works (Work No. 8).
7/19, 7/20	Construction of the eastern section of the Heyford Park Link Road (Work No.12B).
7/21	Land required for construction of the Middleton Stoney Relief Road including provision of a shared use footway/cycleway along the Middleton Stoney Relief Road and connecting to the cycle link to Middleton Road provided as part of Work No. 24; (g)stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.23)

Parcel Number on Land Plan	Purpose for which land/right may be acquired
7/22	Land required for ecological mitigation area relating to the Middleton Stoney Relief Road (Work No. 32).
7/23 and 7/24	Temporary possession of land required for works associated with the stopping up of part of footpath 297/8 and the modification of part of footpath 297/8 to a bridleway as shown on the access and rights of way plans (Work no. 32).
7/26	Temporary possession required for works associated with the creation of a new cycle track including access as shown on the access and rights of way plans (Work No.33).
7/25, 7/28a	Land required for construction of a shared use cycle track including: construction of the shared use cycle track connecting the Middleton Stoney Relief Road (Work No. 23) to Middleton Road (Work No.24); and stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans.
7/28b, 7/32a, 7/35	Land required for works relating to the alteration of Middleton Road including: alterations to Middleton Road to provide a shared use facility for pedestrians, cyclists and equestrians over the M40 bridge (identified as bridge 22 on the bridge overview plan) with signalisation of Middleton Road over the bridge; works north and south of the M40 bridge to connect the shared use facility into the existing bridleways (Work No. 24).
7/28c, 7/28e, 7/30, 7/31, 7/32b	Temporary possession of land required for construction of new bridleway as shown on the access and rights of way plans (Work No. 24).
7/28d, 7/30a and 7/32c	Rights required to create and dedicate a new bridleway as shown on the access and rights of way plans connected with Work No.
7/40	Rights required to pass and re-pass with and without vehicles, plant, machinery and equipment, to lay or maintain any surface, to investigate, inspect, monitor, remove, relocate or install boreholes and to remove samples in connection with Work No. 34 and restrictions to ensure such access is not prevented and to ensure any such boreholes are not removed without agreement.
7/42	Works to the waste management site to remove material for the construction of the railway works to the Chiltern Main Line (Work No. 1), private railway (Work No 2) and the principal main site access (Work No. 11) and to relocate landfill material and reinstate the cap (Work No. 34).
8/1, 8/4, 8/4a, 8/22, 8/17	Land required for the construction of the Middleton Stoney Relief Road including; construction of the relief road connecting to the Heyford Park Link Road (Eastern Section) (Work No. 12B); construction of a roundabout at the B4030 / Middleton Road junction;

Parcel Number on Land Plan	Purpose for which land/right may be acquired
	construction of a bridleway underpass under the Middleton Stoney Relief Road; construction of a bridge over the Gagle Brook; alterations to the existing bridge over the Gagle Brook; provision of a shared use footway/cycleway along the Middleton Stoney Relief Road and connecting to the cycle link to Middleton Road provided as part of Work No. 24; stopping up, diversion and creation of public rights of way as shown on the access and rights of way plans; and landscaping, landscape bunding and earthworks (Work No.23).
8/2	Land required for the ecological mitigation area connected with the Middleton Stoney Relief Road (Work No. 32).
8/3	New rights required for works associated with the creation of a new cycle track (link to Middleton Road) including access as shown on the access and rights of way plans (Work No. 33).
8/4	Land required for the works associated with the creation of a new cycle track (link to Middleton Road) including access as shown on the access and rights of way plans (Work No.33).
8/5, 8/6	Rights required in connection with the provision of new planting including access and maintenance rights as comprised in Work No. 31 and the imposition of restrictions requiring the retention of such planting.
8/20	Temporary possession of land required for the realignment of the private access as part of the construction of the Middleton Stoney Relief Road (Work No. 23).
9/37	Land required for Work No.22 for the alteration of M40 Junction 9 (Work No. 22).
10/1, 10/2, 10/3, 10/4,10/5, 10/6, 10/7	Land required for works to Ardley Tunnel (identified as structure J on the bridge overview plan) to provide W8 loading gauge clearance through the tunnel (Work No. 38).
10/8	Acquisition of existing rights (excluding the freehold) in land required for ecological mitigation works including: creation of areas of neutral grassland margins; cereal crop providing a winter forage resource for corn bunting and other priority farmland bird species and the provision of beetle banks (Work No. 37).

APPENDIX 2

Status of negotiations

The Planning Inspectorate

THE OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

TR050008

OXFORDSHIRE RAILFREIGHT LIMITED

Simplified Land and Rights Negotiations Tracker

Version: OCTOBER 2026

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
1	Benjamin George Adams and Edward Robert Adams	Category 1	Acquisition of land [freehold]	2/14	Principal terms agreed. Legal documents are almost finalised and the Applicant expects the agreement can be concluded in the coming weeks.	The Applicant hopes to reach agreement as soon as possible during early Examination.	N		
2	Alison Lesley Caroline Broadberry and Nicholas Philip Giles	Category 1	Acquisition of land [freehold]	4/1	The Applicant is in discussions with the Interested Party and Richborough, who have an interest over the land via a promotion agreement, to discuss the land requirement. It is understood following a meeting with Richborough on 7 January 2026 that a developer is in the process of acquiring the land interest and the sale was due to complete in February 2026. The Applicant will pick up discussions in relation to the land required following this. As at 26 October, the Applicant understands that the sale is still being finalised.	Agreement expected to be reached during Examination, subject to agreement being reached with the new developer.	N		
3	Caroline Jane Brown and Rebecca Mary Haynes	Category 1	Acquisition of land [freehold]	6/4	This land was identified as being unregistered in error due to a fault on HM Land Registry's mapping system. The Interested Party has now confirmed ownership details, however the Applicant understands there are three pending applications with HM Land Registry and is making equiries in relation to these. The Applicant has met with the Interested Party's agent and is making efforts to continue engagement in relation to the land requirement and proposed option terms.	Agreement is expected to be reached during Examination.	N		
4	Guy Rowles and Jane Rowles	Category 1	Acquisition of land [leasehold]	5/4	Whilst the Applicant has secured a voluntary agreement with the freehold owner, these properties are included on a precautionary basis only, for certainty in the event that the leasehold interest is not terminated and vacant possession is not delivered under the freehold agreement. The Applicant relies on the option agreement and is not directly engaging with the leaseholder.	The Applicant relies on the option agreement to deliver vacant possession and is not negotiating with the leaseholder. No express agreement or required.	N		
5	Catherine Muryell Hedges and Derek Arthur Hedges and James Millar Milligan	Category 1	Acquisition of land [freehold]	3/45	Principal terms agreed. Legal documents are well progressed and the Applicant expects the agreement can be concluded in the coming weeks. The legal agreements are complex due to other third party developers with interests in the land.	The Applicant hopes to reach agreement as soon as possible during early Examination.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
6	Unregistered land Celia Sybil Gibbard and Jennifer Eustace and John William Bernard Eustace (currently assumed reputed owners)	Category 1	Acquisition of land	3/2, 3/6a, 3/6b	27 April 2022 Letter sent to the Interested Party to make them aware of development proposals in advance of the Stage 1 Consultation. No response was received. 9 May 2022 – 4 July 2022 As part of Stage 1 consultation period, further information on the scheme was issued to the Interested Party. No response was received. 19 April 2023 Letter sent to the Interested Party informing them of the DCO pause and scheme review required. No response was received. [Project Pause] 10 September 2024 Letter sent to the Interested Party to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing. Also requested permission to access land to carry out non-intrusive surveys. Letter returned to sender – 'no such address'. 2 October 2024 Letter sent to the Interested Party to follow-up previous letter sent. Letter returned to sender – 'no such address'. 29 October 2024 TraceIQ search carried out with aim of confirming the Interested Party's contact details. No match found. 17 January 2025 Applicant sent letter to party who lodged Caution according to Land Registry following up previous letters issued. No response was received. 21 February 2025 Site notice erected which included information on the project and a plan of land required. No response received. 23 September 2025 to 4 November 2025 As part of the Stage 2 consultation period, further information on the scheme was issued to the Interested Party. No response was received. As at the time of Procedural Deadline 2, the Applicant has not been able to make contact with the owners of this land.	Resolution unlikely due to the Applicant not being able to successfully contact the Interested Party or confirm ownership.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
7	Cherwell District Council	Category 1	Acquisition of land [freehold]	7/32a	The Applicant has been in discussions with the Interested Party in relation to the land required throughout the process. The Interested Party is part of the Transport Working Group who have met with the Applicant every 6-8 weeks over the last 4/5 years. The Interested Party has also signed a Planning Performance Agreement (PPA) and the Applicant meets with them on a monthly basis. The Council has provided the Applicant with contact details of the relevant Land/Estates team at the Council. An initial meeting has been held and the Applicant is making efforts to continue engagement in relation to the land requirement and proposed option terms. The Applicant is aiming to circulate draft heads of terms w/c 26 October.	Agreement is expected to be reached during Examination.	N	RR-024	
8	Grenfell Nicholas Loggin and Marion Jayne Loggin	Category 1	Acquisition of land [freehold]	1/10, 1/11, 1/34, 3/1, 3/68, 3/71, 5/27b, 5/28, 5/30, 5/33, 5/33c	27 May 2021 Letter sent to the Interested Party to make them aware of the development proposals and request permission to access land for non-intrusive surveys. 1 June 2021 A response was received from the Land Agent (Howkins & Harrison), confirming they are instructed to act on behalf of the Interested Party and refusing access for non-intrusive surveys.4 June 2021 Offered to enter into a licence agreement and set out proposed terms. 15 June 2021 In person meeting with the Land Agent, further to which in principle agreement to enter into a licence agreement to permit non-intrusive surveys was provided. 27 July 2021 Licence agreement permitting non-intrusive surveys was entered into. 11 October 2021 Email sent to the Land Agent requesting to access land for intrusive surveys. Proposed form of licence shared. 20 October 2021 Licence agreement permitting intrusive surveys was entered into, including provision for payment of professional fees. 1 February 2022 Email sent to the Land Agent to open negotiations for the Applicant to enter into an option agreement for land required.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					4 March 2022 Confirmed fee undertaking with the Land Agent in relation to land acquisition discussions. 6 May 2022 In person meeting with the Interested Party and the Land Agent to discuss the scheme and land requirements. 9 May 2022 – 4 July 2022 As part of the Stage 1 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. 17 May 2022 – 19 April 2023 Draft option Heads of Terms shared with the Land Agent on 17 May 2022. Following this, a number of both in person and virtual meetings were held with the Land Agent. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent was not always responsive therefore progress on reaching agreement on the option Heads of Terms was limited. 30 August 2022 Licence renewal agreement permitting non-intrusive surveys was entered into. 19 April 2023 Email sent to the Land Agent informing them of the DCO pause and scheme review required. [Project Pause] 9 September 2024				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					Email sent to the Land Agent to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. Also requested permission to access land to carry out non-intrusive surveys and sent proposed licence agreement. <u>25 October 2024</u> Draft option Heads of Terms shared with the Land Agent. <u>22 November 2024</u> Licence agreement permitting non-intrusive surveys was entered into. <u>20 December 2024 – Present</u> Virtual meeting held with the Land Agent on 20 December 2024 to discuss option agreement Heads of Terms. As previous, discussions centred around differing views on land values. The Applicant put forward the suggestion of splitting out the Heads of Terms into separate agreements so that progress could be made on land areas where there is a reasonable prospect of agreement. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent is not always responsive therefore progress on reaching agreement on the option Heads of Terms has been limited. <u>23 September 2025 to 4 November 2025</u> As part of the Stage 2 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals.Since the end of statutory consultation, the Applicant has continued to seek engagement with the landowner through its agent, and has issued over 20 letters, emails and telephone messages. No substantive response has been received therefore the Applicant has also contacted the landowner directly via letter, email and telephone and in April managed to speak with them in person during which the landowner advised that the land value being proposed was not considered sufficient and that they were of the view the acquisition would impact their farming business. Since then, the Applicant has continued to contact the landowner and its agent with the aim of discussing their concerns and meeting a mutually beneficial agreement, however until recently they continued to receive no substantive response.On 1 October 2026 the Applicant spoke with the Interested Party in person during which they reiterated that certain terms of the proposed option agreement remained unsatisfactory. As part of this discussion, the Applicant emphasised that the proposed terms were subject to negotiation. On 5 October 2026, the Applicant received correspondence from the land agent previously appointed by the Interested Party (also Howkins & Harrison) confirming that they had been re-instructed to act on the Interested Party's behalf. The Applicant subsequently met with the land agent on 6 October 2026 and revised option terms were tabled on 9 October 2026 which remain subject to negotiation.				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
9	Biffa Waste Services Limited	Category 1	Acquisition of land [leasehold]	6/13	Whilst the Applicant has secured a voluntary agreement with the freehold owner, this plot is included for certainty in the event that the leasehold interest is not terminated and vacant possession is not delivered under the freehold agreement. The Applicant relies on the option agreement and is not directly engaging with the leaseholder.	The Applicant relies on the option agreement to deliver vacant possession and is not negotiating with the leaseholder. No express agreement required.	Y	RR-015	As per RR.
10	Henry David Teare	Category 1	Acquisition of land [freehold]	6/17, 6/18, 7/21, 7/22, 8/1, 8/2 and 8/17	The Applicant understands that following extensive discussions, Heads of Terms are now agreed and detailed legal negotiations can progress.	Applicant hopes to reach agreement as soon as possible during early Examination.	N		
12	James Peter Wheate Barnett and Toby Luke Barnett Loake	Category 1	Acquisition of land[freehold]	3/41	27 May 2021 Letter sent to the Interested Party to make them aware of the development proposals and request permission to access land for non-intrusive surveys. 8 June 2021 Further to discussion with the Interested Party, set out proposed terms of a non-intrusive survey licence agreement, including payments, to facilitate access. 22 June 2021 Proposed form of non-intrusive survey licence shared with the Interested Party. 21 July 2021 Licence agreement permitting non-intrusive surveys was entered into. 11 October 2021 Email sent to the Interested Party requesting to access land for intrusive surveys. Proposed form of licence shared. 17 December 2021 Licence agreement permitting intrusive surveys was entered into. 1 February 2022 Email sent to the Interested Party to open negotiations for the Applicant to enter into an option agreement for land required. 9 February 2022	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					The Interested Party confirmed they have instructed a Land Agent (Howkins & Harrison) to act on their behalf. 4 March 2022 Confirmed fee undertaking with the Land Agent in relation to land acquisition discussions. 6 May 2022 In person meeting with the Land Agent to discuss the scheme and land requirement. 9 May 2022 – 4 July 2022 As part of the Stage 1 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. 17 May 2022 – 19 April 2023 Draft option Heads of Terms shared with the Land Agent on 17 May 2022. Following this, a number of both in person and virtual meetings were held with the Land Agent. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent was not always responsive therefore progress on reaching agreement on the option Heads of Terms was limited. 19 April 2023 Email sent to the Land Agent informing them of the DCO pause and scheme review required. [Project Pause] 9 September 2024				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					Email sent to the Land Agent to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. Also requested permission to access land to carry out non-intrusive surveys and sent proposed licence agreement. <u>25 October 2024</u> Draft option Heads of Terms shared with the Land Agent. <u>19 November 2024</u> Licence agreement permitting non-intrusive surveys was entered into, including provision for payment of professional fees. <u>20 December 2024 – Present</u> Virtual meeting held with the Land Agent on 20 December 2024 to discuss option agreement Heads of Terms. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent is not always responsive therefore progress on reaching agreement on the option Heads of Terms has been limited. <u>23 September 2025 to 4 November 2025</u> As part of the Stage 2 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals.Since the end of statutory consultation, the Applicant has continued to seek engagement with the landowner through its agent, and has issued over 20 letters, emails and telephone messages. No substantive response has been received therefore the Applicant has also contacted the landowner directly via letter, email and telephone and in June managed to speak with them via telephone during which the landowner advised that they have limited scope to engage in matters relating to agreeing an option over land required for the scheme due to conflicting promotion agreement with third party developer. Since then, the Applicant has continued to contact the landowner and its agent to establish whether they can work collaboratively with them and the promotor, however until recently they continued to receive no substantive response.On 5 October 2026, the Applicant received correspondence from the land agent previously appointed by the Interested Party (also Howkins & Harrison) confirming that they had been re-instructed to act on the Interested Party's behalf. The Applicant subsequently met with the land agent on 6 October 2026 and revised option terms were tabled on 9 October 2026 which remain subject to negotiation.				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
13	Joanna Spencer	Category 1	Acquisition of land[freehold]	3/66, 3/67 and 3/67a	23 July 2021 Land was unregistered. Contacted neighbouring landowner's land agent querying ownership of this plot. Land agent responded stating they would confirm. 12 November 2021 Letter sent to residential property within unregistered land area to request details on ownership and permission to access land for non-intrusive surveys. 16 November 2021 A response was received from the Land Agent (Howkins & Harrison), confirming they are instructed to act on behalf of the Interested Party. Requested terms for non-intrusive survey access. In response, Applicant requested evidence of the Interested Party's ownership. 7 December 2021 Site Notice erected to establish landownership. Subsequently received confirmation title ownership was pending registration. 4 February 2022 Email sent to the Land Agent to open negotiations for the Applicant to enter into an option agreement for land required. 4 March 2022 Confirmed fee undertaking with the Land Agent in relation to land acquisition discussions. 6 May 2022 In person meeting with the Land Agent to discuss the scheme and land requirement. 9 May 2022 – 4 July 2022 As part of the Stage 1 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. 17 May 2022 – 19 April 2023 Draft option Heads of Terms shared with the Land Agent on 17 May 2022. Following this, a number of both in person and virtual meetings were held with the Land Agent. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent was not always responsive therefore progress on reaching agreement on the option Heads of Terms was limited. 19 April 2023 Email sent to the Land Agent informing them of the DCO pause and scheme review required. [Project Pause] 9 September 2024	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					Email sent to the Land Agent to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. Also requested permission to access land to carry out non-intrusive surveys. Following this, the Land Agent requested for a licence agreement to be entered into. 25 October 2024 Draft option Heads of Terms shared with the Land Agent. 22 November 2024 Licence agreement permitting non-intrusive surveys was entered into. 20 December 2024 – Present Virtual meeting held with the Land Agent on 20 December 2024 to discuss option agreement Heads of Terms. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent is not always responsive therefore progress on reaching agreement on the option Heads of Terms has been limited. 23 September 2025 to 4 November 2025 As part of the Stage 2 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals.Since the end of statutory consultation, the Applicant has continued to seek engagement with the landowner through its agent, and has issued over 20 letters, emails and telephone messages. Until recently, no substantive response had been received therefore the Applicant had also contacted the landowner directly via letter, email and telephone, also with no substantive response.On 5 October 2026, the Applicant received correspondence from the land agent previously appointed by the Interested Party (also Howkins & Harrison) confirming that they had been re-instructed to act on the Interested Party's behalf. The Applicant subsequently met with the land agent on 6 October 2026 and revised option terms were tabled on 9 October 2026 which remain subject to negotiation.				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
14	John David Savins (recently transferred to Mark John Savins and Julie Savins)	Category 1	Acquisition of land[freehold]	7/25, 7/35, 8/4, 8/4a	27 May 2021 Letter sent to the Interested Party to make them aware of the development proposals and request permission to access land for non-intrusive surveys. 2 June 2021 The Interested Party confirmed access for non-intrusive surveys was permitted. 11 October 2021 Email sent to the Interested Party requesting to access land for intrusive surveys. Proposed form of licence shared. 16 December 2021 Received confirmation that the Interested Party had instructed a Land Agent (Howkins & Harrison) to act on their behalf. 2 February 2022 Email sent to the Land Agent to open negotiations for the Applicant to enter into an option agreement for land required. 6 April 2022 Licence agreement permitting intrusive surveys was entered into. 9 May 2022 – 4 July 2022 As part of the Stage 1 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. 18 May 2022	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					Meeting with the Land Agent to discuss the scheme and land requirement. <u>6 June 2022</u> Draft option Heads of Terms shared with the Land Agent on 17 May 2022. <u>31 August 2022 - 19 April 2023</u> In person meeting held with the Land Agent on 31 August 2022 to continue discussions in relation to land requirements and the option agreement Heads of Terms. Following meeting, reshared option agreement Heads of Terms and the Land Agent suggested proposed amends. Following this, a number of both in person and virtual meetings were held with the Land Agent to try to progress matters. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent was not always responsive therefore progress on reaching agreement on the option Heads of Terms was limited. <u>19 April 2023</u> Email sent to the Land Agent informing them of the DCO pause and scheme review required. [Project Pause] <u>9 September 2024</u> Email sent to the Land Agent to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. Also requested permission to access land to carry out non-intrusive surveys. Following this, the Land Agent requested for a licence agreement to be entered into. <u>25 October 2024</u> Draft option Heads of Terms shared with the Land Agent. <u>22 November 2024</u> Licence agreement permitting non-intrusive surveys was entered into. <u>20 December 2024 – Present</u> Virtual meeting held with the Land Agent on 20 December 2024 to discuss option agreement Heads of Terms. A number of meetings were held following this, focused on the mechanisms for converting the existing right of way to a cycle way. Despite repeated attempts to engage in writing / telephone / in person, the Land Agent is not always responsive therefore progress on reaching agreement on the option Heads of Terms has been limited. <u>23 September 2025 to 4 November 2025</u> As part of the Stage 2 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals.Since the end of statutory consultation, the Applicant has continued to seek engagement with the landowner through its agent, and has issued				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					over 20 letters, emails and telephone messages. No substantive response has been received therefore the Applicant has also contacted the landowner directly via letter, email and telephone and in April managed to speak with them in person during which the landowner indicated they would be willing to reach voluntary agreement. Since then, the Applicant has sought to arrange a meeting with the landowner and their agent to progress discussions on the Heads of Terms however due to the landowner's personal circumstances, they have not yet been able to arrange a meeting. On 1st October 2026, the Applicant managed to speak with the Interested Party again and the Interested Party advised that they have asked their agent to make contact with the Applicant in relation to their comments on the proposed option terms. They also reconfirmed that their intention to reach agreement remains. The Applicant is continuing to make efforts to arrange a meeting with the land agent to progress the option terms and reach agreement.				
15	Savins Holdings Limited	Category 1	Acquisition of land	5/16	See above in respect of Savins.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		
17	National Highways Limited	Category 1	Acquisition of land [freehold]	1/18, 1/20c, 1/20f, 1/30a,1/20g, 1/24a, 1/25a, 1/30b, 3/3, 3/3a, 3/4, 3/5, 3/6, 3/7, 3/7a, 3/7b, 3/8, 3/16, 3/17, 3/21a, 3/22, 3/23, 3/24, 3/24a, 3/27, 3/28, 3/31c, 3/34, 3/35, 3/36, 3/39, 3/39a, 3/40, 3/42, 3/55, 3/63, 3/64, 3/64a, 4/7	The Applicant has been in discussions with the Interested Party in relation to the land required and highways solutions throughout the process. The Interested Party is part of the Transport Working Group who have met with the Applicant every 6-8 weeks over the last 4/5 years. The Applicant is liaising with National Highways in respect of the form of protective provisions (not yet fully agreed) for the benefit of the Interested Party which will be included in the draft Order. Agreement on the land arrangements is linked to agreement on those protective provisions. The Applicant has had several positive meetings with National Highways in respect of the protective provisions since the end of statutory consultation (November 2025). The parties have made some progress in agreeing drafting differences but further engagement is required.	Agreement on protective provisions and land acquisition matters expected to be reached during Examination.	Y	RR-100	As per RR.

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					The Applicant has proposed some novel drafting in the protective provisions which it considers is required as a result of its land investigations, namely: - It has identified plots of land which appear to be National Highways operational land (and which are owned by National Highways) but which are not adopted highway. The Applicant proposes to carry out highway works to this land only and has therefore proposed that such land is adopted by National Highways. This will mean that it will benefit from the highway works and street works powers in the DCO and will not need to be compulsorily acquired. The principle of this is agreed by National Highways but the drafting and precise mechanism to effect this is under discussion; and - The Applicant has also identified land which is National Highways owned but is local adopted highway. This highway will be stopped up as part of the authorised development and will form part of Work Nos. 6 and 8 and the Applicant therefore needs to acquire such land. The Applicant proposes that such land is transferred to it from National Highways, subject to terms to be agreed, in which case it will not be necessary to exercise powers of compulsory acquisition. The Applicant understands this is agreed in principle. The Applicant is now seeking to enter into an agreement for the use/acquisition of their land. The Applicant received NH's comments on the various plots affected on 21 August which did not appear to engage with the principles outlined above and the approach to the drafting of the protective provisions which the Applicant had understood to be agreed. The Applicant still believes agreement can be reached on this approach and replied to NH on 4 September requesting a further meeting to discuss and progress on this basis.				
18	Neil Godwin	Category 1	Acquisition of land [freehold]	9/37	Principle terms agreed. In legal negotiations.	The Applicant expects to reach during Examination.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
19	Network Rail Infrastructure Limited	Category 1	Acquisition of land interests	2/8, 2/9, 2/13, 5/17, 5/18, 5/19, 5/20, 5/21, 5/22, 5/23,	The Applicant has been in discussions with the Interested Party in relation to the land required throughout the process and holds bi-weekly meetings as well as specific topic workshops with the appropriate technical teams. An Agreed Position Statement was completed prior to the Statutory Consultation in September 2025. A Statement of Common Ground was agreed in May 2026, and submitted to the Planning Inspectorate in August. The Applicant is seeking to negotiate draft protective provisions (not yet agreed) for the benefit of the Interested Party which will be included in the draft Order. Negotiation of the provisions is ongoing, with a revised draft agreement returned to NR on 15 September.The Applicant is now seeking to enter into an agreement for the use/acquisition of their land and several meetings have been held with NR in this regard, as set out below.Bi weekly meetings, which covered topics such as delivery programme progress reports, property related updates and administrative points including arrangements around a possible site visit:29th July 20266th August 202613th August 202620th August 202616th September 202621st September 202625th September 2026Property related meetings, which covered the legal documentation needed and the timing of the agreements, internal Network Rail clearance processes, land parcel reviews and comparison with overlay plans of the proposed development:5th August 202611th August 2026, 13th August 2026,24th August 2026, 14th September 2026	Agreement on protective provisions and land acquisition matters expected to be reached during Examination.	Y	AS-087	As per RR.
20	Oxfordshire County Council	Category 1	Acquisition of land[freehold]	2/19	The Applicant has been in discussions with the Interested Party in relation to the land required throughout the process. The Interested Party is part of the Transport Working Group who have met with the Applicant every 6-8 weeks over the last 4/5 years. The Interested Party has also signed a Planning Performance Agreement (PPA) and the Applicant meets with them on a monthly basis.The Applicant is now seeking to enter into an agreement for the use/acquisition of their land. The Interested Party will have the benefit of protective provisions in the DCO in its capacity as local highway authority.The Applicant is in contact with the Council's land team and further to an initial meeting in April, Heads of Terms have been circulated and are in discussion.Whilst the Applicant is engaging with the Council, the Applicant has also issued heads of terms with the leasehold interest following OCC's request, and confirmation that they will not be liaising with their leaseholder.	Agreement expected to be reached during Examination.	Y	RR-109	As per RR.

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21	Robert John Adams	Category 1	Acquisition of land [freehold]	1/4	27 May 2021 Letter sent to the Interested Party to make them aware of the development proposals and request permission to access land for non-intrusive surveys. June 2021 A response was received from the Land Agent (Fisher German), confirming they are instructed to act on behalf of the Interested Party and confirming access for non-intrusive surveys was permitted subject to certain surveys taking place post-harvest. 19 August 2021 The Land Agent requested payment for non-intrusive survey access. Following this, the Applicant shared a form of access licence agreement for consideration. 25 November 2021 Licence agreements permitting both non-intrusive surveys and intrusive surveys were entered into. 2 February 2022 Email sent to Land Agent to open negotiations for the Applicant to enter into an option agreement for land required. 28 February 2022 In person meeting with the Land Agent to discuss the scheme and land requirement. Offered fee undertaking in relation to land acquisition discussions.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					23 March 2022 Draft option Heads of Terms shared with the Land Agent. 9 May 2022 – 4 July 2022 As part of the Stage 1 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. 19 May 2022 Further to discussion, agreed fee undertaking in relation to land acquisition discussions. The Land Agent subsequently confirmed they would now review the draft Heads of Terms. 21 June 2022 – 19 April 2023 In person meeting on 21 June 2022 with the Land Agent to discuss draft Heads of Terms. Following this, a number of meetings were held to discuss further and various iterations of Heads of Terms were shared. 19 April 2023 Email sent to the Land Agent informing them of the DCO pause and scheme review required. [Project Pause] 9 September 2024 Email sent to the Land Agent to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. Also requested permission to access land to carry out non-intrusive surveys and attached proposed licence agreement for consideration. 25 October 2024 Draft option Heads of Terms shared with the Land Agent. 27 November 2024 Received confirmation from the Land Agent that part of the land has been transferred to the Interested Party's sons therefore requested for draft Heads of Terms to be separated. 19 December 2024 Licence agreement permitting non-intrusive surveys entered into. 13 March 2025 In person meeting with the Land Agent who advised the small land area was not considered tempting enough to enter into an option over. 16 September 2025 – Present During a call with Land Agent in September 2025, they confirmed that the Interested Party is not able to progress option agreement Heads of Terms due to conflicting promotion agreement with third party developer therefore negotiations have stalled. The Land Agent reconfirmed this in March 2026.				

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					23 September 2025 to 4 November 2025 As part of the Stage 2 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. No response was provided.				
22	Smith & Sons (Bletchington) Limited	Category 1	Acquisition of land[freehold]	7/12	The Applicant has liaised with the Interested Party since February 2020 and throughout the process.The Applicant has recently sought to enter into an agreement for the acquisition of the land required.January 2026 - PresentFurther to a meeting with landowner in January, the Applicant shared proposed Heads of Terms in relation to the land required. Following this, the Interested Party advised that they would require a new unencumbered access point to be reprovided should any option agreement be entered into. The Applicant does not agree this is necessary; its proposal to cross the landowner's private access is a common feature of the highway network and therefore reprovision of a separate private access point is not necessary. The landowner maintains their position, therefore progress on an option agreement has stalled.The Applicant is seeking a Position Statement with the Interested Party.	The Applicant will continue to engage but now considers there to be a low likelihood of resolution.	Y	RR-130	As per RR.

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
23	Stanley George Savins	Category 1	Acquisition of land [freehold]	8/22	27 May 2021 Letter sent to the Interested Party to make them aware of the development proposals and request permission to access land for non-intrusive surveys. A response was received from the Interested Party confirming access for non-intrusive surveys was permitted. 11 October 2021 Email sent to the Interested Party requesting to access land for intrusive surveys. Proposed form of licence shared. 30 November 2021 A response was received from the Land Agent (Brown & Co), confirming they are instructed to act on behalf of the Interested Party and requested confirmation of intrusive survey terms which was subsequently provided. 2 February 2022 Email sent to Land Agent to open negotiations for the Applicant to enter into an option agreement for land required. 28 February 2022 In person meeting with the Interested Party and the Land Agent to discuss the scheme and land requirement. 23 March 2022 Draft option Heads of Terms shared with the Land Agent. 7 April 2022	The Applicant hopes to reach agreement during Examination.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					Licence agreement permitting intrusive surveys was entered into. <u>5 May 2022</u> Confirmed fee undertaking with the Land Agent in relation to land acquisition discussions. <u>9 May 2022 – 4 July 2022</u> As part of the Stage 1 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. <u>17 May 2022 – 19 April 2023</u> Met with the Land Agent virtually on 17 May 2022. Following this, a number of follow-up meetings were held with the Land Agent. Progress on reaching agreement on the option Heads of Terms has been limited. <u>19 April 2023</u> Email sent to the Land Agent informing them of the DCO pause and scheme review required. [Project Pause] <u>9 September 2024</u> Email sent to the Land Agent to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. Also requested permission to access land to carry out non-intrusive surveys which was subsequently confirmed. <u>25 October 2024</u> Draft option Heads of Terms shared with the Land Agent. The Land Agent confirmed the Interested Party's position remains as previous. <u>30 May 2025</u> The Land Agent advised that access for non-intrusive surveys is no longer permitted on the basis that the Interested Party has no contractual relationship with the Applicant. <u>25 June 2025 - Present</u> In an email of 25 June 2025, the Land Agent confirmed the Interested Party's position remains as previous. There therefore continues to be a difference in opinion over principle. This position was again confirmed on 16 January 2026. <u>23 September 2025 to 4 November 2025</u> As part of the Stage 2 consultation period, further information on the scheme was issued to the Interested Party and they were provided with the opportunity feedback on proposals. Since the end of statutory consultation, the Applicant has continued to seek engagement with the landowner through its agent through continued issuing of letters, emails and telephone messages.				

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					During a meeting in August 2026, in spite of the difference in opinion of principle remaining, the land agent indicated that they would be prepared to negotiate by way of putting forward a proposed figure for the Applicant's consideration. A counteroffer has been issued and the parties are continuing negotiations.				

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25	Upper Heyford GP Limited and Upper Heyford Nominee Limited	Category 1	Acquisition of land [freehold]	4/5, 4/5a, 4/6, 4/18, 6/10, 6/11, 7/3, 7/4	The Applicant has been in discussions with the Interested Party in relation to the land required since August 2020 and throughout the process. Regular engagement has taken place in a collaborative manner on a range of topics (e.g. land acquisition, highways, public transport, landscaping and sustainable travel opportunities). <u>13 August 2020</u> Virtual meeting between the Applicant and Dorchester to discuss highways modelling, landscape / visual mitigation and preparing a Memorandum of Understanding to set out a basis of a relationship between the two parties. <u>7 September 2021</u> Virtual meeting arranged and led by the Applicant with Dorchester to provide updates on respective schemes. <u>6 October 2021</u> Dorchester issued draft Heads of Terms for the Memorandum of Understanding to the Applicant via email. <u>2 November 2021</u> The Applicant provided comments on the draft Heads of Terms for the Memorandum of Understanding via email. <u>3 November 2021</u> Virtual meeting arranged and led by the Applicant with Dorchester to provide updates on respective schemes. <u>8 December 2021</u> Virtual meeting arranged and led by the Applicant with Dorchester to provide updates on respective schemes. <u>26 January 2022</u>	o	Y	RR-037	As per RR.

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					Virtual meeting arranged and led by the Applicant with Dorchester to provide updates on respective schemes. <u>16 February 2022</u> The Applicant requested an update via email from Dorchester on their timescales to respond to the Applicant's comments provided on the draft Heads of Terms for the Memorandum of Understanding (which they issued via email on 2 November 2021). <u>9 March 2022</u> Virtual meeting arranged and led by the Applicant with Dorchester to provide updates on respective schemes. <u>5 May 2022</u> Virtual meeting arranged and led by the Applicant with Dorchester to provide updates on respective schemes. <u>1 June 2022</u> Virtual meeting arranged and led by the Applicant with Dorchester to provide updates on respective schemes. <u>5 September 2022</u> Draft option Heads of Terms shared with the Interested Party. <u>26 January 2023</u> Virtual meeting to discuss draft Heads of Terms. <u>18 April 2023</u> Email sent to Interested Party informing them of the DCO pause and scheme review required. [Project Pause] <u>5 September 2024</u> Email sent to the Interested Party to confirm scheme review had				

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					concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. <u>17 October 2024</u> Virtual meeting to update the Interested Party on the scheme and to recommence land discussions. The Interested Party outlined a requirement to progress transport and landscape matters prior to engaging in land discussions. <u>10 February 2025</u> Virtual meeting to provide general updates on the Applicant's and Interested Party's respective schemes. <u>23 April 2025</u> Meeting to discuss transport matters relevant to the Applicant's and Interested Party's respective schemes. <u>10 June 2025</u> Meeting to discuss landscape matters relevant to the Applicant's and Interested Party's respective schemes. <u>2 September 2025</u> Virtual meeting to discuss transport matters relevant to the Applicant's and Interested Party's respective schemes. <u>16 October 2025</u> Meeting to provide general updates on the Applicant's and Interested Party's respective schemes. <u>9 December 2025</u> Virtual meeting to discuss landscape matters relevant to the Applicant's and Interested Party's respective schemes. <u>11 December 2025</u>				

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					The Applicant sent Dorchester further landscape information (including amends made to the scheme post consultation). <u>16 January 2026</u> The Applicant chased Dorchester for feedback on the landscape work provided. <u>2 February 2026</u> Both parties met for meeting in person at Heyford Park ahead of submission of the DCO. The Applicant requested again any comments on the amended landscape proposals. <u>10 February 2026</u> The Applicant chased Dorchester for a date for a highways meeting and asked again if any comments on the landscape proposals. <u>27 February 2026</u> Virtual meeting to discuss transport matters relevant to the Applicants and Interested Parties respective schemes. The Applicant also raised the suggestion of both parties agreeing to a joint statement. No clear feedback provided on the amended landscape proposals. <u>9 March 2026</u> The Applicant chased Dorchester for their view on a Joint Statement. No response. <u>27 March 2026</u> The Applicant chased Dorchester again and suggested a meeting on 5th May 2026 to discuss all issues including land negotiations. No response. <u>13 May 2026</u> The Applicant chased Dorchester again on 13th May for a meeting date to be diarised. Dorchester responded on the 18th May				

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					suggesting a meeting in June 2026. The Applicant responded on the same day suggesting dates in June 2026. Dorchester responded on 21st May stating they couldn't meet until w/c 8th June 2026 due to annual leave. The Applicant responded on 26th May with suggested June dates for a meeting (accounting for Applicant's annual leave). 17 June 2026 Virtual meeting diarised by Applicant to discuss progressing a voluntary agreement following submission of the application. 24 June 2026 Dorchester requested a call from the Applicant - the Applicant called Dorchester the same day. Dorchester requested a copy of the VISSIM highway model created and funded by ORL (the Applicant). 1 July 2026 Dorchester emails the Applicant confirming that they have instructed a land agent and requesting that the VISSIM highway model is sent across to Dorchester. 1 July 2026 The Applicant asks Dorchester for a call following receipt of the email above. Both parties speak and agree in principle that the Applicant can provide the highways VISSIM model but that the land negotiations need to be progressed in parallel. 3 July 2026 The Applicant requests a meeting with both parties including land agents on 20th July 2026. 15 July 2026 Exchange of emails between both parties trying to fix a land agents meeting.				

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					20 July 2026 Virtual meeting including land agents to discuss progressing a voluntary agreement. 21 July 2026 Email from Dorchester to the Applicant requesting VISSIM Highway model. The Applicant responds to Dorchester the same day. 22 July 2026 Email response from Dorchester to the Applicant requesting a call. 22 July 2026 Virtual meeting between Paul Silver and Simon Fry (Dorchester) and Philip O'Callaghan (Applicant) – agreed that the highways VISSIM model will be provided by the applicant and that a SOCG between the parties will be progressed in parallel. 23 July 2026 The Applicant instructed the release of the highways VISSIM model to Dorchester. 23 July 2026 The Applicant requests agreement by Dorchester to the headings of a SOCG ahead of drafting. The Applicant also requests bi-weekly meetings moving forward – the first to be on the 4th August 2026. These meetings were agreed and diarised. 28 July 2026 Additional information issued to Dorchester's land agent by the Applicant to inform voluntary agreement negotiations. 31 July 2026 The Applicant circulated a draft SOCG to Dorchester for review/discussion.				

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					4 August 2026 Virtual meeting between Dorchester and the Applicant to discuss draft SOCG. 10 August 2026 The Applicant chased Dorchester for a response to the draft SOCG. 13 August 2026 Dorchester responded to the Applicant with comments on the draft SOCG. 17 August 2026 The Applicant requested postponement of the meeting on the 18th as not had time to review and receive responses to Dorchester's comments from the Applicant team. Meeting pushed back to the 25th August. 20 August 2026 The Applicant sends Dorchester a note regarding their s106 obligations in the context of the OxSRFI DCO. No response. 22 August 2026 The Applicant sent draft SOCG back to Dorchester with comments. 24 August 2026 Dorchester cancelled planned meeting on 25th August 2025 to ensure reviewed draft SOCG in detail. 26 August 2026 Email exchange between both parties regarding instructed land agents and setting up a meeting. 27 August 2026				

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					Applicant chased Dorchester for a response to draft SOCG. 27 August 2026 Additional information issued to land agent by Applicant to inform voluntary agreement negotiations. Circulated potential dates for a meeting between land agents. 1 September 2026 Dorchester cancelled planned meeting on 1st September and requested to rearrange for 8th September 2026. Meeting diarised for 8th September by Applicant in response. 2 September 2026 The Applicant chased Dorchester for a response to the draft SOCG. 4 September 2026 The Applicant called Dorchester twice to understand delay in response to draft SOCG. No response. 7 September 2026 Dorchester cancelled planned meeting on 8th September and raises new issue on phasing via email. No comments on the draft SOCG. 8 September 2026 The Applicant sends requested phasing information that was included in the submitted application (via PINS link). 9 September 2026 The Applicant called Dorchester to understand delay in response to draft SOCG. No response. 10 September 2026 Virtual meeting between land agents from both sides (no clients present). 11 September 2026 The Applicant called Dorchester to understand delay to responding to draft SoCG. No response. 14 September 2026 The Applicants agent contacted Dorchester's agent to follow up on the virtual meeting of the 10th confirming the anticipated timeline for a response. 15 September 2026 Dorchester cancelled planned meeting on 15th September. The Applicant responded requesting alternative dates for a meeting w/c 14th September. 15 September 2026 The Applicant contacted Dorchester to reiterate its desire to				

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					engage and seek feedback on the draft SoCG issued on 22nd August. 16 September 2026 Dorchester's agent emailed the Applicant's agent summarises their position specifically with regards to s106 obligations and transport. 18 September 2026 The Applicant emailed Dorchester offering meetings dates over the next few weeks. No response. 18 September 2026 The Applicant's agent emailed Dorchester's agent saying that their client had emailed Dorchester with some suggested meeting dates and we would discuss the email of the 15th as part of that meeting. 30 September 2026 The Applicant's agent chased Dorchester's agent for a response. 30 September 2026 Dorchester's agent responded saying that they were awaiting the results of their recent highway modelling work. 1 October 2026 The Applicant received a letter from Dorchester during the CA hearing. 5 October 2026 The Applicant received an email from Tetra Tech requesting permission to release data flows and coding to facilitate Dorchester complete their highway modelling. 7 October 2026 Dorchester emailed the Applicant in relation to the highways modelling request only and asked that the Applicant give their permission before the end of that working day. 7 October 2026 The Applicant called Dorchester in response to their email stating that they would give permission to Tetra Tech for the release of the highway modelling information needed but requested that Dorchester re-engage with the Applicant following the cancellation of the last four meetings by Dorchester. Dorchester verbally agreed to this. 7 October 2026 The Applicant confirmed to Tetra Tech that they had permission to release the highway modelling information needed. 9 October 2026 The Applicant responded to Dorchester's letter of the 1st October alongside some suggested dates for a meeting. 13 October 2026 A meeting has now been arranged with Dorchester for Thursday 15				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					October. 15 October 2026 Virtual meeting to discuss outstanding issues and approach to resolve them. 21 October 2026 Virtual meeting to discuss landscaping and phasing.				
26	Valencia Waste Management Limited	Category 1	Acquisition of land[freehold]	5/12, 5/12a, 5/12b, 5/12c, 5/12d, 5/14, 5/14a, 5/14b, 5/34a, 7/42	The Applicant has sought to engage with the Interested Party throughout the process.Initial discussions started in March 2021 with the former owner of the land. Draft Heads of Terms were issued and licence agreements were entered into for surveys.In March 2022, the former owner sold the land to Valencia. 24 October 2022 Draft option Heads of Terms shared with the new landowners Agent. 11 November 2022 Completed licence agreement to undertake waste investigation in the landfill. 31 March 2023 Meeting with the landowners Agent to discuss the draft Heads of Terms. 17 April 2023 Email sent to landowner informing them of the DCO pause and scheme review required. [Project Pause] 20 July 2023 Virtual meeting with the landowner to discuss progressing a voluntary agreement. 21 September 2023 Phone call with landowner to progress land discussions.	Agreement expected to be reached during Examination.	N	RR-142	Discussions are ongoing with Valencia to progress a voluntary agreement over their land included within the Order Limits.

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					<u>6 December 2023</u> Phone call with landowner to progress land discussions. <u>5 September 2024</u> Email sent to the landowner to confirm scheme review had concluded and formal work to progress preparation of DCO application is commencing therefore the Applicant would like to pick up previous negotiations. Also requested permission to access land to carry out non-intrusive surveys which was subsequently confirmed. <u>31 October 2024</u> Email exchanges regarding access for surveys. <u>2 July 2025</u> Meeting with landowner to progress land discussions following attempts to re-engage on reaching a voluntary agreement. <u>6 August 2025</u> Proposal made in writing to secure a voluntary agreement over the land required for the scheme. <u>August – September 2025</u> Numerous contact attempts made via email and telephone seeking feedback on the proposal made. <u>8 October 2025</u> Meeting with the landowner to progress land discussions.				

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
					2 December 2025 Email sent to the landowner requesting feedback on land acquisition proposal. 13 January 2026 Letter sent to landowner consulting them on a red line change affecting their land. 5 February 2026 Consultation response received from landowner in respect of red line change. 18 February 2026 Meeting with the landowner to progress land discussions. At this meeting it was agreed that the owner would respond to the land offer from August 2025 and that the Applicant would provide detail of its discussions with the Environment Agency and their February 2026 consultation response. 27 March 2026 The Applicant provided its response to the February consultation response. 26 August 2026 Meeting with landowner to progress land discussions. Provided verbal feedback to the land offer from August 2025, suggested written feedback would be issued in around four weeks. September 2026 Numerous phone calls with the landowner seeking feedback on the land offer and looking to arrange a further meeting. October 2026 The Applicant has had a further exchange of correspondence with Valencia but a further meeting is yet to be arranged.				
27	David Barnett	Category 1	Acquisition of land [occupier]	3/41	Occupier - see James Peter Wheate Barnett and Toby Luke Barnett Loake Whilst the Applicant is engaging with the freehold owner, this interest is also included to ensure that the interest is captured in any necessary acquisition arrangements. The leasehold/occupational interest is controlled by David Barnett who jointly owns the freehold interest in plot 3/41 and discussions with them include the acquisition of this interest, details can be found at Ref 12.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
28	Bucknell Farms Ltd	Category 1	Acquisition of land [occupier]	3/45	Occupier - see Catherine Muryell Hedges and Derek Arthur Hedges and James Millar Milligan Whilst the Applicant is engaging with the freehold owner, this interest is also included to ensure that the interest is captured in any necessary acquisition arrangements. The leasehold/occupation interest is controlled by Catherine Muryell Hedges and Derek Arther Hedges and James Millar Milligan who own the freehold interest in plot 3/45 and discussion with them include the acquisition of this interest, details can be found at Ref 5.	Applicant hopes to reach agreement as soon as possible during Examination.	N		
29	Edward Deeley	Category 1	Acquisition of land [occupier]	6/17, 6/18, 7/21 and 7/22	Occupier - see Henry David Teare The Applicant has reached agreement with the freehold owner and has agreed terms subject to them providing vacant possession (details can be found at Ref 10). In advance of reaching agreement with the freehold owner, the Applicant also issued HoTs to the occupational interest in the event agreement was not reached with the freehold owner.	Applicant hopes to reach agreement as soon as possible during early Examination.	N		
19	Network Rail Infrastructure Limited	Category 1	Acquisition of rights	2/1, 2/2, 2/3, 2/6, 2/7, 5/18a,10/1, 10/2, 10/3, 10/4, 10/5, 10/6, 10/7	As above for Network Rail.	Agreement on protective provisions and land acquisition matters expected to be reached during Examination.	Y	AS-087	As per RR.

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
20	Oxfordshire County Council	Category 1	Acquisition of rights	2/16, 2/19c, 2.20a, 3/75a, 3/76a, 5/22a	As above for Oxfordshire County Council.	Agreement expected to be reached during Examination.	Y	RR-109	As per RR.
24	Thames Water Utilities Limited	Category 1	Acquisition of rights	4/10, 6/12, 7/2	The Applicant has been in contact with the Interested Party in relation to the scheme since October 2021. Protective provisions (not yet agreed) for the benefit of the Interested Party's operational land have been drafted and are included in the draft Order.	Applicant hopes to reach agreement on protective provisions as soon as possible during Examination.	N		
26	Valencia Waste Management Limited	Category 1	Acquisition of rights	5/13, 5/14c, 5/14d, 5/14e, 5/14f, 5/37, 7/41	As above for Valencia.	Agreement expected to be reached during Examination.	N	RR-142	Discussions are ongoing with Valencia to progress a voluntary agreement over their land included within the Order Limits.
8	Grenfell Nicholas Loggin and Marion Jayne Loggin	Category 1	Acquisition of rights	5/27a, 5/33b, 5/39	As above for Loggin.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		
30	Viridor Oxfordshire Limited	Category 1	Acquisition of rights	7/11a, 7/40	Agreement on the principle of the rights required has been reached and the Applicant is engaging with the owner to secure voluntary rights by agreement. Draft legal agreements are with the landowners solicitor.	The Applicant is confident agreement will be reached early on in Examination.	N	RR-146	
3	Caroline Jane Brown and Rebecca Mary Haynes	Category 1	Acquisition of rights	6/4b and 6/4c	This land was identified as being unregistered in error due to a fault on HM Land Registry's mapping system. The Interested Party has confirmed ownership details, however the Applicant understands there are three pending applications with HM Land Registry and therefore they are making equiries in relation to these. The Applicant has met with the Interested Party's agent and is making efforts to continue engagement in relation to the land requirement and proposed option terms.	Agreement is expected to be reached during Examination.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
14	John David Savins (recently transferred to Mark John Savins and Julie Savins)	Category 1	Acquisition of rights	7/30a	As above for John David Savins.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		
7	Cherwell District Council	Category 1	Acquisition of rights	7/32c	As above for Cherwell District Council.	Agreement is expected to be reached during Examination.	N	RR-024	
10	Henry David Teare	Category 1	Acquisition of rights	8/3	As above for Henry David Teare.	Applicant hopes to reach agreement as soon as possible during early Examination.	N		
31	James Aubrey Calcutt	Category 1	Acquisition of rights	8/5 and 8/6	Agreement has been reached with this party, however, rights are sought to ensure that restrictive covenants can be imposed for the retention of the planting mitigation required.	Agreement reached. No further agreement required.	N		
20	Oxfordshire County Council	Category 1	Temporary Possession	2/19a, 2/19b, 2/20, 3/75, 3/76	As above for Oxfordshire County Council.	Agreement expected to be reached during Examination.	Y	RR-109	As per RR.
17	National Highways Limited	Category 1	Temporary Possession	3/31	As above for National Highways.	Agreement on protective provisions and land acquisition matters expected to be reached during Examination.	Y	RR-100	As per RR.
8	Grenfell Nicholas Loggin and Marion Jayne Loggin	Category 1	Temporary Possession	3/69, 3/70, 5/27, 5/28a, 5/31, 5/33a, 5/39a,	As above for Loggin.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		
12	James Peter Wheate Barnett and Toby Luke Barnett Loake	Category 1	Temporary Possession	3/38	As above for James and Toby Barnett.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		
27	David Barnett	Category 1	Temporary Possession [occupier]	3/38	As above for David Barnett.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		
33	Walkers Trust (trustees Caroline Jane Brown and Charles Peter John Brown) and Rebecca Haynes	Category 1	Temporary Possession	6/3	The Interested Party has recently clarified a minor ownership detail change. The Applicant is in discussions with the Interested Party in relation to the land required and has met with Richborough and the landowner's agent, who have an interest over the land via a promotion agreement. The Applicant is seeking to enter into an agreement for the temporary use/acquisition of their land.	Agreement expected to be reached during Examination.	N		

Ref	Land interest [1]	Type of interest [2]	Powers sought [3]	Plots affected [4]	Status of negotiations with land interest	Likelihood of resolution prior to submission of the application/ during the examination	Has Interested Party objected? Y / N	Relevent Representation Number	Status of objection
3	Caroline Jane Brown and Rebecca Mary Haynes	Category 1	Temporary Possession	6/4a	This land was identified as being unregistered in error due to a fault on HM Land Registry's mapping system. The Interested Party has confirmed ownership details, however the Applicant understands there are three pending applications with HM Land Registry and therefore they are making equiries in relation to these. The Applicant has met with the Interested Party's agent and is making efforts to continue engagement in relation to the land requirement and proposed option terms.	Agreement expected to be reached during Examination.	N		
22	Smith & Sons (Bletchington) Limited	Category 1	Temporary Possession	7/23 and 7/24	The Applicant has reached out to the Interested Party seeking to enter into an agreement for the temporary use/acquisition of their land. No response has been received.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	Y	RR-130	As per RR.
10	Henry David Teare	Category 1	Temporary Possession	7/26	As above for Henry Teare.	Applicant hopes to reach agreement as soon as possible during Examination.	N		
14	John David Savins (recently transferred to Mark John Savins and Julie Savins)	Category 1	Temporary Possession	7/30	As above John Savins.	The Applicant will continue to engage but at present considers there to be a low likelihood of resolution.	N		
7	Cherwell District Council	Category 1	Temporary Possession	7/32b	As above Cherwell District Council.	Agreement is expected to be reached during Examination.	N	RR-024	
34	Daniel Thomas Abernethy and Lucy Charlotte Abernethy and Thomas Richard Abernethy	Category 1	Temporary Possession	8/20	Principal terms agreed. Legal documents being prepared.	The Applicant hopes to reach agreement as soon as possible during Examination.	N		
26	Valencia Waste Management Limited	Category 1	Temporary Possession	5/35, 5/36, 5/37a	As above for Valencia.	Agreement expected to be reached during Examination.	N	RR-142	Discussions are ongoing with Valencia to progress a voluntary agreement over their land included within the Order Limits.
30	Viridor Oxfordshire Limited	Category 1	Temporary Possession	7/11	As above for Viridor.	The Applicant is confident agreement will be reached early on in Examination.	N	RR-146	