

# A57 Link Roads

## TR010034

### 4.1 Statement of Reasons

APFP Regulation 5(2)(h)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009

February 2022

# Infrastructure Planning Planning Act 2008

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

### A57 Link Roads

#### Development Consent Order 202[x]

---

#### 4.1 STATEMENT OF REASONS

---

|   |  |
|---|--|
| <b>Regulation Number:</b>                     | Regulation 5(2)(h)                             |
| <b>Planning Inspectorate Scheme Reference</b> | TR010034                                       |
| <b>Application Document Reference</b>         | TR010034/APP/4.1                               |
| <b>Author:</b>                                | A57 Link Roads Project Team, National Highways |

| <b>Version</b> | <b>Date</b>   | <b>Status of Version</b> |
|----------------|---------------|--------------------------|
| Rev 4.0        | February 2022 | Deadline 5               |
| Rev 3.0        | January 2022  | Deadline 2               |
| Rev 2.0        | December 2021 | Deadline 1               |
| Rev 1.0        | June 2021     | DCO Application          |

# Table of Contents

| Chapter  | Pages     |
|--|-----------|
| <b>1. Introduction</b>   | <b>5</b>  |
| 1.1 Summary  | 5         |
| 1.2 The Scheme   | 5         |
| 1.3 Compulsory Acquisition   | 6         |
| 1.4 Land Interests   | 6         |
| 1.5 The Case for Compulsory Acquisition  | 7         |
| 1.6 Human Rights   | 7         |
| 1.7 Special Considerations   | 7         |
| 1.8 Compliance with Statutory Requirements and Policy Guidance   | 8         |
| <b>2. The Scheme</b>   | <b>9</b>  |
| 2.1 Description of the Scheme  | 9         |
| 2.2 Case for the Scheme  | 11        |
| 2.3 Benefits of the Scheme   | 11        |
| 2.4 The Authorised Works   | 13        |
| 2.5 Alternatives and Flexibility   | 24        |
| <b>3. Compulsory Acquisition</b>   | <b>26</b> |
| 3.1 Scope of compulsory acquisition powers with reference to the draft DCO   | 26        |
| 3.2 Main Compulsory Acquisition Powers   | 26        |
| 3.3 Other Compulsory Acquisition Powers  | 27        |
| 3.4 Temporary Possession Powers  | 28        |
| 3.5 Other Rights and Powers  | 29        |
| <b>4. Land Interests</b>   | <b>31</b> |
| 4.1 The Extent of the Land Subject to Powers   | 31        |
| 4.2 Location   | 31        |
| 4.3 Existing Land Use and Character  | 31        |
| 4.4 Identifying persons with an interest in the land   | 33        |
| 4.5 Category 1 and 2 persons   | 33        |
| 4.6 Category 3 persons – section 10 of the Compulsory Purchase Act 1965 (CPA 1965) and/or section 152(3) of the 2008 Act | 34        |
| 4.7 Assessment of Category 3 persons which fall under Part I of the Land Compensation Act 1973 (LCA 1973)                | 34        |
| 4.8 Contact Referencing  | 34        |
| 4.9 Negotiation to Acquire by Agreement  | 35        |
| 4.10 Utility Diversions  | 40        |
| <b>5. The Case for Compulsory Acquisition</b>  | <b>42</b> |
| 5.1 Introduction   | 42        |
| 5.2 The Statutory Conditions and CA Guidance   | 42        |

|           |   |            |
|-----------|---|------------|
| 5.3       | Need for the Land and the Purposes for which Compulsory Acquisition Powers are Sought   | 43         |
| 5.4       | Compelling Case in the Public Interest  | 44         |
| 5.5       | Consideration of Alternatives   | 44         |
| 5.6       | Reasonable Prospect of Funding  | 45         |
| 5.7       | Acquisition by Agreement  | 45         |
| 5.8       | Conclusions   | 45         |
| <b>6.</b> | <b>Human Rights</b>   | <b>46</b>  |
| 6.1       | The Protected Rights  | 46         |
| 6.2       | Compliance with the Convention  | 54         |
| 6.3       | Fair Compensation   | 55         |
| 6.4       | Conclusions   | 55         |
| <b>7.</b> | <b>Special considerations</b>   | <b>56</b>  |
| 7.1       | Crown Land  | 56         |
| 7.2       | Special Category Land (land forming part of a common, open space, or fuel or field garden allotment – including any exchange land arrangements) | 56         |
| 7.3       | National Trust “inalienable” land   | 57         |
| 7.4       | Statutory Undertaker Land   | 58         |
| 7.5       | Other Consents  | 59         |
| <b>8.</b> | <b>Conclusions</b>  | <b>60</b>  |
| 8.1       | Overview  | 60         |
|           | <b>Annex A: Purpose of Acquisition</b>  | <b>61</b>  |
|           | <b>Annex B: Negotiation Progress</b>  | <b>119</b> |

## Tables

|  |    |
|--|----|
| Table 4.1: Unknown Ownerships          | 35 |
| Table 7.1: Special Category Land Plots | 57 |

# 1. Introduction

## 1.1 Summary

- 1.1.1 This Statement of Reasons (this Statement) relates to an application, made by National Highways (the Applicant) to the Secretary of State for Transport via the Planning Inspectorate (the Inspectorate) under the Planning Act 2008 (the 2008 Act) for a Development Consent Order (DCO). If made, the DCO would grant consent for the A57 Link Roads (the Scheme).
- 1.1.2 This Statement has been prepared in accordance with the requirements of 5(2)(h) of the Infrastructure Planning (Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations) and the Planning Act 2008: 'Guidance related to procedures for compulsory acquisition of land' (DCLG, September 2013) (the CA Guidance).
- 1.1.3 This Statement is required because the DCO, if made, would confer upon the Applicant compulsory acquisition powers described in this Statement, including the power to acquire land outright, the power to acquire rights over land, the power to extinguish rights over land, and the power to occupy land temporarily for construction and maintenance purposes.
- 1.1.4 This Statement sets out the reasons for the inclusion of compulsory purchase powers within the DCO. It explains that it is necessary to include compulsory acquisition powers within the DCO so that the Applicant can acquire the land interests required for the construction and maintenance of the Scheme which are not already in its possession. It also explains why compulsory powers are necessary to enable the Applicant to use land temporarily and acquire, suspend, interfere with or extinguish rights over land in order to be able to construct and maintain the Scheme.
- 1.1.5 The Applicant is satisfied that the powers of compulsory acquisition and temporary possession sought in the DCO are necessary, proportionate and justified. The Applicant is further satisfied that the powers sought are in accordance with all relevant statutory and policy guidance. The Applicant considers that, given the benefits of the Scheme as set out in this Statement, there is a compelling case in the public interest for the compulsory acquisition and temporary possession powers sought.

## 1.2 The Scheme

- 1.2.1 The Scheme is a Nationally Significant Infrastructure Project ("NSIP") within Sections 14(1)(h) and 22(1) of the Planning Act 2008 (the "Act"). Under Section 22 an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives.
- 1.2.2 The Scheme is construction of a highway in a case within the meaning of Section 22(1)(a). The Scheme is wholly located in England and National Highways, being a strategic highways authority, will be the highway authority for the highway to be constructed as part of the Scheme.

- 1.2.3 The development therefore complies with the requirements of Section 22(2) and 22(4) of the Act. Whilst the Scheme includes some alteration and improvement of the existing A57 the new carriageway will follow a different alignment requiring construction of sections of new highway with a speed limit of 50 miles per hour over an area in excess of 12.5 hectares.
- 1.2.4 The area of development in this case (as shown on the land plans (APP-007) is 62.3 hectares (ha), of which 41.9 ha is to be required permanently as part of the Scheme, comfortably in excess of the threshold.
- 1.2.5 Further information regarding how the Scheme qualifies as an NSIP can be found in the Explanatory Memorandum [APP-021].
- 1.2.6 As the Scheme is an NSIP, development consent must be obtained from the Secretary of State to authorise it, and an application for a DCO must be made to the Secretary of State under section 37 of the 2008 Act.
- 1.2.7 In summary the Scheme comprises two new offline bypass of 1.12 miles (Mottram Moor Link Road) and 0.81 miles (A57 Link Road). A scheme description is provided in Section 2 of this report

### **1.3 Compulsory Acquisition**

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

### **1.4 Land Interests**

- 1.4.1 The extent of the land interests affected by the compulsory acquisition and temporary possession powers sought by the Applicant in relation to the land (the Land) is described in Chapter 4 of this Statement.
- 1.4.2 The Applicant has carried out diligent inquiry, as set out in the APFP Regulations and the Compulsory Acquisition (CA) Guidance, to identify all the persons with an interest in the Land (the land shown on the Land Plans [APP-007]) and the persons with a potential claim for compensation as a result of the Scheme. These persons have been consulted pursuant to section 42 of the 2008 Act. The categories of persons identified and the methods used to identify them are described in Chapter 4 of this Statement by reference to the categories in the Book of Reference [APP-025].
- 1.4.3 The Applicant has entered into negotiations to acquire other parties' interests voluntarily and is progressing those discussions. These negotiations are not yet completed. The current position on these negotiations is set out in Annex B of this Statement.
- 1.4.4 It is necessary to acquire the land interests by compulsory acquisition to enable the Scheme to be delivered. The acquisition of all land interests is necessary to enable the Scheme to proceed. Further details are set out in Chapter 4 of this Statement.
- 1.4.5 The Applicant already owns a number of plots which are subject to the rights of others, which are incompatible with the construction and operation of the Scheme. In order to ensure that any such rights can be removed (and the

persons benefitting from them are compensated for such removal) the Applicant's own land has been included within the Land to which compulsory powers are sought.

## **1.5 The Case for Compulsory Acquisition**

- 1.5.1 This Statement sets out the reasons for the inclusion of compulsory acquisition powers within the DCO [APP-020]. It explains it is necessary to include compulsory acquisition powers within the DCO so that the Applicant can acquire the land interests required for the construction and operation (including maintenance) of the Scheme that is not already in its possession. It also explains why powers of compulsory acquisition are necessary to enable the Applicant to use land temporarily and acquire, suspend, interfere with or extinguish rights over land. This is necessary to construct and maintain the Scheme in a way that is both proportionate and in the public interest by reducing environmental impacts, minimising the cost to the Applicant (and hence the public purse) and mitigating the impact on affected land interests. This compelling case is evidenced further in the wider documentation that accompanies the Application.
- 1.5.2 The powers of compulsory acquisition and temporary possession sought in the Application are necessary, proportionate and justified. The powers sought are in accordance with all relevant statutory and policy guidance.
- 1.5.3 There is a compelling case in the public interest for the compulsory acquisition and temporary possession powers sought as set out in Chapter 5 of this Statement. The conclusion of this Statement is that the grant of the compulsory powers requested would be lawful under all applicable legal regimes.

## **1.6 Human Rights**

- 1.6.1 In preparing the DCO, the Applicant has had regard to the European Convention of Human Rights and the Human Rights Act 1993. Chapter 6 of this Statement considers how the Scheme complies with this legislation notwithstanding any infringement of private rights of those whose interests in the land may be affected by the exercise of powers of compulsory acquisition and temporary possession.

## **1.7 Special Considerations**

- 1.7.1 In Chapter 7 of this Statement, the Applicant has identified all special category land which is affected by the compulsory acquisition powers sought in the DCO. The Applicant has engaged with the persons responsible for the relevant special category land and with a view to avoiding the need for special parliamentary procedures in accordance with the relevant sections of the 2008 Act. The Applicant has further considered what other consents are required in order to enable the Scheme to proceed and set out how these will be secured.

## 1.8 Compliance with Statutory Requirements and Policy Guidance

- 1.8.1 This document has been prepared in accordance with the requirements of Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (The APFP Regulations) and the 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (DCLG, September 2013) (the CA Guidance.)
- 1.8.2 This Statement is required because the DCO, if made, would confer upon the Applicant the compulsory acquisition powers described in this Statement, including the power to acquire land outright, the power to acquire rights over land, the power to extinguish rights over land and the power to occupy land temporarily for construction and maintenance purposes.
- 1.8.3 This Statement forms a suite of documents accompanying the Application submitted in accordance with section 55 of the 2008 Act and Regulations 5 and 6 of the APFP Regulations and should be read alongside the other DCO application documents that relate to the compulsory acquisition powers sought by the Applicant, including:
- Draft DCO [APP-020]
  - Explanatory Memorandum [APP-021]
  - Book of Reference [APP-4.3]
  - Land Plans [APP-007]
  - Works Plans [APP-008]
  - Special Category Land Plans [APP-019]
  - Funding Statement [APP-024]
  - Case for the Scheme [APP-182]
  - Introduction to the Application [APP-003]
  - Consents and Agreements Position Statement [APP-022]



## 2. The Scheme

### 2.1 Description of the Scheme

2.1.1 The Scheme is made up of the following components:

- A new offline bypass of 1.12 miles (1.8km) of dual carriageway road connecting the M67 Junction 4 to A57(T) Mottram Moor Junction
- A new offline bypass of 0.81 miles (1.3km) of single carriageway connecting the A57(T) Mottram Moor to the A57 Woolley Bridge
- Creation of two new junctions, Mottram Moor Junction and Woolley Bridge Junction and improvement works to the existing M67 Junction 4
- Creation of five new structures (Old Mill Farm Underpass, Roe Cross Road Overbridge, Mottram Underpass, Carrhouse Lane Underpass and River Etherow Bridge)
- One main temporary construction compound area, located on agricultural land to the east of the M67 Junction 4
- Detrunking, including safety measures from the M67 Junction 4 to Mottram Back Moor Junction, to be agreed with Tameside MBC.
- Safety measures and improvements to the A57 from Mottram Moor Junction to Gun Inn Junction and from Gun Inn Junction to Woolley Lane Junction, to be agreed with Tameside MBC.
- Associated works for temporary access, temporary lay-down, work areas and ancillary works will also be required

2.1.2 A more detailed description of the Scheme can be found in Chapter 2: The Scheme of the Environmental Statement (ES) [APP-058 – APP-181] and in the Case for the Scheme [APP-182]

2.1.3 The key objectives of the Scheme and how they will be achieved is as follows:

| Scheme Objectives  | Scheme Compliance   |
|--|---|
| <p>Connectivity - By reducing congestion and improving the reliability of people's journeys through Mottram in Longdendale, Hollingworth and Tintwistle and also between the Manchester and Sheffield city regions</p> | <p>The Transport Assessment Report (TAR) [APP-185] demonstrates the various time saving benefits and their spatial distribution. Congestion through Mottram in Longdendale, Hattersley and Woolley Lane will be relieved, improving journey times for trips on the SRN between Manchester and Sheffield, as well as for trips using the local road network in this area.</p> <p>This impact benefits traffic not only between Manchester and Sheffield but also helps trips to and from Glossop which travel through Woolley Bridge or Mottram, by providing additional network capacity.</p> <p>Congestion on the detrunked section of the A57 is also relieved, improving connectivity for local traffic.</p> |
| <p>Environmental - By improving air quality and reducing noise levels in certain areas, through reduced congestion and removal of traffic from residential areas. The</p>  | <p>The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors during the operational phase) indicate there would be significant improvement in terms of annual mean NO2 concentrations at sensitive human health receptors within the air quality study area.</p>   |

| Scheme Objectives  | Scheme Compliance   |
|--|---|
| <p>Scheme is also being designed to avoid unacceptable impacts on the natural environment and landscape in the PDNP</p>                | <p>Once operational the Scheme will displace large volumes of traffic from a route immediately in front of properties through Mottram in Longdendale and Woolley Lane, such that despite improvements in flow the noise impacts will be positive. The Scheme also demonstrates a positive impact upon the Noise Important Area (NIA) at Mottram in Longdendale, located within the DCO boundary. However, there is forecast to be an adverse daytime noise impact during the construction phase, but with no night-time disturbance.</p> <p>The Scheme is located over two kilometres outside the PDNP. Where possible, traffic flows, resulting from the Scheme, have been designed to reduce impacts on the PDNP. Significant indirect impacts were considered as part of the EIA, with the ES reporting no significant impacts on the PDNP. Further details are provided in the ES [APP-058 – APP-181]</p>   |
| <p>Societal - By re-connecting local communities along the Trans-Pennine route</p>   | <p>Reduced journey times and improved reliability will increase the accessibility of the Scheme and associated routes. The user benefits, including improvements in travel affordability related to the Scheme, which will be distributed, supporting all income groups.</p> <p>The detrunking of a section of the existing A57 will help to decrease the severance of the communities close to this road as the speed limit is decreased as the volume of traffic decreases leading to improvements in traffic flow.</p> <p>All new and improved junctions will be provided with upgraded WCH facilities (Gun Inn Junction, Mottram Moor, Wooley Bridge and M67 Junction 4) making crossing easier and improving safety.</p> <p>However, collision rates are expected to be adversely impacted across the wider area as a result of increased traffic drawn in by the Scheme, with motorcyclists and young males identified as most at risk.</p>   |
| <p>Capacity - By reducing delays and queues that occur during busy periods and improving the performance of junctions on the route</p> | <p>Transport modelling forecasts compare delays across the area with a Do Minimum option and with the Scheme in place. It indicates that delays in excess of five minutes would be present along the A57(T) in both directions in the Do Minimum scenario by the scheme design year of 2040 during the busy evening peak period. The associated congestion would also lead to delays of several minutes per trip crossing the existing A57(T). However, with the Scheme in place delays through the same section of network or using the new links are all forecast to be less than one minute during the same time period and forecast year.</p> <p>At the M67 Junction 4 signalisation will be improved with positive impacts on safety and the smoothness of traffic flow. The cut-through of the existing roundabout will provide direct access between the M67 and the new Mottram bypass.</p> <p>A reliability assessment has been performed which shows that, particularly for local movements in the vicinity of the Scheme, journey times will become more consistent on a day-to-day basis.</p> |

## 2.2 Case for the Scheme

- 2.2.1 The A57 and A628 between Manchester and Sheffield currently suffer from heavy congestion, creating unreliable journeys, which limits journey time reliability. This restricts economic growth due to the delays experienced by commuters and business users alike. The congestion also results in rat running through smaller towns and villages, as vehicles attempt to reduce queuing times.
- 2.2.2 The Scheme has been developed to improve journeys between Manchester and Sheffield, and has evolved over more than 50 years, as different improvements have been explored. The current A57 around Mottram in Longdendale suffers from congestion which limits journey time reliability. This restricts economic growth due to the delays experienced by commuters and business users alike. This has a negative effect on local businesses and employment opportunities. The congestion also results in rat running through smaller towns and villages, as vehicles attempt to reduce queuing times. Much of this heavy traffic travels along local roads, which disrupts the lives of communities, and makes it difficult and potentially unsafe for pedestrians to cross the roads. It is likely that these issues would get worse with time, if significant improvements are not made.
- 2.2.3 Proposed highway works will focus on a new offline dual carriageway link road (Mottram Moor Link Road) connecting the M67 Junction 4 to A57(T) Mottram Moor Junction. The new link road would be approximately 1.2 miles (1.8km) in length. The works would also include a new single carriageway highway between Mottram Moor Junction and Woolley Bridge Road, approximately one mile (1.3km) in length. The existing A57 Hyde Road will be detrunked with a reduced speed limit to deter non essential use
- 2.2.4 The Case for the Scheme [APP-182] and the National Policy Statement for National Networks (NPS NN) Accordance Table [APP-182] sets out the case for the Scheme by reference to the NPS NN and other national and local policy.

## 2.3 Benefits of the Scheme

- 2.3.1 The BCR of the Scheme has been calculated for a range of scenarios, with an adjusted BCR for the core scenario, which is anticipated to be the most realistic. Following traffic modelling analysis and economic appraisal it is expected that the Scheme will provide the following benefits to road users and local residents.
- 2.3.2 The Scheme is forecast to produce total benefits valuing £156m (PV) over the 60-year appraisal period, following the calculation of the dis/benefits identified below:
- Travel time savings and vehicle operating cost benefits of £181m.
  - Safety disbenefits of -£7m.
  - An environmental disbenefit of -£18m; and
  - An indirect tax increase of £1m.
- 2.3.3 The total scheme costs, at the time of compiling this report, are £108m (PV).
- 2.3.4 The adjusted BCR has been generated to include the additional benefits listed below, which were not been included in the Initial BCR calculation. These include:
- Improved reliability worth £11m; plus

- Wider economic impacts of £97m, composed of:
- Agglomeration benefits of £86m; and
- Increased output in imperfectly competitive markets of £11m.

2.3.5 The addition of these benefits result in an adjusted BCR of 2.45.

### Environmental Benefits

2.3.6 The Environmental Benefits of the scheme have been calculated monetary terms, detailed of which are set out in Chapter 5 of the Case for the Scheme [APP-182] and the assessment of the Scheme's effects on the environment is set out in the Environmental Statement.

### Air Quality Assessment

2.3.7 Air quality benefits were calculated over a 60-year appraisal period as part of the Environmental Assessment using the standard TAG Air Quality Workbook. The outcomes of the air quality assessment (undertaken using dispersion modelling to assess changes in concentrations at receptors) indicate there would be significant improvement for human health. Of the 76 modelled sensitive human health receptors, 75 have a decrease in concentrations (improvement) and one receptor has a small increase with the Scheme. Improvements at 57 receptors are considered to be large.

### Greenhouse Gases

2.3.8 Whilst road improvement schemes can sometimes lead to reduced GHG emissions in operation due to easing of congestion, the Scheme will lead to an increase in operational GHG emissions due to increased vehicle kilometres generated by the Scheme.

2.3.9 Greenhouse gas disbenefits over the 60-year appraisal period were computed as part of the Environmental Assessment using the standard TAG Greenhouse Gases Workbook. The value of these benefits over 60 years and across the Scheme, equates to a negative value of -£17.4m.

2.3.10 Throughout the Scheme's design, material resources have been evaluated and their carbon emissions calculated. This has ensured that material resources with lower carbon outputs would be considered.

2.3.11 The Scheme will adhere to the principles of the PAS 2080:2016<sup>1</sup> 'Carbon management in infrastructure' certification. This will ensure the Scheme looks at reducing carbon emissions across the whole value chain through more intelligent design, construction and use. It would also ensure that carbon is consistently and transparently quantified at key points during the process, to inform decision-making.

### Noise Assessment

2.3.12 The Scheme routes traffic away from an existing Noise Important Area, which is where most of the reductions in daytime and night-time noise will occur. The traffic is routed along a new route, through areas already affected by road traffic noise, however the dominant noise source changes. This is particularly evident

---

<sup>1</sup> <https://www.carbontrust.com/what-we-do/assurance-and-certification/pas-2080-carbon-management-in-infrastructure>

around Mottram Moor Junction where the existing A57 is relocated further from the front facades of receptors, but the new route of the A57 would introduce noise predominantly affecting the rear facades of the same receptors.

2.3.13 Although some daytime, significant adverse impacts are predicted during the construction phase, no impacts are predicted during the night-time.

## 2.4 The Authorised Works

2.4.1 In order to carry out the Scheme it will be necessary to carry out the following works comprising:

**Work No. 1** - Shown on sheet 1 of the works plans is the construction of a new eastbound lane, approximately 350 metres in length, on the M67 approaching the roundabout at Junction 4. To include upgraded lighting, new signs and new traffic signals plus signal controlled cyclist/pedestrian crossings.

**Work No. 2** - Shown on sheet 1 of the works plans is the widening of the entry, for a length of approximately 370 metres, from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting.

**Work No. 3** - Shown on sheet 1 of the works plans is the works to improve the M67 Junction 4 (Hattersley) roundabout including:

- (i) widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossings
- (ii) realignment of spur to Edge Lane for a length of approximately 42 metres and upgraded pedestrian/cyclist crossing facility
- (iii) upgrade to Stockport Road for a length of approximately 145 metres, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction
- (iv) upgrade to Mottram Road for a length of approximately 160 metres, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction
- (v) new westbound through-about at M67 Junction 4 roundabout, which consists of a new, two lane carriageway through the centre of the existing roundabout, of length approximately 100 metres, including new lighting, signs and traffic signals
- (vi) upgraded entry to M67 Westbound from M67 Junction 4 roundabout, comprising new traffic signals, signal controlled pedestrian/cyclist crossing, upgraded lighting and resurfacing.

**Work No. 4** - Shown on sheet 1 of the works plans is the works to improve the non-motorised user provision at the roundabout including:

- (i) existing footway upgraded to a combined footway / cycleway on the northern side of M67 Junction 4 roundabout

- (ii) creation of new signal controlled pedestrian/cycle crossings across the M67 and roundabout circulatory carriageway on the west side of M67 Junction 4 roundabout
- (iii) creation of signal controlled pedestrian/cycle crossings across Mottram Road at M67 Junction 4 roundabout including crossing of roundabout circulatory carriageway
- (iv) creation of pedestrian/cyclist routes through centre of M67 Junction 4 Roundabout
- (v) creation of signal controlled pedestrian/cycle crossings across Hyde Road at M67 Junction 4 roundabout including crossing of roundabout circulatory carriageway
- (vi) creation of signal controlled pedestrian/cycle crossings across Stockport Road at M67 Junction 4 roundabout
- (vii) existing footway upgraded to a combined footway / cycleway for approximately 80 metres between Mottram Road and the M67 at M67 Junction 4 roundabout
- (viii) creation of an equestrian route through the centre of M67 Junction 4 Roundabout including crossing of the circulatory carriageway
- (vi)(ix) existing footway / cycleway upgraded to a combined footway / cycleway with equestrian use for approximately 140 metres to the north of the A57 Hyde Road

**Work No. 5** - Shown on sheets 1, 2, 3 and 4 of the works plans is the construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, approximately 1,640m in length, including earthworks, new drainage, signs, lighting and traffic signals at each end.

**Work No. 6** - Shown on sheets 1, 2, 3 and 4 of the works plans is the construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, approximately 1,720m in length, including earthworks, new drainage, signs, lighting and traffic signals at each end.

**Work No. 7** - Shown on sheets 1 and 2 of the works plans is the creation of new public rights of way, north and south of the proposed new dual carriageway including:

- (i) a proposed combined footway/cycleway with equestrian useBridleway (approximately 230 metres in length) including access to culverts and new private access to overhead electric line/pylon, plus connections to existing footpaths and field accesses
- (ii) a proposed combined footway/cycleway with equestrian useBridleway (approximately 935 metres in length) including access to culverts, Pond 1, plus connections to existing footpaths and field accesses
- (iii) a footpath connection to ~~n~~North of proposed combined footway/cycleway with equestrian usebridleway (approximately 20 metres in length)
- (iv) a footpath connection to ~~n~~North of proposed combined footway/cycleway with equestrian usebridleway (approximately 10 metres in length)

- (v) a footpath connection and field access to sSouth of proposed combined footway/cycleway with equestrian usebridleway (approximately 20 metres in length).

**Work No. 8** - Shown on sheet 1 of the works plans is the construction of a private access track to support the maintenance of Pond 1 approximately 70 metres in length.

**Work No. 9** - Shown on sheet 2 of the works plans is the creation of a means of access and egress points serving land situated south of Edge Lane including:

- (i) a proposed footpath connection approximately 125 metres in length linking the proposed combined footway/cycleway with equestrian usebridleway with the existing public footpath LON 52/10 and providing field access to Old Mill Farm to the north of the combined footway/cycleway with equestrian usebridleway
- (ii) a proposed field access to north of the proposed footpath approximately 50 metres in length, providing access to Old Mill Farm.

**Work No. 10** - Shown on sheet 3 of the works plans is the realignment of Old Hall Lane for a length of 110 metres.

**Work No. 11** - Shown on sheets 3 and 4 of the works plans is the creation of means of access and egress to the south of the land currently known as the Showground, including:

- (i) creation of a combined footway/cycleway with equestrian usebridleway of approximately 720 metres in length, providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction.
- (ii) creation of a field access approximately 10 metres in length
- (iii) creation of a signal controlled equestrian crossing
- (iv) creation of an equestrian holding pen and combined footway/cycleway with equestrian usebridleway diversion, on the approach to the equestrian crossing approximately 35 metres in length.

**Work No. 12** - Shown on sheet 4 of the works plans and is the construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:

- (i) A57 northbound approach approximately 165 metres in length to Mottram Moor Junction
- (ii) A57 southbound exit from Mottram Moor Junction approximately 20 metres in length
- (iii) westbound approach from Back Moor Junction to Mottram Moor Junction approximately 165 metres in length
- (iv) eastbound exit from Mottram Moor Junction towards Tintwistle approximately 140 metres in length
- (v) eastbound approach from Tintwistle to Mottram Moor Junction approximately 140 metres in length

- (vi) westbound exit from Mottram Moor Junction approximately 175 metres in length towards Back Moor
- (vii) ~~(vii)~~ southbound approach to Mottram Moor Junction from A57 Link Road approximately 150 metres in length
- (viii) ~~(viii)~~ southbound exit from Mottram Moor Junction to A57 Link Road approximately 145 metres in length.

**Work No. 13** - Shown on sheets 4 of the works plans is the creation- of new non-motorised user provision associated with Mottram Moor Junction, including the creation of a:

- (i) footway on the westbound carriageway opposite Back Moor Junction, approximately ~~10090~~ metres in length
- (ii) combined footway/cycleway on the westbound approach to Mottram Moor Junction, approximately 100 metres in length
- (iii) signal controlled pedestrian/cycle crossing across the northern arm of Mottram Moor Junction, approximately 55 metres in length
- (iv) signal controlled pedestrian/cycle crossing across the eastern arm of Mottram Moor Junction, approximately 40 metres in length
- (v) signal controlled pedestrian/cycle crossing across the southern arm of Mottram Moor Junction, approximately 50 metres in length
- (vi) signal controlled pedestrian/cycle crossing across the western arm of Mottram Moor Junction, approximately 35 metres in length
- (vii) combined footway/cycleway including signal controlled pedestrian/cycle crossing on the eastern arm of Mottram Moor Junction, approximately 45 metres in length
- (viii) combined footway/cycleway on the eastern arm of Mottram Moor Junction, approximately 160 metres in length
- (ix) combined footway/cycleway including signal controlled pedestrian/cycle crossing on the eastbound approach from the eastern arm of Mottram Moor Junction, approximately 140 metres in length.
- ~~(ix)~~(x) footway between the existing footway on the north side of Mottram Moor and the westbound approach to the Mottram Moor Junction, approximately 20 metres in length.

**Work No. 14** - Shown on sheets 4, 5, 6 and 8 of the works plans is the creation of a new combined footway/cycleway with equestrian use~~bridleway~~ along the south side of the A57 Link Road, approximately ~~9854~~135 metres in length.

**Work No. 15** - Shown on sheet 4 and 8 of the works plans, the realignment of the (A6018) Back Moor approximately 125 metres in length to link with Mottram Moor Junction, including new lighting and traffic signs.

**Work No. 16** - Shown on sheet 8 of the works plans is the realignment of Hyde Road (A57) including construction of new lighting and signs on its approach to Back Moor Junction, for approximately 50 metres in length,



**Work No. 17** - Shown on sheet 4 of the works plans is the retention of the existing carriageway, reduced to two single lanes, ending in a turning head. This short section of road to the west of Mottram Moor Junction will be approximately 95 metres in length between the Junction with the realigned Back Moor and the turning head.

**Work No. 18** - Shown on sheet 4 of the works plans is the retention of the existing carriageway, reduced to two single lanes, ending in a turning head. This short section of road to the east of Mottram Moor Junction will be approximately 90 metres in length between the junction with the realigned Mottram Moor and the turning head.

**Work No. 19** - Shown on sheet 4 of the works plans is the alignment and surface improvement of Mottram Moor Junction and the existing A57 (T) Mottram Moor, for approximately 90 metres in length and including new lighting and signs.

**Work No. 20** - Shown on sheet 4 of the works plans is the creation of a private access track, approximately 75 metres in length to accommodate the maintenance of Pond 2.

**Work No. 21** - Shown on sheet 4 and 8 of the works plans is the creation of a public footpath approximately 82 metres in length, located between the new Mottram Moor Junction and the existing public footpath referenced LON 87/10 to the west of Mottram Moor Junction.

**Work No. 22** - Shown on sheets 4, 5 and 6 of the works plans is the A57 Link Road (being a new section of single carriageway approximately 1,090m in length between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end.

**Work No. 23** - Shown on sheets 5 and 9 of the works plans is the realignment of Carrhouse Lane approximately 310 metres in length; together with a new access track and public footpath, including associated earthworks and drainage.

**Work No. 24** - Shown on sheet 5 of the works plans is the creation of a private, field access track, approximately 76 metres in length from Carrhouse Lane to a field east of Carrhouse Lane.

**Work No. 25** - Shown on Sheet 6 of the works plans is the:

- (i) diversion of public footpath LON 90/10 approximately 200 metres in length between work number 25 (ii) and an access on the south side of the A57 Link Road facilitating a private access track to Pond 3 and access to an existing maintenance track,
- (ii) creation of an access track to Pond 3, located between work number 25 (i) and Pond 3, approximately 10 metres in length
- (iii) diversion of public footpath LON 90/10 and creation of a new access track to Tara Brook Farm for approximately ~~210~~<sup>175</sup> metres in length between work number ~~25~~<sup>0</sup> (i) and Tara Brook Farm

- (iv) creation of private access to Hope Farm for approximately 10 metres in length.

**Work No. 26** - Shown on sheet 6 of the works plans is the creation of a combined footway/cycleway with equestrian use~~bridleway~~ of approximately 520 metres in length along south side of A57 Link Road, between the access off the south side of the proposed A57 Link Road and Woolley Bridge Junction.

**Work No. 27** - Shown on sheet 6 of the works plans is the construction of an at grade signal controlled T-Junction between the new A57 Link Road and Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks, plus the construction of a new:

- (i) eastbound approach to Woolley Bridge Junction from A57 Link Road approximately 95 metres in length
- (ii) westbound exit from Woolley Bridge Junction to A57 Link Road, approximately 95 metres in length
- (iii) westbound approach to Woolley Bridge Junction, a short length of road to facilitate a proposed housing development, approximately 15 metres in length
- (iv) southbound approach to Woolley Bridge Junction from Woolley Bridge including, approximately 65 metres in length
- (v) northbound exit from Woolley Bridge Junction to Woolley Bridge, approximately 70 metres in length
- (vi) southbound exit from Woolley Bridge Junction to Woolley Bridge approximately 100 metres in length
- (vii) northbound approach to Woolley Bridge Junction from Woolley Bridge approximately 100 metres in length.

**Work No. 28** - Shown on sheet 6 of the works plans road widening and resurfacing between Woolley Bridge Junction and A57 Brookfield, approximately 55 metres in length.

**Work No. 29** - Shown on sheet 6 of the works plans being the creation of:

- (i) signal controlled pedestrian/cycle crossing across the Eastern arm of Woolley Bridge Junction, approximately 10 metres in length
- (ii) signal controlled pedestrian/cycle crossing across the Southern arm of Woolley Bridge Junction, approximately 30 metres in length.
- (iii) Work No. 30 - Shown on sheet 6 of the works plans is the creation of:
- (iv) a new private access to the field on the east of River Etherow, approximately 15 metres in length
- (v) creation of a highway layby, approximately 15 metres in length, to the south west of Woolley Bridge Junction.

**Work No. 31** – Shown on sheet 2 of the works plans is the construction of the proposed Old Mill Farm underpass, approximately 35 metres in length to carry work number 7 (ii) and farm access tracks facilitating various farm access points (work numbers 7 (iii), 7 (iv), 7 (v), 9 (i) and 9 (ii)).

**Work No. 32** – Shown on sheet 2 of the works plans is the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on the existing alignment approximately 60 metres in length, including space for traffic diversions during construction.

**Work No. 33** - Shown on sheet 3 of the works plans is the construction of the proposed Mottram Underpass, of approximately 130 metres in length, carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement and landscaping on land above and between the roads, plus space for traffic diversions during construction.

**Work No. 34** - Shown on sheet 5 of the works plans is the construction of the proposed Carrhouse Lane underpass at Carrhouse Lane, approximately 30 metres in length to accommodate work number 23, below the proposed A57 Link Road.

**Work No. 35** - Shown on sheet 6 of the works plans is the construction of the proposed River Etherow bridge over the River Etherow, approximately 45 metres in length, including all associated bridge foundations, carriageway, parapets and other associated structures.

**Work No. 36** – Shown on sheets 1, 2, 4, 5 and 6 of the works plans and comprising the following works to the culverted watercourses:

- (i) creation of a culvert to carry an unnamed ordinary watercourse below work numbers 5 and 6 for a length of approximately 85 metres (Sheet 1)
- (ii) creation of a culvert to carry an unnamed ordinary watercourse below work numbers 5 and 6 for a length of approximately 80 metres (Sheet 1)
- (iii) creation of a culvert to carry drainage outfall below work number 7 (ii) for a length of approximately 20 metres (Sheet 1)
- (iv) creation of a culvert to carry an unnamed ordinary watercourse below an existing public right of way LON/50/10 for a length of approximately 15 metres (Sheet 1)
- (v) creation of a culvert to carry an unnamed ordinary watercourse below an existing public right of way LON/51/20 for a length of approximately 15 metres (Sheet 2)
- (vi) creation of a culvert to carry a drainage ditch below farmland for a length of approximately 35 metres (Sheet 2)
- (vii) creation of a culvert to carry Hurtsclough Brook below works 5 and 6 for a length of approximately 55 metres (Sheet 2)
- (viii) creation of a culvert to support a drainage ditch below farmland for a length of approximately 50 metres (Sheet 2)
- (ix) creation of a culvert to carry unnamed watercourse below work numbers 5 and 6 for a length of approximately 119 metres (Sheet 4)
- (x) creation of a culvert to carry Tara Brook below work number 21, for a length of approximately 35 metres (Sheet 4)

- (xi) creation of a culvert to carry Tara Brook below work number 22, for a length of approximately 73 metres (Sheet 4)
- (xii) creation of a culvert to carry a drainage ditch below work number 56 for a length of approximately 15 metres (Sheet 5 and 6)
- (xiii) creation of a culvert to carry drainage ditch below work number 25 (iii) for a length of approximately 15 metres (Sheet 6).

**Work No. 37** - Shown on sheet 1 of the works plans is the construction of a drainage attenuation pond (Pond 1) approximately 3430 square metres in size, with sediment forebay for attenuation, prior to outfall, including associated earthworks and drainage connections.

**Work No. 38** - Shown on sheet 4 of the works plans is the construction of a drainage attenuation pond (Pond 2) approximately 6440 square metres in size with sediment forebay for attenuation, prior to outfall, including associated earthworks and drainage connections.

**Work No. 39** – Shown on sheet 6 of the works plans is the construction of a drainage attenuation pond (Pond 3) approximately 3305 square metres in size for attenuation, prior to outfall, including associated earthworks and drainage connections.

**Work No. 40** – Shown on sheets 1 and 2 of the works plans is the construction of new drainage ditches to the north of the A57 link between M67 and Roe Cross Road

**Work No. 41** – Shown on sheets 1 and 2 of the works plan is the construction of new watercourses to north of work number 5 between M67 and Roe Cross Road

**Work No. 42** - Shown on sheets 1 and 2 of the works plans is the construction of a highway drainage ditch to south of work number 6, for approximately 265 metres.

**Work No. 43** – Shown on sheet 2 of the works plans is the diversion of Hurstclough Brook along a length of approximately 220 metres, south of work number 6.

**Work No. 44** - Shown on sheets 3 and 4 of the works plans are new watercourses to manage local drainage; a proposed watercourse to the east of Old Hall Lane and on the north side of the proposed cutting to the east of the proposed underpass.

**Work No. 45** - Shown on sheet numbers 4 and 8 of the works plans is the diversion of Tara Brook either side of work number 22 linked through the culvert of work number 36 (xi).

**Work No. 46** - Shown on sheet numbers 4, 5, 6 and 9 of the works plans is the construction of various drainage ditches relating to A57 Link Road (work number 22).

**Work No. 47** - Shown on sheets 1 and 2 of the works plans is the construction of:

- (i) an earthwork screening bund along the north side of work number 5, approximately 145 metres in length as shown on sheet 1 of the works plans
- (ii) an earthwork screening bund along the north side of work number 5, approximately 180 metres in length (Sheet 2)
- (iii) an earthwork screening bund along the south side of work number 6, approximately 165- metres in length (Sheet 2).

**Work No. 48** – Shown on sheets 4, 5 and 6 of the works plans is the construction of:

- (i) an earthwork screening bund to the south west of work number 14, approximately 135- metres in length as shown on sheet 4 of the works plans
- (ii) an earthwork screening bund to the south west of work number 22, approximately 280 metres in length as shown on sheet 4 of the works plans
- (iii) an earthwork screening bund to the south of work number 22, approximately 55 metres in length as shown on sheet 5 of the works plans
- (iv) an earthwork screening bund to the south of work number 22, approximately 260 metres in length, as shown on sheets 5 and 6 of the works plans
- (v) an earthwork screening bund to the north side of work number 22, west of Carrhouse Lane, approximately 330 metres in length, as shown on sheets 4 and 5 of the works plans.

**Work No. 49** – shown on sheet numbers 2 and 8 of the work plans, indicates specific environmental mitigation works:

- (i) New ecological mitigation area on land situated to the north of work number 5 (Sheet 2)
- (ii) New ecological mitigation works on land situated to the south of work number 14 (Sheet 8).

**Work No. 50** - shown on sheet number 2, 3, 4, 5, 6 and 8 of the work plans to indicate the location of bat boxes installed on existing trees.

**Work No. 51** - Shown on sheet numbers 1, 7 and 8 of the works plans is the de-trunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction for a length of approximately 1587 metres, including associated traffic calming measures and signage.

**Work No. 52** - Shown on sheets 4 and 9 of the works plans is the improvement of the existing A57 (T) for a length of approximately 360 metres from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.

**Work No. 53** - Shown on sheet 9 of the works plans:

- (i) the installation of new traffic signals, signs and pedestrian facilities at the existing Gun Inn Junction Western arm (approximately 20 metres in length)

- (ii) the installation of new traffic signals, signs and pedestrian facilities at the existing Gun Inn Junction Northern arm (approximately 20 metres in length)
- (iii) the installation of new traffic signals, signs and pedestrian facilities at the existing Gun Inn Junction Eastern arm (approximately 30 metres in length)
- (iv) the installation of new traffic signals, signs and pedestrian facilities at the existing Gun Inn Junction Southern arm (approximately 25 metres in length).

**Work No. 54** - Shown on sheet 6, 9 and 10 of the works plans, improvements to Woolley Lane for approximately 810 metres to include improved facilities for non-motorised users, signage and traffic calming measures.

**Work No. 55** - Shown on sheet 6 of the works plans, the construction of the River Etherow flood compensation area, with an area of approximately 5595 square metres.

**Work No. 56** - Shown on sheet number 5 and 6 of the work plans, the creation of a new access track to Carrhouse Lane Farm of approximately 380 metres in length.

**Work No. 57** - Shown on sheet 3 of the works plans, a new ecological mitigation area, including an ecological mitigation (bat) structure.

**Work No. 58** – Shown on sheets 3 and 4 of the works plans diversion of United Utilities Group PLC water sewerage pipes for approximately 735 metres.

**Work No. 59** - Shown on sheet 4 of the works plans, the diversion of United Utilities Group PLC water main for approximately 420 metres.

**Work No. 60** - Shown on sheets 1 and 2 of the works:

- (i) diversion of United Utilities Group PLC water distribution main for approximately 135 metres
- (ii) diversion of United Utilities Group PLC water distribution main for approximately 205 metres
- (iii) diversion of United Utilities Group PLC water distribution main for approximately 215 metres.

**Work No. 61** - Shown on sheets 3 and 4 of the work plans, diversion of existing 33kv, 415V and 11kV Electricity North West Limited buried power cables, for approximately 465 metres, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.

**Work No. 62** – Shown on sheet 4 of the work plans, diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including:

- (i) the diversion of existing Electricity North West Limited buried power cables;
- (ii) the diversion or protection works to existing British Telecommunications PLC buried communications cables;
- (iii) diversion of existing Cadent Gas Limited main pipes; and

- (iv) diversion of United Utilities Group PLC clean water mains and protection of existing sewerage pipes.

**Work No. 63** – Shown on sheet 5 of the work plans, diversion of an existing Cadent Gas Limited main pipe, for approximately 70 metres.

**Work No. 64** - Shown on sheet 5 and 6 of the work plans, diversion of existing Electricity North West Limited buried power cables, for approximately 100 metres.

**Work No. 65** - Shown on sheet 6 of the work plans, diversion of existing United Utilities PLC water main, for approximately 210 metres.

**Work No. 66** – Shown on sheet 2, 3, 4, 5, 6 of the work plans:

- (i) a noise barrier to the north side of work number 5, approximately 180 metres in length as shown on sheet 2 of the works plans;
- (ii) a noise barrier to the south side of work number 6, approximately 307 metres in length as shown on sheet 2 of the works plans;
- (iii) a noise barrier curving from the north west to the east on the south side of work number 6, approximately 133 metres in length as shown on sheet 3 of the works plans;
- (iv) a noise barrier to the north side of work number 5, approximately 173 metres in length as shown on sheet 3 of the works plans
- (v) a noise barrier to the south side of work number 6, approximately 125 metres in length as shown on sheet 4 of the works plans;
- (vi) a noise barrier to the north side of work number 12 (i), approximately 128 metres in length as shown on sheet 4 of the works plans;
- (vii) a noise barrier to the south side of work number 14, approximately 333 metres in length as shown on sheet 5 of the works plans;
- (viii) a noise barrier to the north side of work number 22, approximately 330 metres in length as shown on sheets 5 and 6 of the works plans.

**Work No. 67** – Shown on sheets 4 and 8 of the work plans, creation of a combined footway/cycleway approximately 150 metres in length on the eastbound approach to the Mottram Moor Junction.

**Work No. 68** – Shown on sheet 8 of the work plans, diversion of a footway approximately 50m in length on the south side of Mottram Moor.

**Work No. 69** – Shown on sheet 8 of the work plans, diversion of a footway approximately 60m in length between Mottram Moor and Back Moor.

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

- (a) alteration of the layout of any street permanently or temporarily, including but not limited to increasing the width of the carriageway of the street by reducing the width of any kerb, footpath, footway, cycle track or verge within the street; altering the level or increasing the width of any such kerb, footpath, footway, cycle track or verge; and reducing the width of the carriageway of the street;
- (b) works required for the strengthening, improvement, maintenance, or reconstruction of any street;
- (c) works for the strengthening, alteration or demolition of any building;
- (d) ramps, means of access, non-motorised links, footpaths, footways, bridleways, cycle tracks, cycleways and crossing facilities;
- (e) embankments, viaducts, aprons, abutments, shafts, foundations, retaining walls, drainage, outfalls, ditches, pollution control devices, wing walls, highway lighting, fencing and culverts;
- (f) street works, including breaking up or opening a street, or any sewer, drain or tunnel under it; tunnelling or boring under a street;
- (g) works to place, alter, divert, relocate, remove or maintain the position of apparatus, services, plant and other equipment in a street, or in other land, including mains, sewers, drains, pipes, lights and cables;
- (h) works to alter the course of, or otherwise interfere with a watercourse;
- (i) landscaping, works associated with the provision of ecological mitigation and other works to mitigate any adverse effects of the construction, maintenance or operation of the authorised development;
- (j) works for the benefit or protection of land affected by the authorised development;
- (k) works to place, alter, remove or maintain road furniture;
- (l) site preparation works, site clearance (including fencing, vegetation removal, demolition of existing structures and the creation of alternative footpaths); earthworks (including soils stripping and storage, site levelling);
- (m) the felling of trees and hedgerows;
- (n) establishment of site construction compounds, storage areas, temporary vehicle parking, construction fencing, perimeter enclosure, security fencing, construction related buildings, welfare facilities, construction lighting, haulage roads and other machinery, apparatus, works and conveniences;
- (o) the provisions of other works including pavement works, kerbing and paved areas works, signing, signals, gantries, road markings works, traffic management measures including temporary roads and such other works as are associated with the construction of the authorised development; and
- (p) such other works, working sites storage areas, works of demolition or works of whatever nature, as may be necessary or expedient for the purposes of, or for purposes associated with or ancillary to, the construction, operation or maintenance of the authorised development which do not give rise to any materially new or materially worse adverse environmental effects to those assessed in the environmental statement.

2.4.3 This description of the works and associated development, referred to in the DCO as the 'authorised works' is set out in Schedule 1 of the DCO [APP-020]

## 2.5 Alternatives and Flexibility

2.5.1 There is some flexibility proposed within the DCO;



- Carrhouse Lane underpass
- Carrhouse Lane
- Old Mill underpass
- River Etherow bridge/ underpass
- Mottram Moor underpass
- Roe Cross underpass

2.5.2 Due to the nature of the design process and the timing of the consenting process, the Applicant requires a degree of flexibility as to where certain elements of the Scheme, for example Carrhouse Lane underpass requiring two metres horizontal and one metre vertical of Limits of Deviation can be constructed within defined limits of deviation which are provided for in the DCO and shown on the Works Plans [APP-008].

2.5.3 At this stage, all the Land in the Order Limits is considered to be necessary to deliver the Scheme. However, should it transpire that any part of the Land within the Order Limits is not required, for instance, as a result of the detailed design process, the Applicant would only seek to acquire that part of the Land required, and in all events, will seek to minimise the effects on land interests.

## **3. Compulsory Acquisition**

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

- 3.1.1 The purpose of the compulsory acquisition powers in the DCO is to enable the Applicant to construct, operate and maintain the Scheme. The specific compulsory acquisition powers sought by the Applicant are set out in full in Part 5 of the draft DCO [APP-020].
- 3.1.2 Section 122 of the 2008 Act provides that an order granting development consent may include provision authorising compulsory acquisition of land. To the extent that this is sought, the decision maker (the Secretary of State) in respect of the Application must be satisfied that certain conditions are met. The way in which the Scheme meets these conditions is considered in Chapter 5 of this Statement.
- 3.1.3 In addition to the powers of compulsory acquisition, section 120 of the 2008 Act provides that the DCO may make provision relating to, or to matters ancillary to the development in respect of which a DCO is sought. The matters in respect of which provision may be made includes (but is not expressly limited to) matters listed in Schedule 5 of the 2008 Act, including:
- a. the acquisition of land, compulsorily, or by agreement (paragraph 1);
  - b. the creation, suspension or extinguishment of, or interference with, interests in rights over land, compulsorily, or by agreement (paragraph 2);
  - c. the abrogation or modification of agreements relating to land (paragraph 3); and
  - d. the payment of compensation (paragraph 36).

### **3.2 Main Compulsory Acquisition Powers**

- 3.2.1 The main powers authorising the compulsory acquisition of land, or interests in, or rights over land, are contained in Articles 22 (compulsory acquisition of land) and 25 (compulsory acquisition of rights and restrictive covenants) of the draft DCO. Table 1 of Annex A of this Statement provides a description of the land which is subject to powers of outright acquisition in terms of Article 22. The purpose for acquiring this land is to enable the Applicant to construct the permanent works on the land and other elements described in Annex A.
- 3.2.2 Article 26 allows rights over land to be acquired instead of outright acquisition. This allows flexibility in approach and a reduction in the impact on the interests of the land interest. Compulsory acquisition of rights and the compulsory imposition of restrictive covenants is authorised by Article 26. Table 2 of Annex A of this Statement provides a description of the land which is subject to the acquisition of rights or the imposition of restrictive covenants. These rights are necessary for the purposes of constructing the works and the maintenance of the works thereafter, ensuring that the operator of the finished Scheme is able to fulfil their functions.

- 3.2.3 Other compulsory acquisition powers are sought in the draft DCO (identified below) and these similarly relate to land and will, or may, authorise, interfere with property, rights or interests.
- 3.2.4 In addition, powers are sought in the draft DCO to enable the temporary possession and use of land.
- 3.2.5 In each case, the party having an interest in the land, or the interest or right in the land, may be entitled to compensation.

### **3.3 Other Compulsory Acquisition Powers**

- 3.3.1 The other compulsory acquisition powers sought by the Applicant in the draft DCO include:

#### **Article 26: Private Rights Over Land**

- 3.3.2 Article 26 provides for the extinguishment of private rights over land from the earlier of the date of acquisition of the land or the date on which the Applicant enters the land.
- 3.3.3 The Article further provides that, where new rights are being compulsorily acquired or restrictive covenants are being imposed on land then any existing private rights or restrictive covenants which that land is subject to may be extinguished to the extent that continuing enjoyment of those private rights or restrictive covenants would be inconsistent with the new rights acquired or restrictive covenants imposed.
- 3.3.4 With regard to the land that the Applicant may take temporary possession, Article 26 of the draft DCO provides that all private rights over that land will be suspended and unenforceable for as long as the Applicant is in lawful possession of the land.
- 3.3.5 The power to extinguish existing rights is required to ensure that such rights do not interfere with the construction and operation of the Scheme.
- 3.3.6 The Article provides that any person who suffers loss caused by the extinguishment or suspension of rights (pursuant to the exercise of the power in Article 26 is entitled to reasonable compensation.

#### **Article 30: Acquisition of subsoil or airspace only**

- 3.3.7 Article 30 provides that where the Applicant has, in respect of any land powers of compulsory acquisition under Article 30 then it may, for the same purposes for which it is authorised to acquire the whole of the land, choose instead to acquire only the subsoil underneath, or airspace over the land (save for where the subsoil or airspace has been excluded from compulsory acquisition). This power is included for flexibility as it would allow the Applicant to minimise its costs and/or impact to land interests by acquiring subsoil or airspace only where it is possible to do so and still deliver the Scheme, leaving land interests in possession of the valuable part of the land.

## Article 31: Rights under or over streets

- 3.3.8 Article 31 is not in a strict sense a power of compulsory acquisition. However, it is included here for completeness because it would authorise the Applicant to:
- a. enter on and appropriate so much of the subsoil underneath or the airspace over any street within the limits of the DCO as may be required to provide the Scheme (save where the subsoil or airspace has been specifically excluded); and
  - b. use that subsoil or airspace for the purposes of carrying out the Scheme or any purpose ancillary to it.
- 3.3.9 Save in the case of subways or underground buildings, or to cellars or similar structures forming part of a building fronting the street, the Applicant may exercise its power under Article 31 without having to acquire any part of the street or any easement or right in the street.

## 3.4 Temporary Possession Powers

- 3.4.1 The Applicant further seeks, in the DCO, powers to take temporary possession of the land to carry out and thereafter maintain the Scheme. Table 3 of Annex A, 'Details of the purpose for which compulsory acquisition and temporary possession powers are sought' of this Statement provides a description of the land which may be occupied temporarily. The powers of temporary possession in the DCO are as follows:

### Article 32: Temporary use of land for carrying out the authorised development

- 3.4.2 Article 32 would authorise the Applicant to take temporary possession of
- a. the land specified in column 1 of Schedule 7 to the DCO; or
  - b. any other land within the limits of the DCO, so long as the Applicant has not served a notice of entry or executed a General Vesting Declaration (GVD) in respect of the land.
- 3.4.3 In addition to taking possession of the land the Article 32 would authorise the Applicant to:
- a. remove buildings and vegetation from the land;
  - b. construct temporary works (including accesses) and buildings on the land; and
  - c. construct any permanent works specified in Schedule 1 to the DCO.
- 3.4.4 The power to take temporary possession would be subject to time limits under Article 24. The Applicant cannot remain in possession unless the owner of the land agrees:
- a. as regards to any land specified in columns 1 of Schedule 7 to the DCO, for more than a year after completing that part of the Scheme specified in relation to that land in column 3 of Schedule 7; and

b. as regards to any other Order land, for more than a year after completing the work for which temporary possession was taken (unless before the end of that period the Applicant has made a GVD or served notice of entry in relation to that land).

3.4.5 Article 32 provides that before giving up possession of any land the Applicant would be obliged to remove all temporary works and restore the land to the condition it was in on the date on which possession of the land was first taken or such other condition as may be agreed with the owners of the land.

### Article 33: Temporary use of land for maintaining the authorised development

3.4.6 Article 33 would empower the Applicant to take temporary possession of any land within the limits of the DCO, if reasonably required for the purpose of maintaining the Scheme, at any time during the maintenance period (i.e. five years from the date on which that part of the Scheme is first open for use).

3.4.7 This Article would allow the Applicant to construct temporary works and buildings on the land, so far as reasonably necessary for the purpose of maintenance. The Applicant would not be able to take temporary possession of a house, or a garden belonging to a house, or any other occupied building under this Article.

3.4.8 The Applicant may only remain in possession of land under this Article for so long as may be reasonably necessary to carry out the maintenance of the part of the Scheme for which possession was taken. Before giving up possession of land temporarily possessed under this article, the Applicant would be required to remove all temporary works and restore the land to the condition it was in on the date on which possession of the land was first taken or such other condition as may be reasonably agreed with the owners of the land.

3.4.9 The powers to use land temporarily for carrying out the Scheme ensures that appropriate work sites, working space and means of access are available for use during the construction and maintenance period and provides space for mitigation and other permanent works. This temporary power minimises the impact on land interests by ensuring that the Applicant does not have to acquire land it only requires temporarily.

3.4.10 The powers to use land temporarily for maintaining the Scheme ensures that the land is available for maintenance works during a five-year period from when that part of the Scheme is first opened for use. This is in the public interest as it ensures that it is possible to maintain the Scheme and the public benefits it will deliver. Temporary powers are sought for this purpose as permanent powers would entail an excessive impact on land interests.

## 3.5 Other Rights and Powers

3.5.1 In addition to powers of compulsory acquisition, if made the DCO would also confer other rights and powers on the Applicant that may interfere with property rights and private interests. These additional powers (which are explained in more detail in the Explanatory Memorandum [APP-021] are:

a. Article 14: Temporary stopping up and restriction of use of streets;

- b. Article 15: Permanent stopping up and restriction of use of streets and private means of access;
- c. Article 21: Authority to survey and investigate the land;
- d. Article 20: Protective works to buildings; and
- e. Article 37: Felling or lopping of trees and removal of hedgerows

3.5.2 In each case (for both the principal powers and other powers) the parties having interest in the land, or the interest or right in the land, may be entitled to compensation. Any dispute in respect of the compensation payable is to be determined by the Lands Chamber of the Upper Tribunal.

## 4. Land Interests

### 4.1 The Extent of the Land Subject to Powers

- 4.1.1 The full extent of the Land subject to compulsory acquisition and temporary possession powers and required in order to enable the Applicant to construct the Scheme is described in Chapter 2 of this Statement and is shown on the Land Plans [APP-007] and the Works Plans [APP-008]. It is further described in the Book of Reference [APP-025]
- 4.1.2 The Land subject to the powers comprises approximately 62.3 hectares. Of this approximately 41.9 hectares will be acquired permanently, 12.9 hectares will be subject to temporary possession with use of land and 7.4 hectares will be permanent acquisition of rights over land.
- 4.1.3 The Applicant has sought powers of compulsory acquisition (or rights of use) in respect of all plots of land required for the Scheme even where it already holds an interest or presumes it holds an interest in the land. This approach has been taken to ensure that the Applicant has the right to acquire the interest it needs in all of the Land, even where an unknown or unregistered interest later asserts an interest in land which the Applicant believe it owns and clearing the title would be necessary.
- 4.1.4 The purpose for which each plot of land is required is described in Annex A of this Statement.

### 4.2 Location

- 4.2.1 The Scheme is approximately 1.9 kilometres long and located in the counties of Greater Manchester and Derbyshire between Hattersley and Brookfield.
- 4.2.2 The Scheme location is provided on the Location Plan [APP-006].
- 4.2.3 The land is within the administrative area/s of Tameside Metropolitan Borough Council and Derbyshire County Council.

### 4.3 Existing Land Use and Character

- 4.3.1 This section presents a summary of the main land uses, features and environmental designations in and around the Scheme. A more detailed description of the setting of the Scheme is presented in the Case for the Scheme [APP-182] and ES [APP-058 – APP-181].
- 4.3.2 The Scheme is located within the local authority areas of Tameside and High Peak. It lies to the east of Greater Manchester and within north west Derbyshire. The Scheme provides a bypass of the settlement of Mottram-in-Longdendale. The settlement of Hollingworth lies adjacent to the east of the Scheme.
- 4.3.3 The Scheme is located within a landscape transitional zone between the open moorlands of the Dark Peak and Southern Pennines the Dark Peak and Southern Pennines, and densely populated suburban areas on the fringe of Manchester. It is an agricultural landscape (predominately equestrienne) influenced by the adjacent Pennine moors, and the deeply incised steep valleys that characterise the transition from moorland to urban areas. The DCO boundary is crossed by a number of drainage ditches and the River Etherow.

The far east of the Scheme is included within flood zones 2 and 3. The footprint of the Scheme includes a number of hedgerows and trees (some being under TPOs), which will require partial/removal.

- 4.3.4 The majority of the land upon which the Scheme will be built is in agricultural use. This comprises land to the north of the existing A57 (T) between the M67 Junction 4 roundabout, Mottram-in-Longdendale and land south of the A57 towards Woolley Bridge.
- 4.3.5 A number of Public Rights of Way (PRoW) cross the draft DCO boundary. Existing PRoWs and the alterations proposed to the network as part of the Scheme, are shown on the Streets, Rights of Way and Access Plans [APP-009].
- 4.3.6 The majority of greenspace upon which the Scheme will be built, is designated as Tameside's Green Belt. However, the Tameside Unitary Development Plan includes a planning policy designation which safeguards the route of the Scheme through this area.
- 4.3.7 A number of watercourses lie within the draft DCO boundary, with the largest being the River Etherow, a main river, which runs beneath the existing A57 Woolley Lane.
- 4.3.8 The land required to accommodate the Scheme does not include any areas of common land.
- 4.3.9 The designations and features are shown on the Nature Conservation Sites and Features Plan [APP-014], in line with the Planning Act 2008 Infrastructure Planning (applications: Prescribed Forms and Procedure) Regulations (known as the APFP) Regulation 5 (2)(l). The Plans identify watercourses and flood zones.
- 4.3.10 There are no statutory designated sites for nature conservation within the DCO boundary. The Peak District National Park is located approximately two kilometres to the east of the Scheme.
- 4.3.11 There are two Tree Preservation Orders affected by the Scheme, which are detailed in the DCO Schedules [APP-020].
- 4.3.12 Various cultural heritage designations and features are shown on the Historic Environment Sites and Features Plan [APP-015], in line with APFP regulations 5 (2)(m). The one kilometre study area contains 50 designated heritage assets. These comprise:
- One Scheduled Monument
  - Two Grade II\* Listed Buildings
  - 45 Grade II Listed Buildings
  - Three Conservation Areas
- Of these designated assets, only one, Mottram-in-Longdendale Conservation Area (HA2) is located, partly, within the DCO boundary.
- 4.3.13 There are no World Heritage Sites, Registered Parks and Gardens or Registered Battlefields within the site or study area.



## **4.4 Identifying persons with an interest in the land**

- 4.4.1 In preparing the DCO application, the Applicant has carried out diligent inquiry in order to identify all persons with an interest in the Land as defined by section 44 of the 2008 Act.
- 4.4.2 Those persons who were identified by the Applicant are listed in the Book of Reference and have been consulted about the Application in accordance with section 42 of the 2008 Act as described in the Consultation Report [APP-026 – APP-052].
- 4.4.3 Diligent inquiry to identify affected landowners and occupiers, those with another type of interest in land and those with a potential claim was undertaken by the Applicant's expert land referencing supplier. The categories of persons identified, and the methods used to identify them, are described below with reference to the categories in the Book of Reference.
- 4.4.4 Land referencing has been undertaken throughout the pre-application period to ensure any changes in interest or new interests have been identified, consulted and subject to engagement. Land referencing will continue to be undertaken throughout the DCO process to ensure that any changes in interest are identified and to ensure any new interests will be consulted and subject to engagement. Any changes will also be recorded and updated in the Book of Reference.

## **4.5 Category 1 and 2 persons**

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

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

- 4.6.1 Category 3 persons are those with potential claims under the above legislation should the Scheme be carried out. They mainly relate to those whose land may be injuriously affected (i.e. its value would be diminished) as a result of the Scheme, although the land in question is not acquired outright.
- 4.6.2 Identification of Category 3 persons, as defined in section 44 of the 2008 Act, was undertaken at an early stage of development of the Scheme, in order to inform the design of the Scheme and preparation of the Application.
- 4.6.3 In order to identify potential Category 3 persons who may be entitled to make a claim under section 10 of the CPA 1965, a desk-based assessment was carried out to identify properties with a potential claim.

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

- 4.7.1 In assessing potential claimants under Part I of the LCA 1973, physical factors and the impacts of the Scheme were considered, including:
- a. properties closest to the highway and within the Order Limits; and
  - b. properties identified as a receptor as a consequence of the property being located outside of the Order Limits but adjacent to the highway.
- 4.7.2 The Applicant's land referencing team were provided with guidance from environmental specialists involved in the compilation of the ES [APP-058 – APP-181]. This guidance was based on the topography of the land and the likely significant effects arising from the Scheme. For example, the noise assessments had regard to information available at the time regarding:
- a. background noise levels; and
  - b. distance to receptors.
- 4.7.3 Based on the above information, professional judgement was used to ascertain whether a person may be able to make a relevant claim for compensation under section 57(4) of the 2008 Act, based on a worst-case assessment. Further details about the noise assessments undertaken can be found in Chapter 6, Noise and Vibration of the ES.

## **4.8 Contact Referencing**

- 4.8.1 Following the initial non-contact methods described above, persons identified as having an interest in the Land or a potential claim were issued a letter with a plan describing the extents of the Scheme, and a questionnaire requesting return of information about their interests in the Land.
- 4.8.2 This was followed up by telephone and letter contact confirming that the Scheme was in development and because there could be an impact on their land interest the Applicant needed to ensure the correct information was held.

## 4.9 Negotiation to Acquire by Agreement

- 4.9.1 As well as consulting all persons with an interest in the Land about the Scheme proposals in accordance with section 42 of the 2008 Act, the Applicant is aware of the requirement (paragraph 25 of the CA Guidance) to seek to acquire land by negotiation wherever practicable. The power to acquire land compulsorily should only be sought if attempts to acquire by agreement fail.
- 4.9.2 At the same time, the Applicant notes that the CA Guidance also recognises that where proposals would entail the compulsory acquisition of many separate plots of land, it may not always be practicable to acquire each plot of land by negotiation. As the CA Guidance states “Where this is the case, it is reasonable to include provision authorising compulsory acquisition covering all the land required at the outset”.
- 4.9.3 The Applicant has engaged with all landowners, leaseholders and occupiers with a view to acquiring their land interest by agreement by writing to them to inform them of the Applicant’s willingness to negotiate to acquire the Land by agreement, and to invite dialogue at that point as a result, the Applicant is in the process of continuing to engage with an interest in land with regard to the acquisition of land by agreement; and negotiations with this objective will be ongoing throughout the DCO process. The status of such negotiations is set out in Annex B of this Statement.
- 4.9.4 Whilst negotiations are ongoing, the Applicant is mindful that it is under a duty to acquire land at best value and that it is required to deliver the Scheme within a specified timescale. It has concluded that it may not be possible to acquire all land interests necessary to deliver the Scheme within this timescale. There are further parcels of land in unknown ownership which cannot be acquired by agreement. There are also parcels of unregistered land. The unknown and unregistered land are set out in Table 4.1 below:

**Table 4.1: Unknown Ownerships**

| Nature of Interest | Description of the Land   | Affected Land Plot Numbers |
|--------------------|---|----------------------------|
| Presumed Freehold  | All interests and rights in land comprising approximately 15 square metres of highway verge on the north of motorway known as M67, Hyde, SK14 3AR<br><br>(excluding the subsoil below and the airspace above the limits of the highway) | 1/2                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 540 square metres of highway known as Mottram Road, Hyde, SK14 3AR<br><br>(excluding the subsoil below and the airspace above the limits of the highway)                      | 1/3                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 68 square metres of scrubland on the south side of M67, Hyde, SK14 3AR<br><br>(excluding the subsoil below and the airspace above the limits of the highway)                  | 1/4                        |

| Nature of Interest | Description of the Land  | Affected Land Plot Numbers |
|--------------------|--|----------------------------|
| Presumed Freehold  | All interests and rights in land comprising approximately 32 square metres of highway known as Mottram Road, Hyde, SK14 3AR<br><br>(excluding the subsoil below and the airspace above the limits of the highway)  | 1/5                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 52 square metres of south west part of M67 Junction 4 roundabout, Mottram, Hyde, SK14 3DZ<br><br>(excluding the subsoil below and the airspace above the limits of the highway)  | 1/7                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 4593 square metres of paved area in M67 Junction 4 roundabout, Mottram, Hyde, SK14 3DZ and highway known as Stockport Road, A560, Hyde, SK14 3AU<br><br>(excluding the subsoil below and the airspace above the limits of the highway)     | 1/8                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 206 square metres of highway known as Stockport Road, A560, Hyde, SK14 3AU   | 1/10                       |
| Presumed Freehold  | All interests and rights in land comprising approximately 5112 square metres of paved area in M67 Junction 4 roundabout, Mottram, Hyde, SK14 3DZ and access road leading to Hyde Road, Mottram, Hyde, SK14 6NG<br><br>(excluding the subsoil below and the airspace above the limits of the highway) | 1/12                       |
| Presumed Freehold  | All interests and rights in land comprising approximately 6 square metres of paved area on the south side of access road leading to Hyde Road, Mottram, Hyde, SK14 6NG<br>(excluding the subsoil below and the airspace above the limits of the highway)   | 1/13                       |
| Presumed Freehold  | All interests and rights in land comprising approximately 102 square metres of scrubland to the rear of residential premises known as 34, 36, 38 and 40 Four Lanes, Mottram, Hyde, SK14 6PP  | 2/3                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 1 square metres of highway known as Roe Cross Road, Mottram, Hyde, SK14 6SD<br><br>(excluding the subsoil below and the airspace above the limits of the highway)  | 2/9                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 5557 square metres of bus  | 3/4                        |

| Nature of Interest           | Description of the Land   | Affected Land Plot Numbers |
|------------------------------|---|----------------------------|
|                              | stops, roundabout and highways known as Stalybridge Road, Back Moor Road, Lodge Court, Old Hall Lane, Old Road and Roe Cross Road, Mottram, Hyde, SK14 6SD<br>(excluding the subsoil below and the airspace above the limits of the highway)                    |                            |
| <del>Presumed Freehold</del> | <del>All interests and rights in land comprising approximately 366 square metres of residential premises known as Craig Dean, 21A Old Road, Mottram, Hyde, SK14 6LG</del>   | <del>3/6</del>             |
| Presumed Freehold            | All interests and rights in land comprising approximately 6 square metres of woodland on the south end of Old Road, Mottram, Hyde, SK14 6LG<br>(excluding the subsoil below and the airspace above the limits of the highway)                                   | 3/7                        |
| Presumed Freehold            | All interests and rights in land comprising approximately 32 square metres of land to the rear of residential premises known as 7 Tollemache Close, Mottram, Hyde, SK14 6LN and 21 Old Road, Mottram, Hyde, SK14 6LG  | 3/8                        |
| Presumed Freehold            | All interests and rights in land comprising approximately 1 square metres of land to the rear of residential premises known as 2B Old Hall Lane, Mottram, Hyde, SK14 6LU  | 3/9                        |
| Presumed Freehold            | All interests and rights in land comprising approximately 173 square metres of highway known as Tollemache Close, Mottram, Hyde, SK14 6LN<br>(excluding the subsoil below and the airspace above the limits of the highway)                                     | 3/10                       |
| Presumed Freehold            | All interests and rights in land comprising approximately 766 square metres of private road and public footpath known as Old Hall Lane, Mottram, Hyde, SK14 6LU   | 3/11                       |
| Presumed Freehold            | All interests and rights in land comprising approximately 2 square metres of land to the rear of residential premises known as 4 Tollemache Close, Mottram, Hyde SK14 6LN   | 3/13                       |
| Presumed Freehold            | Temporary possession and use of land comprising approximately 2 square metres of land to the front of residential premises known as 11 Old Hall Lane, Mottram, Hyde, SK14 6LU<br>(excluding the subsoil below and the airspace above the limits of the highway) | 3/14                       |
| Presumed Freehold            | Temporary possession and use of land comprising approximately 181 square metres of private road and public footpath known as Old Hall Lane, Mottram, Hyde, SK14 6LU   | 3/18                       |

| Nature of Interest           | Description of the Land  | Affected Land Plot Numbers |
|------------------------------|--|----------------------------|
| <del>Presumed Freehold</del> | <del>All interests and rights in land comprising approximately 18 square metres of land to the rear of residential premises known as 15 Old Hall Lane, Mottram, Hyde, SK14 6LU</del>   | <del>3/19</del>            |
| Presumed Freehold            | All interests and rights in land comprising approximately 47 square metres of woodland on the east side of Old Hall Lane, Mottram, Hyde, SK14 6LT  | 3/23                       |
| Presumed Freehold            | Temporary possession and use of land comprising approximately 107 square metres of woodland on the east side of Old Hall Lane, Mottram, Hyde, SK14 6LT   | 3/24                       |
| Presumed Freehold            | Temporary possession and use of land comprising approximately 39 square metres of land on the east side of Old Hall Lane, Mottram, Hyde, SK14 6LT  | 3/25                       |
| Presumed Freehold            | Temporary possession and use of land comprising approximately 39 square metres of land on the east side of Old Hall Lane, Mottram, Hyde, SK14 6LT  | 3/26                       |
| Presumed Freehold            | All interests and rights in land comprising approximately 82 square metres of track in agricultural land on the east side of Old Hall Lane, Mottram, Hyde, SK14 6LT  | 3/29                       |
| Presumed Freehold            | All interests and rights in land comprising approximately 4 square metres of open space and paved area in junction of Old Road and Roe Cross Road, Mottram, Hyde, SK14 6SD   | 3/30                       |
| Presumed Freehold            | All interests and rights in land comprising approximately 1005 square metres of bus stop and highway known as A57, Mottram Moor, Mottram, Hyde, SK14 6LD<br>(excluding the subsoil below and the airspace above the limits of the highway) | 4/1                        |
| Presumed Freehold            | All interests and rights in land comprising approximately 7140 square metres of highway known as A57, Mottram Moor, Mottram, Hyde, SK14 6LD<br>(excluding the subsoil below and the airspace above the limits of the highway)              | 4/2                        |
| Presumed Freehold            | All interests and rights in land comprising approximately 4 square metres of paved area on the south side of Mottram Moor, Mottram, Hyde, SK14 6LD   | 4/7                        |
| Presumed Freehold            | Temporary possession and use of land comprising approximately 13 square metres of agricultural land on the north side of Mottram Moor, Mottram, Hyde, SK14 6LD   | 4/9                        |

| Nature of Interest | Description of the Land   | Affected Land Plot Numbers |
|--------------------|---|----------------------------|
| Presumed Freehold  | All interests and rights in land comprising approximately 186 square metres of agricultural land on the north side of Mottram Moor, Mottram, Hyde, SK14 6LD   | 4/11                       |
| Presumed Freehold  | All interests and rights in land comprising approximately 44 square metres of agricultural land on the south side of Mottram Moor, Mottram, Hyde, SK14 6LD  | 4/15                       |
| Presumed Freehold  | All interests and rights in land comprising approximately 26 square metres of agricultural land on the south side of Mottram Moor, Mottram, Hyde, SK14 6LD  | 4/17                       |
| Presumed Freehold  | All interests and rights in land comprising approximately 32 square metres of fence and hedgerow on the north side of Mottram Moor, Mottram, Hyde, SK14 6LD<br>(excluding the subsoil below and the airspace above the limits of the highway) | 4/18                       |
| Presumed Freehold  | All interests and rights in land comprising approximately 360 square metres of pastureland on the south side of Mottram Moor, Mottram, Hyde, SK14 6LD   | 4/19                       |
| Presumed Freehold  | Temporary possession and use of land comprising approximately 107 square metres of pastureland on the south side of Mottram Moor, Mottram, Hyde, SK14 6LD   | 4/20                       |
| Presumed Freehold  | Temporary possession and acquisition of rights over land comprising approximately 114 square metres of driveway leading to agricultural land on the south side of Mottram Moor, Mottram, Hyde, SK14 6LD                                       | 4/21                       |
| Presumed Freehold  | Temporary possession and use of land comprising approximately 437 square metres of private road known as Carrhouse Lane, Hollingworth, Hyde, SK14 8NA   | 5/2                        |
| Presumed Freehold  | Temporary possession and use of land comprising approximately 45 square metres of private road known as Carrhouse Lane, Hollingworth, Hyde, SK14 8NA  | 5/3                        |
| Presumed Freehold  | Temporary possession and acquisition of rights over land comprising approximately 108 square metres of private road known as Carrhouse Lane, Hollingworth, Hyde, SK14 8NA   | 5/4                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 608 square metres of private road known as Carrhouse Lane, Hollingworth, Hyde, SK14 8NA   | 5/5                        |
| Presumed Freehold  | Temporary possession and use of land comprising approximately 233 square metres   | 5/8                        |

| Nature of Interest | Description of the Land  | Affected Land Plot Numbers |
|--------------------|--|----------------------------|
|                    | of private road known as Carrhouse Lane, Hollingworth, Hyde, SK14 8NA  |                            |
| Presumed Freehold  | All interests and rights in land comprising approximately 4378 square metres of bus stop and highway known as Woolley Bridge Road, A57, Hadfield, Glossop, SK13 2NX                          | 6/4                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 93 square metres of part of River Etherow, footpath and verge of highway known as Woolley Bridge, A57, Hadfield, Glossop, SK13 2NX | 6/8                        |
| Presumed Freehold  | All interests and rights in land comprising approximately 2411 square metres of highway known as Hyde Road, Mottram, Hyde, SK14 6NG  | 7/2                        |

4.9.5 Therefore, the Applicant has concluded that the Scheme is unlikely to be capable of being delivered without compulsory acquisition powers.

4.9.6 Land already owned by the Applicant is included in the DCO to ensure that no known or unknown third-party rights, which might impede delivery of the Scheme, remain over the land.

## 4.10 Utility Diversions

4.10.1 A number of existing utility services are located in the surrounding area that would be affected by the Scheme. The relevant major utility diversions are summarised below and have been defined as specific works within the development, listed in Schedule 1 of the draft DCO. These works are also shown on the Works Plans [APP-008] and listed below:

**Work No. 58** – Shown on sheets 3 and 4 of the Work Plans, the diversion of United Utilities Group PLC water sewerage pipes for approximately 735 metres.

**Work No. 59** - Shown on sheet 4 of the Work Plans, the diversion of United Utilities Group PLC water main for approximately 420 metres.

**Work No. 60** - Shown on sheets 1 and 2 of the Works Plans:

- (i) diversion of United Utilities Group PLC water distribution main for approximately 135 metres
- (ii) diversion of United Utilities Group PLC water distribution main for approximately 205 metres
- (iii) diversion of United Utilities Group PLC water distribution main for approximately 215 metres.

**Work No. 61** - Shown on sheets 3 and 4 of the Work Plans, diversion of existing 33kv, 415V and 11kV Electricity North West Limited buried power cables, for approximately 465 metres, to the north of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.



**Work No. 62** – Shown on sheet 4 of the Work Plans, diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including:

- (i) the diversion of existing Electricity North West Limited buried power cables;
- (ii) the diversion or protection works to existing British Telecommunications PLC buried communications cables;
- (iii) diversion of existing Cadent Gas Limited main pipes; and
- (iv) diversion of United Utilities Group PLC clean water mains and protection of existing sewerage pipes.

**Work No. 63** – Shown on sheet 5 of the Work Plans, diversion of an existing Cadent Gas Limited main pipe, for approximately 70 metres.

**Work No. 64** - Shown on sheet 5 and 6 of the Work Plans, diversion of existing Electricity North West Limited buried power cables, for approximately 100 metres.

**Work No. 65** - Shown on sheet 6 of the Work Plans, diversion of existing United Utilities PLC water main, for approximately 210 metres.

## 5. The Case for Compulsory Acquisition

### 5.1 Introduction

5.1.1 In seeking compulsory acquisition and temporary possession powers in the DCO [APP-020], the Applicant has had regard to the conditions in section 122 of the 2008 Act and to the tests set out in the CA Guidance.

### 5.2 The Statutory Conditions and CA Guidance

5.2.1 Section 122 of the 2008 Act states that:

*“An order granting development consent may include provision authorising the compulsory acquisition of land only if the Secretary of State is satisfied that the conditions in subsections (2) and (3) are met”*

5.2.2 The conditions are:

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

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

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

5.2.4 In respect of the condition in subsection (3), the CA Guidance states at paragraphs 12 and 13 that the Secretary of State will need to be persuaded that there is compelling evidence that the public benefits that would be derived from the compulsory acquisition will outweigh the private loss that would be suffered by those whose land is to be acquired.

- 5.2.5 Paragraphs 8 to 10 of the CA Guidance are also relevant, setting out a number of general considerations to be taken into account by the applicant in seeking compulsory acquisition powers:
- a. “That all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored;
  - b. 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;
  - c. That the applicant has a clear idea of how they intend to use the land which is to be acquired;
  - d. That there is a reasonable prospect of the necessary funds for the acquisition becoming available; and
  - e. That the purposes for which compulsory acquisition powers are included in the Application are legitimate and sufficiently justify interfering with the human rights of those with an interest in the affected land”.
- 5.2.6 Finally, paragraph 25 of the CA Guidance states that applicants should seek to acquire land by negotiations wherever practicable.

### **5.3 Need for the Land and the Purposes for which Compulsory Acquisition Powers are Sought**

- 5.3.1 The Applicant is satisfied that the condition in section 122(2) of the 2008 Act is met. As explained in Chapter 3 of this Statement the Land subject to compulsory acquisition powers is either needed for the development (the Scheme), or is needed to facilitate the development, or is incidental to the development or is replacement land.
- 5.3.2 At Annex A of this Statement, the Applicant sets out why compulsory powers are necessary in relation to each individual parcel of the Land, with reference to the relevant DCO works numbers and the nature of the works as set out in Schedule 1 of the draft DCO. The proposed use of this land and the benefits this will bring to the Scheme are set out in general summary in Chapter 2 of this Statement. Annex A of this Statement sets out in granularity the purpose of acquisition / use of each plot.
- 5.3.3 The Applicant considers that the land included in the draft DCO is the minimum land-take required to construct, operate, maintain and mitigate the Scheme and is necessary to achieve the objectives of the Scheme. The Applicant has sought to achieve a balance between minimising land-take and securing sufficient land to deliver the Scheme, noting that the detailed design of the Scheme has yet to be developed. In that context, the limits of deviation have been drawn as tightly as possible so as to avoid unnecessary land-take. In the event that less land proves to be required in a particular area following the detailed design stage, the Applicant would only seek to acquire that part of the land that is required and, in all events, will seek to minimise effects on land interests.
- 5.3.4 The compulsory acquisition powers are also required to override any existing rights and interests in the land as well as grant the right to take temporary possession of land for construction and maintenance purposes. Again, without these rights over the Land, the Scheme cannot be delivered.

5.3.5 The Applicant is accordingly satisfied that the Land to be taken is reasonable and proportionate.

## **5.4 Compelling Case in the Public Interest**

5.4.1 This Statement sets out the reasons for the inclusion of compulsory acquisition powers in the DCO. It also explains it is necessary to include compulsory powers in the DCO so that the Applicant can acquire the land required for the construction of the Scheme that it not already in its possession. It also explains why powers of compulsory acquisition are necessary to enable the Applicant to use land temporarily, and acquire or extinguish rights over land in order to construct the Scheme in a way that is both proportionate and in the public interest by reducing environmental impacts, minimising costs to the Applicant (and hence the public purse) and mitigating the impact on land interests. This compelling case is evidenced further in the wider documentation that accompanies the Application.

5.4.2 The Applicant is satisfied that the condition set out in section 122(3) of the 2008 Act is met.

5.4.3 The case for the Scheme is set out in Chapter 2 of this Statement and in other application documents, including Chapter 2 and 5 of the Case for the Scheme [APP-182] Together they demonstrate that there is a compelling case in the public interest for the Scheme to be delivered.

5.4.4 In particular, as set out in Chapter 2 of the Case for the Scheme, paragraph 2.2 of the NPS NN identifies a “critical need” to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. It goes on to state that improvements may also be required to address the impacts of the national networks on quality of life and environmental factors.

5.4.5 The way in which the strategic objectives of the Scheme are aligned with the NPS NN are set out in detail in Chapter 2 of the Case for the Scheme. General compliance with the NPS NN is set out in the National Policy Statement for National Networks (NPS NN) Accordance Table [APP-182].

## **5.5 Consideration of Alternatives**

5.5.1 As explained in Chapter 2 of the Consultation Report [APP-026]; Chapter 3 of the ES [APP-060] and Chapter 2 of the Case for the Scheme the Applicant has explored alternatives options for the Scheme.

5.5.2 In designing the Scheme and determining the Land subject to compulsory acquisition and temporary possession powers, the Applicant has considered alternatives and modifications to the Scheme to minimise the potential land-take. These alternatives and modifications were consulted on and the preferred route has been chosen based on a thorough consideration of relevant issues. This process is described in detail in Chapter 3 of the ES [APP-060].

## **5.6 Reasonable Prospect of Funding**

5.6.1 The Applicant is content that there is reasonable prospect of the necessary funds for acquisition being available for the reasons set out in the Funding Statement [APP-024].

## **5.7 Acquisition by Agreement**

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

## **5.8 Conclusions**

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

## 6. Human Rights

### 6.1 The Protected Rights

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

- Article 1 of The First Protocol – protects the rights to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest.
- Article 6 – entitles those affected by compulsory powers to a fair and public hearing.
- Article 8 – protects the right of the individual to respect for his private and family life, his home and his correspondence. Interference with this right can be justified if it is in accordance with law and is necessary in the interests of, among other things, national security, public safety or the economic wellbeing of the country.

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

6.1.3 Paragraph 10 of the CA Guidance sets out how applicants should take into account Human Rights:

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

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

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

6.1.5 A number of residential properties require acquisition for the Scheme to be constructed and operated, details of which are provided below.

6.1.6 A detailed schedule of meetings and progress with each affected landowner is provided in Annex B to this document. Further detail and justification for the interference of rights is provided below in relation to specific plots.

#### 4 Tollemache Close, Mottram, Hyde, SK14 6LN – plot 3/2r

All interests and rights in land approximately 236 square metres of residential premises to enable the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

#### 5 Tollemache Close, Mottram, Hyde, SK14 6LN – plot 3/2s

All interests and rights in land approximately 338 square metres of residential premises to enable the construction of the proposed Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

#### 6 Tollemache Close, Mottram, Hyde, SK14 6LN – plot 3/2q

All interests and rights in land approximately 256 square metres of residential premises to enable the construction of the proposed Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

#### 7 Tollemache Close, Mottram, Hyde, SK14 6LN – plot 3/2l

All interests and rights in land approximately 66 square metres of driveway and outdoor space between residential premises to enable the construction of the proposed Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

#### 8 Tollemache Close, Mottram, Hyde, SK14 6LN – plot 3/2k

All interests and rights in land approximately 185 square metres of residential premises to enable the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 9 Tollemache Close, Mottram, Hyde, SK14 6LN – plot 3/2j

All interests and rights in land approximately 263 square metres of residential premises to enable the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 25 Four Lanes, Mottram, Cheshire SK14 6PP plot 2/2m

All interests and rights in land approximately 577 square metres of residential premises is required for demolition to enable the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 32 Four Lanes, Mottram, Hyde, SK14 6PP – plot 2/2c, 2/2d and 2/2e

All interests and rights in land approximately 19 square metres of hedgerow to the front of the property, 8 square metres to the rear of the property and 702 square metres of residential premises required on a temporary basis for construction of earthwork screening bunds.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.



### 34 Four Lanes, Mottram, Hyde, SK14 6PP – plot 2/2f

Temporary possession and use of approximately 432 square metres of residential premises for construction of earthwork screening bunds.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 36 Four Lanes, Mottram, Hyde, SK14 6PP – plot 2/2g

All interests and rights in land approximately 381 square metres of residential premises for construction of earthwork screening bunds.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 38 Four Lanes, Mottram, Hyde, SK14 6PP – plot 2/2h

All interests and rights in land approximately 355 square metres of residential premises for construction of earthwork screening bunds.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 40 Four Lanes, Mottram, Hyde, SK14 6PP – plot 2/2l

All interests and rights in land approximately 151 square metres of residential premises for the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 8A Old Road, Mottram, Hyde, SK14 6LG – plot 2/2i and 3/2a

All interests and rights in land approximately 758 square metres of residential premises for the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 8B Old Road, Mottram, Hyde, SK14 6LG – plot 3/2c

All interests and rights in land approximately 590 square metres of residential premises for the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 8C Old Road, Mottram, Hyde, SK14 6LG – plot 3/2d

All interests and rights in land approximately 1107 square metres of residential premises for the construction of earthwork screening bunds.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 17 Old Road, Mottram, Hyde, SK14 6LG plot 3/2i

All interests and rights in land comprising approximately 497 square metres of residential premises for the construction of Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 19 Old Road, Mottram, Hyde, SK14 6LG – plot 3/2h

All interests and rights in land comprising approximately 540 square metres of residential premises. for the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### 21 Old Road, Mottram, Hyde, SK14 6LG – plot 3/2g

All interests and rights in land comprising approximately 857 square metres of residential premises. for the construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

### Craig Dean 21a Old Road, Mottram, Hyde, SK14 6LG – plot 3/6

All interests and rights in land approximately 366 square metres of residential premises for the construction of Mottram Underpass.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is occupied and the owners have been consulted with throughout the consultation process.

### 2A Old Hall Lane, Mottram, Hyde, SK14 6LU – plot 3/2m

All interests and rights in land comprising approximately 889 square metres of residential premises for the construction of the proposed Mottram Underpass and the realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

#### 2B Old Hall Lane, Mottram, Hyde, SK14 6LU – plot 3/2o

All interests and rights in land comprising approximately 359 square metres of residential premises for the construction of the proposed Mottram Moor Link Road and realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

#### The Chestnuts, 4A Old Hall Lane, Mottram, Hyde, SK14 6LU – plot 3/2u

All interests and rights in land comprising approximately 489 square metres of residential premises for the construction of the proposed Mottram Moor Link Road and realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

#### 4 Old Hall Lane, Mottram, Hyde, SK14 6LU – plot 3/2v

All interests and rights in land comprising approximately 316 square metres of residential premises for the construction of the proposed Mottram Moor Link Road and realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

## 6 Old Hall Lane, Mottram, Hyde, SK14 6LU – plot 3/2w

All interests and rights in land comprising approximately 574 square metres of residential premises for the construction of the proposed Mottram Moor Link Road and realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

The property is owned by National Highways and tenanted to a third party occupier.

## 11 Old Hall Lane, Mottram, Cheshire SK14 6LU - plot 3/2y

Demolition of the property is required to enable the Roe Cross Road to be diverted through this area to allow for the construction of the proposed Mottram Moor Link Road and realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

Engagement has been carried out with owners of the property since the preferred route announcement confirmed the impact of the Scheme on the property. National Highways acquired the property in July 2019 following the acceptance of a Blight Notice.

## 13 Old Hall Lane, Mottram, Cheshire SK14 6LU - plot 3/15a

All interests and rights in land comprising approximately 61 square metres of residential premises for the construction of the proposed Mottram Moor Link Road and realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

Engagement has been carried out with owners of the property since the preferred route announcement confirmed the impact of the Scheme on the property. National Highways has accepted a Blight Notice in September 2020. To date the negotiations to acquire the property are ongoing.

## 15 Old Hall Lane, Mottram, Cheshire SK14 6LU – plot 3/16a

All interests and rights in land comprising approximately 298 square metres of residential premises for the construction of the proposed Mottram Moor Link Road and realignment of Old Hall Lane.

The justification of full acquisition and interference with rights in this location is to ensure the line of the main carriageway is compliant with design safety standards. It has not been possible to minimise impact to the residential property as demolition is required for the construction of the Scheme.

Engagement has been carried out with owners of the property since the preferred route announcement confirmed the impact of the Scheme on the property. National Highways has accepted a Blight Notice in May 2019. To date the negotiations to acquire the property are ongoing.

## **6.2 Compliance with the Convention**

- 6.2.1 The Applicant recognises that the Scheme may have an impact on individuals but considers that the significant public benefits that will arise from the Scheme, as set out in this Statement outweigh any harm to those individuals. The DCO strikes a fair balance between the public interest in seeing the Scheme proceed (which is unlikely to happen in the absence of the DCO) and the private rights which will be affected by the compulsory acquisition.
- 6.2.2 In relation to both Article 1 and 8, the compelling case in the public interest for the compulsory acquisition powers included within the DCO has been demonstrated in Chapter 5 of this Statement and in the Case for the Scheme [APP-182]. The Land included over which compulsory acquisition powers are sought as set out in the DCO is the minimum necessary to ensure the delivery of the Scheme. The Scheme has been designed to minimise harm whilst achieving its publicly stated objectives. In this respect the interference with human rights is both proportionate and justified.
- 6.2.3 In relation to Article 6 the Applicant is content that proper procedures have been followed for both the consultation on the Scheme and for the determination of the compulsory acquisition powers included in the DCO. Throughout the development of the Scheme, the Applicant has given persons with an interest in the Land a full opportunity to comment on the proposals, both in a statutory and non-statutory capacity, and the Applicant has endeavoured to engage with land interests. The Applicant has had regard to land interest feedback in both the initial design of the Scheme and in iterative design changes throughout the life of the Scheme. Examples of design changes are provided within the Consultation Report [APP-026 – APP-052].
- 6.2.4 Furthermore, any individuals affected by the DCO may submit representations by way of an objection to the Application in response to any notice given under section 56 of the 2008 Act, the examination of the Application by the Examining Authority, any written representations procedures which the Examining Authority decides to hold and in particular, any compulsory acquisition hearing held under section 92 of the 2008 Act, at which each affected person is entitled to make oral representations about the compulsory acquisition request.
- 6.2.5 If the DCO is made, a person aggrieved may challenge the DCO by judicial review in the High Court if they consider that the grounds for doing so are made out pursuant to section 118 of the 2008 Act.

## **6.3 Fair Compensation**

- 6.3.1 Any person affected by the exercise of compulsory acquisition powers or by the exercise of temporary possession, may be entitled to compensation. This entitlement to compensation is provided for by the existing compensation code and Article(s) 22; and Schedule(s) 7 to the DCO. The Applicant has the resources to pay such compensation and has demonstrated in the Funding Statement [APP-024] that these resources are available.
- 6.3.2 Any dispute in respect of the compensation payable may be referred to the Upper Tribunal (Lands Chamber), an independent tribunal, for determination.

## **6.4 Conclusions**

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

## 7. Special considerations

### 7.1 Crown Land

- 7.1.1 The Applicant is not seeking to acquire any Crown Land. A Crown interest will arise from any Crown entity, which may include not just the Crown Estate, but can also include other government entities/departments. A Crown interest may be listed as a Category 1, 2 or 3 interest in the BOR (document reference TR010020/APP/4.3).
- 7.1.2 Plots 3/2k, 3/2o, 3/2p, 3/2q, 3/2s, 3/8, 3/12, 6/2f, 6/2g, 6/2i, 6/2j, 6/2k, 6/2l, 6/2m, 6/2n, 6/2o, 6/2p, 6/2q, 6/2r, 6/7 are land which is subject to escheat. This is a unique status for property where, in this instance, property has remained vested in a company on dissolution, has become bona vacantia, then been disclaimed by the Treasury Solicitor where it became subject to escheat and fell to be dealt with by the Crown Estate.
- 7.1.3 The Applicant has not included these plots in Part 4 of the BOR (document reference TR010020/APP/4.3) as the Crown Estate has previously confirmed that they do not consider this land to constitute Crown Land for the purposes of the Act. We are liaising with the Crown Estate to confirm that this is their position in respect of any identified land in the Land subject to escheat.

### 7.2 Special Category Land (land forming part of a common, open space, or fuel or field garden allotment – including any exchange land arrangements)

- 7.2.1 As shown in Part 5 of the Book of Reference [APP-025] and the Special Category Land Plans [APP-019], the DCO makes provision for the acquisition of special category land, comprising [open space/common land/fuel or field garden allotment] namely:
- The land that is open space is within plots 2/6, 3/3a, 3/30, 8/2, 8/3 and 8/4 comprises 0.047 hectares of land to be permanently acquired.
- 7.2.2 Section 131 of the 2008 Act applies to compulsory acquisition of any land forming part of a common, open space, fuel or field garden allotment. Section 132 of the 2008 Act applies to the compulsory acquisition of any rights over land forming part of a common, open space, fuel or field garden allotment. These make provision for Special Parliamentary Procedure (SPP) to apply where a DCO authorises the compulsory acquisition of land or of rights over such land. [The DCO will engage section 131.](#) The means the DCO will be subject to SPP unless the Secretary of State is satisfied that one of the following circumstances applies:
- Replacement land will be given in exchange for the land to be compulsorily acquired with the same rights, trusts and incidents; or
  - The Land to be acquired does not exceed 200 square metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary; or



- For open space land only, replacement land in exchange is not available or would only be available at a prohibitive cost, but it is strongly in the public interest for a Scheme to proceed sooner than SPP would allow; or
- For open space land only, the land is only being compulsorily acquired for a temporary purpose.

7.2.3 The six effected plots are all existing highway or highway verge, as shown in Part 5 of the Book of Reference [APP-025] and the Special Category Land Plans [APP-019]. In this case SPP is not required as these plots are required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary.

7.2.4 Table 7.1 below sets out the special category land plots within the Order Limits and which of the four circumstances that apply. The Application should not be subject to SPP as at least one or more of the four circumstances, as set out above, applies.

**Table 7.1: Special Category Land Plots**

| Four Circumstances  | Plot Number/s |
|---|---------------|
| Land to be acquired does not exceed 200 metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary | 2/6           |
| Land to be acquired does not exceed 200 metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary | 3/3a          |
| Land to be acquired does not exceed 200 metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary | 3/30          |
| Land to be acquired does not exceed 200 metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary | 8/2           |
| Land to be acquired does not exceed 200 metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary | 8/3           |
| Land to be acquired does not exceed 200 metres or is required for the widening or drainage of an existing highway and the giving of land in exchange is unnecessary | 8/4           |

## 7.3 National Trust “inalienable” land

7.3.1 None of the land to be acquired for the Scheme is National Trust “inalienable” land for the purposes of section 130 of the 2008 Act.

## 7.4 Statutory Undertaker Land

- 7.4.1 Various statutory undertakers and other similar bodies have a right to keep equipment (in connection with their undertaking) on, in or over the Land. Statutory undertakers that are known to have equipment on, in or over the Land are included in the BOR [APP-025].
- 7.4.2 Section 127(3) of the 2008 Act provides that a DCO may only authorise the compulsory acquisition of statutory undertakers' land where a representation has been made by a statutory undertaker objecting to the acquisition if the Secretary of State is satisfied that:
- a. The land can be purchased and not replaced without serious detriment to the carrying on of the undertaking; or
  - b. If purchased, it can be replaced by other land belonging to, or available for acquisition by, the undertaker without serious detriment to the carrying on of the undertaking.
- 7.4.3 Section 127(5) of the 2008 Act provides that a DCO may only authorise the compulsory acquisition of rights over statutory undertakers' land where a representation has been made by a statutory undertaker objecting to the acquisition if the Secretary of State is satisfied that:
- a. The rights can be acquired without any serious detriment to the carrying on of the undertaking; or
  - b. Any consequential detriment to the carrying on of the undertaking can be made good by the undertaker by the use of the land belonging to or available for acquisition by the undertaker.
- 7.4.4 The Applicant has, during the preparation of the DCO application, been in discussion with statutory undertakers about the diversion of existing utilities along the Scheme length, these statutory undertakers are listed below:
- GTC Pipelines
  - National Grid Gas Plc
  - Scotland Gas Networks
  - National Grid Plc
  - UK Power Distribution Limited
  - Utility Distribution Transmission Plc
  - Electricity North West Limited
  - ESP Electricity Ltd
  - Utility Assets Limited
  - National Grid Electricity Transmission Plc
  - United Utilities Plc
  - Openreach (BT)
  - Vodafone Limited
  - Northern PowerGrid Limited

- Cadent Gas Limited
- Virgin Media Limited
- Zayo Corporate UK Limited
- Cityfibre Limited
- Yorkshire Water Limited
- Cornerstone Telecommunications Infrastructure Limited

The status of these discussions is set out in Annex B of this Statement. Through these discussions it has been established that the land in which these statutory undertakers' assets exist are in private ownership. None of the land to be acquired for the Scheme is Statutory Undertakers' land for the purposes of section 127(3) of the 2008 Act.

Additional statutory undertakers were consulted by the engineering team when undertaking their searches but no additional assets/ownerships were found.

## **7.5 Other Consents**

- 7.5.1 The Consents and Agreements Position Statement [APP-022] sets out the additional consents outside of the DCO and the current position as to the status of securing those consents. The Consents and Agreements Position Statement will continue to be updated as necessary during examination.
- 7.5.2 The Applicant is satisfied that all necessary consents to enable the Scheme to proceed have been identified and that there is no reason why such consents should not be secured or granted pursuant to the DCO.

## 8. Conclusions

### 8.1 Overview

- 8.1.1 This Statement sets out why compulsory acquisition powers have been sought in the DCO application and explains why the Applicant considers such powers they are necessary, proportionate, and justified.
- 8.1.2 In determining the extent of compulsory acquisition and temporary possession powers proposed in the DCO [APP-020] the Applicant has had regard to the legislative tests set out in the 2008 Act and to the advice in the CA Guidance. The Applicant is content that the scope of powers sought and the extent of the interests in the Land to be acquired by compulsory acquisition are required for the Scheme and are the minimum necessary that will allow the Applicant to construct, operate and maintain the Scheme. The purpose for which each part of the Land is required is set out in Annex A of this Statement.
- 8.1.3 The Applicant has consulted all persons affected by the compulsory acquisition and temporary possession powers and persons who may have a claim for compensation arising from the Scheme. The Applicant has consulted such persons during preparation of the DCO application and in the design of the Scheme to address their concerns and to ensure that any impacts are reduced or removed. The Applicant has further sought to acquire any interests in the Land by agreement wherever practicable. The status of negotiations with affected land interests for the acquisition of their interest is set out in Annex B of this Statement.
- 8.1.4 The Applicant has considered the human rights of the individuals affected by the compulsory acquisition and temporary possession powers. The Applicant is satisfied that there is a compelling public interest case for compulsory acquisition and that the significant public benefits arising from the Scheme will outweigh the harm to those individuals.
- 8.1.5 Without the grant of compulsory acquisition and temporary possession powers the Applicant considers that it will not be possible to construct the Scheme, or realise the public benefits arising from it.

---

# Annex A: Purpose of Acquisition

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

The specific purposes for which each plot of Land subject to compulsory acquisition powers is required are set out in the tables in this Annex. The first column of each table identifies the plot number (as shown on the Land Plans) and used in the Book of Reference. Plots can be grouped in each row to the extent that they relate to the same Work. The second column of each table sets out the corresponding Works numbers as shown on the Works Plans and the broad uses for which the plot in question is required.

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

- Land Plans [APP-007]
- Works Plans [APP-008]; and
- Draft DCO [APP-020]

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 1/1a                                 | 1            | The construction of a new eastbound lane on the M67 approaching the roundabout at Junction 4. To include upgraded lighting, new signs and new traffic signals plus signal controlled cyclist/pedestrian crossings. |
|                                      | 2            | The widening of the entry from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting.             |
| 1/1b                                 | 1            | The construction of a new eastbound lane on the M67 approaching the roundabout at Junction 4. To include upgraded lighting, new signs and new traffic signals plus signal controlled cyclist/pedestrian crossings. |
|                                      | 2            | The widening of the entry from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting.             |
| 1/1c                                 | 2            | The widening of the entry from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting.             |
| 1/1d                                 | 1            | The construction of a new eastbound lane on the M67 approaching the roundabout at Junction 4. To include upgraded lighting, new signs and new traffic signals plus signal controlled cyclist/pedestrian crossings. |
|                                      | 2            | The widening of the entry from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting.             |
| 1/1e                                 | 1            | The construction of a new eastbound lane on the M67 approaching the roundabout at Junction 4. To include upgraded lighting, new signs and new traffic signals plus signal controlled cyclist/pedestrian crossings. |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      | 2            | The widening of the entry from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting.  |
|                                      | 3            | Works to improve the M67 Junction 4 (Hattersley) roundabout including: <ul style="list-style-type: none"> <li>(i) widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossings</li> <li>(ii) realignment of spur to Edge Lane and upgraded pedestrian/cyclist crossing facility</li> <li>(v) new westbound throughabout at M67 Junction 4 roundabout, which consists of a new, two lane carriageway through the centre of the existing roundabout, including new lighting, signs and traffic signals</li> </ul> |
|                                      | 4            | Works to improve the non-motorised user provision at the roundabout including: <ul style="list-style-type: none"> <li>(i) Existing footway upgraded to footway / cycleway on the northern side of M67 Junction 4 roundabout</li> <li>(ii) Creation of new signal controlled pedestrian/cycle crossings across the M67 and roundabout circulatory carriageway onto the west side of M67 Junction 4 roundabout</li> <li><del>(vii) Existing footway upgraded to footway / cycleway to the south of the M67 at M67 Junction 4–</del></li> </ul>  |
| 1/1f                                 | 3            | Works to improve the M67 Junction 4 roundabout including: <ul style="list-style-type: none"> <li>(iv) Upgrade to Mottram Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction</li> </ul>  |
| 1/1g                                 | 3            | Works to improve the M67 Junction 4 roundabout including: <ul style="list-style-type: none"> <li>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossings</li> <li>(iv) Upgrade to Mottram Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction.</li> </ul>   |
|                                      | 4            | Works to improve the non-motorised user provision at the roundabout including: <ul style="list-style-type: none"> <li>(iii) Creation of <u>signal</u> controlled pedestrian/cycle crossings across Mottram Road at M67 Junction 4 roundabout including crossing of roundabout circulatory carriageway</li> <li><del>(vii) Existing footway upgraded to combined footway / cycleway on Mottram Road-</del></li> </ul>  |
| 1/1i                                 | 2            | The widening of the entry from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting.  |
|                                      | 3            | Works to improve the M67 Junction 4 roundabout including:   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      |              | <ul style="list-style-type: none"> <li>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossings</li> <li>(iii) Upgrade to Stockport Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction</li> <li>(iv) Upgrade to Mottram Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction.</li> </ul>   |
|                                      | 4            | <p>Works to improve the non-motorised user provision at the roundabout including:</p> <ul style="list-style-type: none"> <li>(iii) Creation of <u>signal</u> controlled pedestrian/cycle crossings across Mottram Road at M67 Junction 4 roundabout including crossing of roundabout circulatory carriageway</li> <li>(iv) Creation of pedestrian/cyclist routes through centre of M67 Junction 4 Roundabout</li> <li>(vi) Creation of <u>signal</u> controlled pedestrian/cycle crossings across Stockport Road at M67 Junction 4 roundabout</li> </ul>   |
| 1/1j                                 | 3            | <p>Works to improve the M67 Junction 4 roundabout including:</p> <ul style="list-style-type: none"> <li>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossings</li> </ul>  |
|                                      | 4            | <p>Works to improve the non-motorised user provision at the roundabout including:</p> <ul style="list-style-type: none"> <li>(vi) Creation of <u>signal</u> controlled pedestrian/cycle crossings across Stockport Road at M67 Junction 4 roundabout</li> <li><u>(vii) Existing footway upgraded to combined footway / cycleway on Mottram Road</u></li> <li><u>(viii) Creation of an equestrian route through the centre of M67 Junction Roundabout including crossing of the circulatory carriageway</u></li> </ul>  |
| 1/1k                                 | 3            | <p>Works to improve the M67 Junction 4 roundabout including:</p> <ul style="list-style-type: none"> <li>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossings</li> <li>(iii) Upgrade to Stockport Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction</li> </ul>   |
|                                      | 4            | <p>Works to improve the non-motorised user provision at the roundabout including:</p> <ul style="list-style-type: none"> <li>(iv) Creation of pedestrian/cyclist routes through centre of M67 Junction 4 Roundabout</li> <li>(v) Creation of <u>signal</u> controlled pedestrian/cycle crossings across Hyde Road at M67 Junction 4 roundabout including crossing of roundabout circulatory carriageway</li> <li>(vi) Creation of <u>signal</u> controlled pedestrian/cycle crossings across Stockport Road at M67 Junction 4 roundabout</li> <li><u>(viii) Creation of an equestrian route through the centre of M67 Junction Roundabout including crossing of the circulatory carriageway</u></li> </ul> |



| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.   |
| 1/1l                                 | 3            | Works to improve the M67 Junction 4 roundabout including:<br>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossings<br>(iii) Upgrade to Stockport Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction |
|                                      | <u>4</u>     | <u>Works to improve the non-motorised user provision at the roundabout including:<br/>(ix) existing footway / cycleway upgraded to combined footway / cycleway with equestrian use to the north of the A57 Hyde Road</u>   |
|                                      | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.   |
| 1/2                                  | 1            | The construction of a new eastbound lane on the M67 approaching the roundabout at Junction 4. To include upgraded lighting, new signs and new traffic signals plus signal controlled cyclist/pedestrian crossings.   |
| 1/3                                  | 3            | Works to improve the M67 Junction 4 roundabout including:<br>(iv) Upgrade to Mottram Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction.   |
| 1/4                                  | 2            | The widening of the entry of the M67 from the Junction 4 roundabout. Works will include the addition of low noise surfacing and upgraded lighting  |
| 1/5                                  | 3            | Works to improve the M67 Junction 4 roundabout including:<br>(iv) Upgrade to Mottram Road, installation of new signs, upgraded lighting, resurfacing and addition of traffic signals including signal controlled pedestrian/cyclist crossings at junction.   |
| 1/6b                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 7            | The creation of new public rights of way, north of the proposed new dual carriageway   |
|                                      | 36           | Works to culverted watercourses  |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      |              | (iv) Creation of a culvert to carry an unnamed ordinary watercourse below an existing public right of way LON/50/10   |
| 1/7                                  | 4            | Improvements to non motorised user provision at the M67 Junction 4 roundabout<br>(ii) Creation of new signal controlled pedestrian/cycle crossings across the M67 and roundabout circulatory carriageway on the west side of M67 Junction 4 roundabout<br><u>(vii) Existing footway upgraded to combined footway / cycleway on Mottram Road</u>   |
| 1/8                                  | 3            | Works to improve the M67 Junction 4 roundabout, including<br>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossing<br>(iii) The upgrade to Stockport Road, installation of new signs, upgraded lighting, resurfacing, and addition of traffic signals including controlled pedestrian/cyclist crossing at junction<br><u>(viii) Creation of an equestrian route through the centre of M67 Junction Roundabout including crossing of the circulatory carriageway</u> |
|                                      | 4            | Works to improve the non-motorised user provision at the roundabout including:<br>(iii) Creation of pedestrian/cyclist routes through centre of M67 Junction 4 Roundabout<br>(vi) Creation of <u>signal</u> controlled pedestrian/cycle crossings across Stockport Road at M67 Junction 4 roundabout  |
| 1/9d                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 7            | The creation of new public rights of way, north and south of the proposed new dual carriageway including:<br>(i) A proposed <u>combined footway/cycleway with equestrian usebridleway</u> including access to culverts and new private access to overhead electric line/pylon, plus connections to existing footpaths and field accesses<br>(ii) A proposed <u>combined footway/cycleway with equestrian usebridleway</u> including access to culverts, Pond 1, plus connections to existing footpaths and field accesses   |
|                                      | 8            | The construction of a private access track to support the maintenance of Pond 1   |
|                                      | 36           | Works to culverted watercourses<br>(iv) Creation of a culvert to carry an unnamed ordinary watercourse below an existing public right of way LON/50/10  |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 37           | The construction of a drainage retention pond (Pond 1) with sediment forebay for attenuation, prior to outfall, including associated earthworks and drainage connections   |
|                                      | 40           | The construction of new drainage ditches to the north of the A57 link between M67 and Roe Cross Road   |
|                                      | 42           | The construction of a highway drainage ditch to south of work number 6.  |
| 1/10                                 | 3            | Works to improve the M67 Junction 4 roundabout, including<br>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossing<br><br>(iii) Upgrade to Stockport Road, installation of new signs, upgraded lighting, resurfacing, and addition of traffic signals including controlled pedestrian/cyclist crossing at junction               |
|                                      | 4            | Works to improve the non-motorised user provision at the roundabout including:<br>(vi) Creation of signal controlled pedestrian/cycle crossings across Stockport Road at M67 Junction 4 roundabout   |
| 1/11                                 | 3            | Works to improve the M67 Junction 4 roundabout, including<br>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossing<br><br>(iii) The upgrade to Stockport Road, installation of new signs, upgraded lighting, resurfacing, and addition of traffic signals including controlled pedestrian/cyclist crossing at junction           |
| 1/12                                 | 2            | The widening of the entry of the M67 from the Junction 4 roundabout onto the M67 westbound. Works will include the addition of low noise surfacing, controlled pedestrian/cyclist crossing and upgraded lighting   |
|                                      | 3            | Works to improve the M67 Junction 4 roundabout, including<br>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal controlled cyclist/pedestrian crossing<br><br>(iii) The upgrade to Stockport Road, installation of new signs, upgraded lighting, resurfacing, and addition of traffic signals including controlled pedestrian/cyclist crossing at the junction       |
|                                      | 4            | Works to improve the non-motorised user provision at the roundabout including:<br>(iv) creation of pedestrian/cyclist routes through centre of M67 Junction 4 Roundabout<br><br><u>(vii) existing footway upgraded to combined footway / cycleway between Mootram Road and the M67</u><br><u>(ix) existing footway / cycleway upgraded to combined footway / cycleway with equestrian use to the north of the A57 Hyde Road-</u> |
|                                      | 7            | The creation of new public rights of way, north and south of the proposed new dual carriageway   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      |              | (ii) The creation of a proposed <u>combined footway/cycleway with equestrian usebridleway</u> including access to culverts, Pond 1, plus connections to existing footpaths and field accesses  |
|                                      | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.   |
| 1/13                                 | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.   |
| 2/1b                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 7            | The creation of new public rights of way, north and south of the proposed new dual carriageway   |
|                                      | 42           | The construction of a highway drainage ditch to south of work number 6   |
|                                      | 60           | Diversion of United Utilities Group Plc water distribution main  |
| 2/1f                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 9            | The creation of a means of access and egress points serving land situated south of Edge Lane including:<br>(i) A proposed footpath connection linking the proposed <u>combined footway/cycleway with equestrian usebridleway</u> with the existing path LON 52/10 and providing field access to Old Mill Farm the north of the <u>combined footway/cycleway with equestrian usebridleway</u> |
|                                      | 31           | The construction of the proposed Old Mill Farm underpass to carry work number 7 (ii) and farm access tracks facilitating various farm access points (work numbers 7 (iii), 7 (iv), 7 (v), 9 (i) and 9 (ii)).   |
|                                      | 36           | Works to the culverted watercourses (vii) Creation of a culvert to carry Hurtsclough Brook below works 5 and 6   |
|                                      | 47           | The construction of earthwork screening bunds along<br>(ii) The north side of work number 5<br>(iii) The south side of work number 6   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 2/1k                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment                   |
| 2/2b                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.                  |
| 2/2c                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
| 2/2e                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
| 2/2g                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.                  |
| 2/2h                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.                  |
| 2/2i                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.                  |
| 2/2j                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.                  |
| 2/2k                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end. |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 2/2l                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 2/2m                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 2/2n                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass carrying Roe Cross Road over work number 5 on its existing alignment.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 2/2o                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 2/3                                  | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 2/4                                  | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 2/5                                  | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 2/6                                  | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass carrying Roe Cross Road over work number 5 on its existing alignment.  |
| 2/7                                  | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 2/8                                  | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 2/9                                  | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 3/1                                  | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2a                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment.  |
| 3/2b                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 3/2c                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |
| 3/2d                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |
| 3/2e                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |
| 3/2f                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |
| 3/2g                                 | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |



| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 3/2h                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2i                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 3/2j                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2k                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2l                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2m                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 10           | The realignment of Old Hall Lane   |
| 3/2n                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2o                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 10           | The realignment of Old Hall Lane   |
| 3/2p                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2q                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2r                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2s                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2t                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 10           | The realignment of Old Hall Lane   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2u                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 10           | The realignment of Old Hall Lane   |
| 3/2v                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 10           | The realignment of Old Hall Lane   |
| 3/2w                                 | 10           | The realignment of Old Hall Lane   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2y                                 | 10           | The realignment of Old Hall Lane   |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground  |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/2z                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 10           | The realignment of Old Hall Lane   |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
| 3/3a                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction.  |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.   |
| 3/3b                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction.  |
|                                      | 50           | The location of bat boxes installed on existing trees.  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including (i) creation of a <b>combined footway/cycleway with equestrian usebridleway</b> of providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side |
|                                      | 57           | A new ecological mitigation area, including an ecological mitigation (bat) structure.   |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipe   |
| 3/3d                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 44           | New watercourses to manage local drainage<br>(i) A proposed watercourse to the east of Old Hall Lane and north of the proposed cutting to east of underpass   |
|                                      | 50           | The location of bat boxes installed on existing trees.  |
|                                      | 57           | A new ecological mitigation area, including an ecological mitigation (bat) structure.   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipe  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> of providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side<br>(ii) Creation of a field access |
| 3/3g                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side                                     |
|                                      | 44           | New watercourses to manage local drainage,   |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipe  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables   |
| 3/3i                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work number 5, including reinstatement and landscaping on land above and between the roads.  |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.  |
| 3/3j                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work number 5, including reinstatement and landscaping on land above and between the roads.  |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.  |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 3/4                                  | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 3/5                                  | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 3/6                                  | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 3/7                                  | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.              |
| 3/8                                  | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 3/9                                  | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/10                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 3/11                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 10           | The realignment of Old Hall Lane   |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
| 3/12                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 3/13                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction. |



| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
| 3/15a                                | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction.  |
|                                      | 10           | The realignment of Old Hall Lane  |
| 3/16a                                | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side        |
|                                      | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work numbers 5 and 6, including reinstatement, landscaping on land above and between the roads and space for traffic diversions during construction.  |
|                                      | 10           | The realignment of Old Hall Lane  |
| 3/17b                                | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side        |
| 3/19                                 | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side        |
| 3/20b                                | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:   |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      |              | (i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side   |
| 3/21                                 | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side                                    |
| 3/22a                                | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side<br>(ii) Creation of a field access |
|                                      | 44           | New watercourses to manage local drainage   |
|                                      | 50           | The location of bat boxes installed on existing trees.  |
|                                      | 57           | A new ecological mitigation area, including an ecological mitigation (bat) structure.   |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipe   |
| 3/22f                                | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
| 3/23                                 | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction                             |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
| 3/26                                 | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
| 3/27a                                | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <b>combined footway/cycleway with equestrian usebridleway</b> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction |
|                                      | 44           | New watercourses to manage local drainage, a proposed watercourse to the east of Old Hall Lane and north of the proposed cutting to east of underpass   |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipe   |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.  |
| 3/28c                                | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <b>combined footway/cycleway with equestrian usebridleway</b> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side        |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
| 3/28d                                | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
| 3/30                                 | 33           | The construction of the proposed Mottram Underpass carrying both Old Road and Old Hall Lane above work number 5, including reinstatement and landscaping on land above and between the roads.   |
|                                      | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 4/1                                  | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of<br>(i) Footway on the westbound carriageway opposite Back Moor Junction  |
|                                      | 15           | The realignment of the (A6018) Back Moor, to link with Mottram Moor Junction, including new lighting and traffic signs.  |
| 4/2                                  | 18           | Retention of the existing carriageway, reduced to two single lanes, ending in a turning circle. This short road to the east of Mottram Moor Junction between the road mouth and turning circle   |
|                                      | 17           | Retention of the existing carriageway, reduced to two single lanes, ending in a turning circle. This short road to the west of Mottram Moor Junction will be the road mouth and turning circle.  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
|                                      | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of<br>(i) Footway on the eastbound carriageway opposite Back Moor Junction<br><u>(vii) Footway/cycleway on the eastern arm of Mottram Moor Junction</u><br><u>(x) Footway between the existing footway on the north side of Mottram Moor and the westbound approach to Mottram Moor Junction</u>  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach approximately to Mottram Moor Junction  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>footway/cycleway with equestrian use/bridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction  |
|                                      | 62           | Diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
|                                      | <u>67</u>    | <u>The creation of a new combined footway/cycleway on the eastbound approach to the Mottram Moor Junction</u>  |

| Acquisition of Land – by Plot Number |                    |  |
|--------------------------------------|--------------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No.       | Purpose for which the land is required:  |
| 4/3c                                 | 11                 | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side<br>(ii) Creation of a field access   |
|                                      | 6                  | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 4/4a                                 | 11                 | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction<br>(iii) Creation of a signal controlled equestrian crossing<br>(iv) Creation of an equestrian holding pen and <a href="#">combined footway/cycleway with equestrian usebridleway</a> diversion, on the approach to the equestrian crossing |
|                                      | 12                 | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(iii) Westbound approach from Back Moor Junction to Mottram Moor Junction   |
|                                      | 13                 | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of<br>(ii) Footway/cycleway on the westbound approach to Mottram Moor Junction,<br>(iii) Signal controlled pedestrian/cycle crossing across the northern arm of Mottram Moor Junction   |
|                                      | 62                 | Diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul>   |
|                                      | 14                 | The creation of a new <a href="#">combined footway/cycleway with equestrian usebridleway</a> along the south side of the A57 Link Road.  |
|                                      | <a href="#">67</a> | <a href="#">The creation of a new combined footway/cycleway on the eastbound approach to the Mottram Moor Junction</a>   |
| 4/4b                                 | 12                 | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(ii) A57 southbound exit from Mottram Moor Junction   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      |              | (iii) Westbound approach from Back Moor Junction to Mottram Moor Junction<br>(v) Eastbound approach from Tintwistle to Mottram Moor Junction<br>(vi) Westbound exit from Mottram Moor Junction towards Back Moor   |
|                                      | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of<br>(ii) Footway/cycleway on the eastbound approach to Mottram Moor Junction,<br>(vi) Controlled pedestrian/cycle crossing across the western arm of Mottram Moor Junction  |
|                                      | 62           | Diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
|                                      | 14           | The creation of a new <u>footway/cycleway with equestrian use/bridleway</u> along the south side of the A57 Link Road.   |
|                                      | <u>67</u>    | <u>The creation of a new combined footway/cycleway on the eastbound approach to the Mottram Moor Junction</u>  |
| 4/4c                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach to Mottram Moor Junction  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipes   |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
| 4/4d                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|                                      | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach approximately to Mottram Moor Junction  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
| 4/4e                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach to Mottram Moor Junction  |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      | <u>13</u>    | <u>The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of (x) Footway between the existing footway on the north side of Mottram Moor and the westbound approach to Mottram Moor Junction</u> |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipes  |
| 4/4f                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach to Mottram Moor Junction   |
| 4/4g                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(ii) A57 southbound exit from Mottram Moor Junction  |
|                                      | <u>13</u>    | <u>The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of (x) Footway between the existing footway on the north side of Mottram Moor and the westbound approach to Mottram Moor Junction</u> |
|                                      | 18           | Retention of the existing carriageway, reduced to two single lanes, ending in a turning circle. This short road to the east of Mottram Moor Junction between the road mouth and turning circle  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.  |
| 4/4h                                 | 18           | Retention of the existing carriageway, reduced to two single lanes, ending in a turning circle. This short road to the east of Mottram Moor Junction between the road mouth and turning circle  |
| 4/4i                                 | 18           | Retention of the existing carriageway, reduced to two single lanes, ending in a turning circle. This short road to the east of Mottram Moor Junction between the road mouth and turning circle  |
| 4/4j                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach to Mottram Moor Junction   |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of   |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
|                                      |              | (ix) Footway/cycleway controlled pedestrian/cycle crossing on the eastbound approach across the eastern arm of Mottram Moor Junction<br><br><u>(x) Footway between the existing footway on the north side of Mottram Moor and the westbound approach to Mottram Moor Junction</u>  |
|                                      | 18           | Retention of the existing carriageway, reduced to two single lanes, ending in a turning circle. This short road to the east of Mottram Moor Junction length between the road mouth and turning circle  |
|                                      | 62           | Diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
| 4/4k                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(iv) Eastbound exit from Mottram Moor Junction towards Tintwistle   |
|                                      | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of<br>(vii) Footway/cycleway on the across the western arm of Mottram Moor Junction   |
|                                      | 62           | Diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
|                                      | 19           | The alignment and surface improvement of Mottram Moor Junction and the existing A57 (T) Mottram Moor including new lighting and signs.   |
| 4/4l                                 | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of<br>(ix) Footway/cycleway controlled pedestrian/cycle crossing on the eastbound approach across the eastern arm of Mottram Moor Junction  |
|                                      | 19           | The alignment and surface improvement of Mottram Moor Junction and the existing A57 (T) Mottram Moor including new lighting and signs.   |
|                                      | 62           | Diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including:   |



| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      |              | <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul>   |
| 4/4n                                 | 19           | The alignment and surface improvement of Mottram Moor Junction and the existing A57 (T) Mottram Moor including new lighting and signs.  |
|                                      | 62           | Diversion of a various utilities north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
| 4/4o                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.  |
| 4/4p                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.  |
| 4/5                                  | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 62           | Diversion of a various utilities north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
| 4/6                                  | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 62           | Diversion of a various utilities north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
| 4/7                                  | 14           | The creation of a new <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of the A57 Link Road   |
|                                      | 62           | <p>Diversion of a various utilities north and south of Mottram Moor Junction, including:</p> <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul>                              |
| 4/8a                                 | 11           | <p>The creation of</p> <p>(iii) A signal controlled equestrian crossing</p> <p>(iv) An equestrian holding pen and <u>combined footway/cycleway with equestrian usebridleway</u> diversion</p>   |
|                                      | 48           | <p>The construction of an earthwork screening bund</p> <p>(i) An earthwork screening bund to the south west of work number 14</p>   |
|                                      | 14           | The creation of a new <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of the A57 Link Road   |
|                                      | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of (vi) A57 northbound exit from Mottram Moor Junction   |
|                                      | 12           | <p>The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:</p> <p>(iii) Westbound approach from Back Moor Junction to Mottram Moor Junction</p> <p>(vi) Westbound exit from Mottram Moor Junction towards Back Moor</p>   |
|                                      | 62           | <p>Diversion of a various utilities for approximately 400 metres north and south of Mottram Moor Junction, including:</p> <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
| 4/10b                                | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      | 44           | A proposed watercourse to the east of Old Hall Lane, located north of work number 5 to the west of Mottram Moor Junction  |
|                                      | 50           | The location of bat boxes installed on existing trees.  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including the (i) creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipes  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
| 4/11                                 | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including (i) the creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and Mottram Moor Junction west side        |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
| 4/12b                                | 36           | Works to the culverted watercourses (i) the creation of a culvert to carry Hurtsclough Brook below works 5 and 6  |
|                                      | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach  |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipes  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
| 4/13d                                | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including (i) The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction |

| Acquisition of Land – by Plot Number |   |   |
|--------------------------------------|---|---|
| Plot Number/Land Plan sheet:         | DCO Work No.  | Purpose for which the land is required:   |
|                                      | 12  | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting.   |
|                                      | 36  | Works to the culverted watercourses (xi) The creation of a culvert to carry Tara Brook below work number 22   |
|                                      | 61  | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
|                                      | 62  | Diversion of a various utilities north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
|                                      | 14  | Creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 22  | Construction of A57 Link Road between the proposed Mottram Moor Junction and Woolley Bridge Junction, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 59  | Diversion of United Utilities Group Plc water main.   |
|                                      | 45  | Diversion of Tara Brook   |
|                                      | 46  | Construction of various drainage ditches relating to A57 Link Road  |
|                                      | 38  | Construction of a drainage retention pond (Pond 2) with sediment forebay for attenuation, prior to outfall, including associated earthworks and drainage connections.   |
|                                      | 20  | Creation of a private access track to accommodate the maintenance of Pond 2   |
| 48                                   | The construction of: <ul style="list-style-type: none"> <li>(i) An earthwork screening bund to the south west of work number 14</li> <li>(ii) An earthwork screening bund to the south west of work number 22</li> <li>(v) An earthwork screening bund to the north side of work number 22, west of Carrhouse Lane</li> </ul> |   |
| 4/13e                                | 12  | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting.   |
|                                      | <u>13</u>   | <u>The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of (x) Footway between the existing footway on the north side of Mottram Moor and the westbound approach to Mottram Moor Junction</u>   |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
| 4/14a                                | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach  |
|                                      | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including (i) the creation of a <u>combined footway/cycleway with equestrian usebridleway</u> , providing access to land south of the Showground and a connection between Old Hall Lane and the west side of Mottram Moor Junction   |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipes  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.  |
| 4/15                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(vi) Westbound exit from Mottram Moor Junction towards Back Moor   |
|                                      | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of<br>(i) Footway on the westbound carriageway, opposite Back Moor Junction  |
|                                      | 14           | The creation of a new <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of the A57 Link Road   |
|                                      | 62           | Diversion of a various utilities north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
| 4/16                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(vi) Westbound exit from Mottram Moor Junction towards Back Moor   |
|                                      | 14           | The creation of a new <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of the A57 Link Road   |
|                                      | 62           | Diversion of a various utilities north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> </ul>   |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      |              | <ul style="list-style-type: none"> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul>  |
|                                      | 48           | The construction of:<br>(i) An earthwork screening bund to the south west of work number 14   |
| 4/17                                 | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(vi) Westbound exit from Mottram Moor Junction towards Back Moor<br>(vii) Southbound approach to Mottram Moor Junction from A57 Link Road  |
| 4/18                                 | 6            | The construction of a new section of the westbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 12           | The construction of the following works at Mottram Moor Junction and including traffic signals, signs and lighting:<br>(i) A57 northbound approach to Mottram Moor Junction   |
|                                      | 58           | Diversion of United Utilities Group Plc water sewerage pipes  |
|                                      | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.  |
| 4/19                                 | 20           | The creation of a private access track to accommodate the maintenance of Pond 2   |
|                                      | 62           | Diversion of a various utilities north and south of Mottram Moor Junction, including: <ul style="list-style-type: none"> <li>the diversion of existing Electricity North West buried power cables;</li> <li>the diversion or protection works to existing British Telecommunications plc buried communications cables;</li> <li>diversion of existing Cadent gas main pipes; and</li> <li>diversion of United Utilities Group Plc clean water mains and protection of existing sewerage pipes.</li> </ul> |
|                                      | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of a (viii) Footway/cycleway on the across the eastern arm of Mottram Moor Junction  |
| 5/9b                                 | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|                                      | 36           | Work to a watercourse for the (xii) Creation of a culvert to carry a drainage ditch below proposed work number 56   |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      | 48           | The construction of an earthwork screening bund<br>(iii) An earthwork screening bund to the south of work number 22<br>(vi) A further earthwork screening bund to the south of work number 22,  |
|                                      | 56           | The creation of a new access track to Carrhouse Lane Farm.  |
|                                      | 64           | Diversion of existing Electricity North West buried power cables  |
| 5/6b                                 | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end |
|                                      | 24           | The creation of a private, field access track from Carrhouse Lane to a field east of Carrhouse Lane   |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
| 5/6c                                 |              | Land acquired to prevent severance  |
| 5/1d                                 | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end |
|                                      | 23           | Realignment of Carrhouse Lane together with a new access track and public footpath, including associated earthworks and drainage.   |
|                                      | 34           | The construction of the proposed Carrhouse Lane underpass at Carrhouse Lane to accommodate work number 23, below the proposed A57 Link Road   |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|                                      | 48           | The construction of an earthwork screening bund (v) An earthwork screening bund to the north side of work number 22, west of Carrhouse Lane   |
|                                      | 50           | Bat boxes installed on existing trees   |
|                                      | 63           | Diversion of an existing Cadent gas main pipe, for approximately 70 metres  |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
| 5/7a                                 | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
| 5/5                                  | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> <u>footway/cycleway with equestrian use</u> along the south side of the A57 Link Road   |
|                                      | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end |
|                                      | 24           | The creation of a private, field access track from Carrhouse Lane to a field east of Carrhouse Lane   |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
| 6/1e                                 | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end |
|                                      | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road   |
|                                      | 25           | (i) the diversion of public footpath LON 90/10 between work number 25 (ii) and an exit to the south of A57 Link Road facilitating a private access track to Pond 3 and access to an existing maintenance track,                           |
|                                      | 26           | The creation of a <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction.     |
|                                      | 36           | Work to a watercourse for the (xii) creation of a culvert to carry a drainage ditch below proposed work number 56   |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|                                      | 50           | Bat boxes installed on existing trees   |
|                                      | 56           | The creation of a new access track to Carrhouse Lane Farm   |
|                                      | 64           | The diversion of existing Electricity North West buried power cables  |



| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
| 6/2b                                 | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end   |
|                                      | 25           | (i) Diversion of public footpath LON 90/10 between work number 25 (ii) and an exit to the south of A57 Link Road facilitating a private access track to Pond 3 and access to an existing maintenance track<br>(ii) Diversion of an access track to Pond 3, located between work number 25 (i) and Pond 3  |
|                                      | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction.   |
|                                      | 35           | The construction of the proposed River Etherow bridge over the River Etherow, including all associated bridge foundations, carriageway, parapets and other associated structures.   |
|                                      | 36           | Work to a watercourse for the (xii) Creation of a culvert to carry a drainage ditch   |
|                                      | 39           | The construction of a drainage retention pond (Pond 3) for attenuation, prior to outfall, including associated earthworks and drainage connections.   |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|                                      | 65           | Diversion of existing United Utilities plc water main   |
| 6/2g                                 | 22           | The construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end   |
|                                      | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction.   |
|                                      | 35           | The construction of the proposed River Etherow bridge over the River Etherow, including all associated bridge foundations, carriageway, parapets and other associated structures.   |
| 6/2o                                 | 27           | The construction of an at grade signal controlled T-Junction between the new A57 Link Road and Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks, plus the construction of a new:<br>(i) Eastbound approach to Woolley Bridge Junction from A57 Link Road<br>(ii) Westbound exit from Woolley Bridge Junction to A57 Link Road<br>(iv) Southbound approach to Woolley Bridge Junction from Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks,<br>(v) Northbound exit from Woolley Bridge Junction to Woolley Bridge,<br>(vi) Southbound exit from Woolley Bridge Junction to Woolley Bridge I |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
|                                      |              | (vii) Northbound approach to Woolley Bridge Junction from Woolley Bridge  |
|                                      | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction.   |
|                                      | 29           | (ii) the creation of a signal controlled pedestrian/cycle crossing across the Southern arm of Woolley Bridge Junction.  |
|                                      | 30           | The creation of:<br>(i) A new private access to the field on the west of River Etherow<br>(ii) Creation of a highway layby, to the south west of Woolley Bridge Junction.   |
|                                      | 35           | The construction of the proposed River Etherow bridge over the River Etherow, including all associated bridge foundations, carriageway, parapets and other associated structures.   |
|                                      | 50           | The location of bat boxes installed on existing trees.  |
| 6/3c                                 | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|                                      | 65           | Diversion of existing United Utilities plc water main   |
| 6/4                                  | 27           | The construction of an at grade signal controlled T-Junction between the new A57 Link Road and Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks, plus the construction of a new:<br>(i) Eastbound approach to Woolley Bridge Junction from A57 Link Road<br>(iii) Westbound approach to Woolley Bridge Junction, a short length of road to facilitate a proposed housing development,<br>(iv) Southbound approach to Woolley Bridge Junction from Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks,<br>(v) Northbound exit from Woolley Bridge Junction to Woolley Bridge,<br>(vi) Southbound exit from Woolley Bridge Junction to Woolley Bridge<br>(vii) Northbound approach to Woolley Bridge Junction from Woolley Bridge |
|                                      | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction.   |
|                                      | 28           | Road widening and resurfacing between Woolley Bridge Junction and A57 Brookfield  |
|                                      | 29           | As work 29 (i) controlled pedestrian/cycle crossing across the Eastern arm of Woolley Bridge Junction and (ii) controlled pedestrian/cycle crossing across the Southern arm of Woolley Bridge Junction  |
|                                      | 54           | Improvements to Woolley Lane to include improved facilities for non-motorised users, signage and traffic calming measures.  |

| Acquisition of Land – by Plot Number |              |   |
|--------------------------------------|--------------|---|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:   |
| 6/7                                  | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction. |
|                                      | 28           | Road widening and resurfacing between Woolley Bridge Junction and A57 Brookfield  |
| 6/8                                  | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction. |
|                                      | 28           | Road widening and resurfacing between Woolley Bridge Junction and A57 Brookfield  |
| 6/9                                  | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction. |
|                                      | 28           | Road widening and resurfacing between Woolley Bridge Junction and A57 Brookfield  |
| 7/1b                                 | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.  |
| 7/2                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.  |
| 7/3                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.  |
| 7/4                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.  |
| 8/1                                  | 13           | The creation of new non-motorised user provision associated with Mottram Moor Junction, including the creation of (i) Footway on the westbound carriageway opposite Back Moor Junction                                    |
|                                      | 14           | The creation of a new <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of the A57 Link Road   |
|                                      | 15           | The realignment of the (A6018) Back Moor to link with Mottram Moor Junction, including new lighting and traffic signs.  |
|                                      | 16           | The realignment of Hyde Road (A57) including the construction of new lighting and signs on Hyde Road (A57) on it's approach to Back Moor Junction   |
|                                      | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage.  |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 8/2                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage. |
| 8/3                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage. |
| 8/4                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage. |
| 8/5                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage. |
| 8/6                                  | 51           | The detrunking of the existing A57 (T) between the M67 Junction 4 and Mottram Moor Junction including associated traffic calming measures and signage. |
| 8/8b                                 | 49           | New ecological mitigation works  |
| 8/7b                                 | 49           | New ecological mitigation works  |
| 9/1                                  | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.     |
|                                      | 53           | The installation of new traffic signals, signs and pedestrian facilities at the existing Gun Inn Junction  |
| 9/2a                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.     |
| 9/2b                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.     |
| 9/2d                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.     |
| 9/2e                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.     |
| 9/2f                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.     |
| 9/2g                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities.     |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 9/2h                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities. |
| 9/6                                  | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities. |
| 9/7b                                 | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath including associated earthworks and drainage.                  |
|                                      | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
| 9/7d                                 | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath including associated earthworks and drainage.                  |
| 9/8b                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities. |
| 9/8c                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities. |
| 9/8d                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities. |
| 9/9b                                 | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.                 |
| 9/13                                 | 52           | The improvement of the existing A57 (T) from Mottram Moor Junction to Gun Inn Junction, including improvements to pedestrian and cycle facilities. |
| 9/14                                 | 53           | The installation of new traffic signals, signs and pedestrian facilities at the existing Gun Inn Junction  |
| 9/15                                 | 54           | Improvements to Woolley Lane to include improved facilities for non-motorised users, signage and traffic calming measures.                         |
| 10/1                                 | 54           | Improvements to Woolley Lane to include improved facilities for non-motorised users, signage and traffic calming measures.                         |
| 10/2                                 | 54           | Improvements to Woolley Lane to include improved facilities for non-motorised users, signage and traffic calming measures.                         |

| Acquisition of Land – by Plot Number |              |  |
|--------------------------------------|--------------|--|
| Plot Number/Land Plan sheet:         | DCO Work No. | Purpose for which the land is required:  |
| 10/3                                 | 54           | Improvements to Woolley Lane to include improved facilities for non-motorised users, signage and traffic calming measures. |
| 10/4                                 | 54           | Improvements to Woolley Lane to include improved facilities for non-motorised users, signage and traffic calming measures. |

| Acquisition of Rights – by Plot Number |              |   |
|--|--------------|---|
| Plot Number/Land Plan sheet:           | DCO Work No. | Purpose for which the land is required:   |
| 1/6c                                   | 36           | Works to the culverted watercourses<br>(i) Creation of a culvert to carry an unnamed ordinary watercourse below work numbers 5 and 6  |
| 1/9a                                   | 36           | Works to the culverted watercourses<br>(i) Creation of a culvert to carry an unnamed ordinary watercourse below work numbers 5 and 6  |
| 1/9b                                   | 60           | The diversions of United Utilities Group Plc water distribution main  |
| 2/1a                                   | 60           | The diversions of United Utilities Group Plc water distribution main  |
| 2/1g                                   | 9            | The creation of access and egress points serving land situated south of Edge Lane including:<br>(i) A proposed footpath connection linking the proposed <u>combined footway/cycleway with equestrian usebridleway</u> with the existing path LON 52/10 and providing field access to Old Mill Farm the north of the <u>combined footway/cycleway with equestrian usebridleway</u> |
|  | 36           | Works to the culverted watercourses<br>(vii) Creation of a culvert to carry Hurtsclough Brook below works 5 and 6   |
|  | 49           | New ecological mitigation works   |
| 2/1i                                   | 36           | Works to the culverted watercourses<br>(vii) Creation of a culvert to carry Hurtsclough Brook below works 5 and 6   |

| Acquisition of Rights – by Plot Number |              |  |
|--|--------------|--|
| Plot Number/Land Plan sheet:           | DCO Work No. | Purpose for which the land is required:  |
|  | 50           | The location of bat boxes installed on existing trees.   |
| 3/3c                                   | 50           | The location of bat boxes installed on existing trees.   |
| 4/3b                                   | 50           | The location of bat boxes installed on existing trees.   |
| 4/4m                                   | 20           | The creation of a private access track to accommodate the maintenance of Pond 2, rights are required by National Highways to use this existing track to access the pond. |
| 4/12a                                  | 36           | Works to the culverted watercourses:<br>(ix) Creation of a culvert to carry unnamed watercourse below work numbers 5 and 6   |
| 4/13b                                  | 36           | Works to the culverted watercourses:<br>(xi) Creation of a culvert to carry Tara Brook below work number 22  |
| 4/13g                                  | 59           | The diversion of United Utilities Group Plc water main. Permanent rights are required by the statutory undertaker as their equipment is being installed in this plot.    |
| 4/13j                                  | 50           | The location of bat boxes installed on existing trees.   |
| 4/21                                   | 20           | The creation of a private access track to accommodate the maintenance of Pond 2, rights are required by National Highways to use this existing track to access the pond. |
| 4/22a                                  | 59           | The diversion of United Utilities Group Plc water main.  |
| 5/1b                                   | 63           | Diversion of an existing Cadent gas main pipe  |
| 5/1f                                   | 34           | Construction of the proposed Carrhouse Lane underpass at Carrhouse Lane, to accommodate work number 23, below the proposed A57 Link Road.                                |
|  | 63           | Diversion of an existing Cadent gas main pipe.   |
| 5/1i                                   | 63           | Diversion of an existing Cadent gas main pipe.   |
| 5/1j                                   | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.                                       |
| 5/4                                    | 63           | Diversion of an existing Cadent gas main pipe. Permanent rights are required by the statutory undertaker as their equipment is being installed in this plot.             |

| Acquisition of Rights – by Plot Number |              |   |
|--|--------------|---|
| Plot Number/Land Plan sheet:           | DCO Work No. | Purpose for which the land is required:   |
| 5/7d                                   | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.  |
| 5/7f                                   | 50           | The location of bat boxes installed on existing trees.  |
| 5/9d                                   | 50           | The location of bat boxes installed on existing trees.  |
|  | 64           | The diversion of existing Electricity North West buried power cables  |
| 6/1b                                   | 50           | The location of bat boxes installed on existing trees.  |
|  | 64           | The diversion of existing Electricity North West buried power cables  |
| 6/1d                                   | 65           | Diversion of existing United Utilities plc water main.  |
| 6/1f                                   | 50           | The location of bat boxes installed on existing trees.  |
|  | 55           | The construction of the River Etherow flood storage area  |
| 6/2a                                   | 50           | The location of bat boxes installed on existing trees.  |
|  | 55           | The construction of the River Etherow flood storage area  |
|  | 65           | Diversion of existing United Utilities plc water main   |
| 6/2d                                   | 25           | (iii) diversion of public footpath LON 90/10 and creation of a new access track to Tara Brook Farm work number 20 (i) and Tara Brook Farm   |
| 6/2i                                   | 55           | The construction of the River Etherow flood storage area  |
| 6/2j                                   | 35           | The construction of the proposed River Etherow bridge over the River Etherow, including all associated bridge foundations, carriageway, parapets and other associated structures. |
|  | 50           | The location of bat boxes installed on existing trees.  |
| 6/2l                                   | 50           | The location of bat boxes installed on existing trees.  |
| 6/2n                                   | 55           | The construction of the River Etherow flood storage area  |
| 6/3b                                   | 65           | Diversion of existing United Utilities plc water main.  |
| 7/1d                                   | 50           | The location of bat boxes installed on existing trees.  |



| Acquisition of Rights – by Plot Number |              |   |
|--|--------------|---|
| Plot Number/Land Plan sheet:           | DCO Work No. | Purpose for which the land is required:   |
| 8/1                                    | 67           | <u>The creation of a new combined footway/cycleway on the eastbound approach to the Mottram Moor Junction</u>                                 |
|  | 68           | <u>The diversion of a footway on the southside of Mottram Moor</u>  |
|  | 69           | <u>The diversion of a footway between Mottram Moor and Back Moor</u>  |
| 8/8c                                   | 49           | New ecological mitigation works   |
|  | 50           | The location of bat boxes installed on existing trees.  |
|  | 21           | Creation of a public footpath, located between the new Mottram Moor Junction and the existing LON 87/10 to the west of Mottram Moor Junction. |
| 9/3                                    | 34           | Construction of the proposed Carrhouse Lane underpass at Carrhouse Lane to accommodate work number 23, below the proposed A57 Link Road.      |
| 9/5                                    | 34           | Construction of the proposed Carrhouse Lane underpass at Carrhouse Lane, to accommodate work number 23, below the proposed A57 Link Road.     |
| 9/7c                                   | 34           | Construction of the proposed Carrhouse Lane underpass at Carrhouse Lane, to accommodate work number 23, below the proposed A57 Link Road.     |
| 9/9c                                   | 34           | Construction of the proposed Carrhouse Lane underpass at Carrhouse Lane, to accommodate work number 23, below the proposed A57 Link Road.     |

| Temporary Possession of Land – by Work Number |              |   |
|---|--------------|---|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:   |
| 1/1h  | 3            | Works to improve the M67 Junction 4 roundabout including:<br>(i) Widening of the circulatory carriageway, upgrading lighting and installation of traffic signals and signal-controlled cyclist/pedestrian crossing<br>(ii) Realignment of spur to Edge Lane and upgraded pedestrian/cyclist crossing facility |
|   | 40           | Construction of new drainage ditches to the north of the A57 link between M67 and Roe Cross Road  |
|   | 7            | The creation of new public rights of way, north of the proposed new dual carriageway  |
| 1/6a  | 3            | Works to improve the M67 Junction 4 roundabout  |
|   | 40           | Construction of new drainage ditches to the north of the A57 link between M67 and Roe Cross Road  |
|   | 7            | The creation of new public rights of way, north of the proposed new dual carriageway  |
| 1/9c  | 36           | Works to the culverted watercourses<br>(ii) Creation of a culvert to carry an unnamed ordinary watercourse below work number 5 and 6  |
|   | 40           | Construction of new drainage ditches to the north of the A57 link between M67 and Roe Cross Road  |
|   | N/A          | Access to site compound   |
| 2/1c  | 36           | Works to the culverted watercourses (v) Culvert to carry an unnamed ordinary watercourse below an existing public right of way LON/51/20.   |
|   | 41           | The construction of a new watercourse to north of work number 5   |
| 2/1d  | 9            | The creation of access and egress points serving land situated south of Edge Lane including:<br>(ii) A proposed field access to north of <a href="#">the combined footway/cycleway with equestrian usebridleway</a> , providing access to Old Mill Farm.  |
|   | 36           | Works to the culverted watercourses<br>(vi) Proposed culvert to carry a drainage ditch below farmland   |
|   | 41           | The construction of a new watercourse to north of work number 5   |
| 2/1e  | 7            | The creation of new public rights of way, north and south of the proposed new dual carriageway including:<br>(v) A footpath connection and field access to South of proposed <a href="#">combined footway/cycleway with equestrian usebridleway</a>   |

| Temporary Possession of Land – by Work Number |              |   |
|---|--------------|---|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:   |
| 2/1h  | 7            | The creation of new public rights of way, north and south of the proposed new dual carriageway including: (v)A footpath connection and field access to South of proposed <a href="#">combined footway/cycleway with equestrian usebridleway</a>   |
|   | 43           | The diversion of Hurstclough Brook south of work number 6.  |
| 2/1j  | 40           | The construction of new drainage ditches to the north of the A57 link   |
| 2/2a  | 40           | The construction of new drainage ditches to the north of the A57 link   |
|   | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.   |
| 2/2d  | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.   |
| 2/2f  | 32           | The construction of the proposed Roe Cross Road Bridge and retaining walls to Mottram Underpass, carrying Roe Cross Road over work numbers 5 and 6 on its existing alignment. Including space for traffic diversions during construction.   |
| 3/2x  | 11           | The creation of means of access and egress to the south of the land currently known as the Showground.  |
| 3/2aa   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 3/2bb   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 3/2cc   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:   |

| Temporary Possession of Land – by Work Number |              |  |
|---|--------------|--|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:  |
|   |              | (i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction  |
| 3/3e  | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|   | 44           | New watercourses to manage local drainage, a proposed watercourse to the east of Old Hall Lane and north of the proposed cutting to east of underpass  |
|   | 58           | Diversion of United Utilities Group Plc water sewerage pipe  |
| 3/3f  | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 3/3h  | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
|   | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, for approximately 465 metres, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
|   | 44           | New watercourses to manage local drainage, a proposed watercourse to the east of Old Hall Lane and north of the proposed cutting to east of underpass  |
| 3/14  | 10           | The realignment of Old Hall Lane   |
|   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 3/15b   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |

| Temporary Possession of Land – by Work Number |              |   |
|---|--------------|---|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:   |
| 3/16b   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction                                    |
| 3/17a   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction                                    |
| 3/18  | 10           | The realignment of Old Hall Lane.   |
| 3/20a   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction                                    |
| 3/22b   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction<br>(ii) Creation of a field access |
|   | 66           | Erection of a noise barrier   |
| 3/22c   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction                                    |
| 3/22d   | 44           | New watercourses to manage local drainage, a proposed watercourse to the east of Old Hall Lane and north of the proposed cutting to east of underpass   |
| 3/22e   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:   |

| Temporary Possession of Land – by Work Number |              |   |
|---|--------------|---|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:   |
|   |              | (i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction  |
|   | 66           | Erection of a noise barrier   |
| 3/24  | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 3/25  | 44           | New watercourses to manage local drainage, a proposed watercourse to the east of Old Hall Lane and north of the proposed cutting to east of underpass   |
| 3/27b   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 3/27c   | 58           | Diversion of United Utilities Group Plc water sewerage pipe   |
|   | 5            | The construction of a new section of the eastbound A57 dual carriageway, known as Mottram Moor Link Road, including earthworks, new drainage, signs, lighting and traffic signals at each end.  |
|   | 44           | New watercourses to manage local drainage, a proposed watercourse to the east of Old Hall Lane and north of the proposed cutting to east of underpass   |
| 3/27d   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> providing access to land south of the Showground and a connection to Mottram Moor Junction west side        |
| 3/28a   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <a href="#">combined footway/cycleway with equestrian usebridleway</a> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |

| Temporary Possession of Land – by Work Number |              |  |
|---|--------------|--|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:  |
| 3/28b   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 3/29  | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to Mottram Moor Junction west side        |
| 4/3a  | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to Mottram Moor Junction west side        |
| 4/8b  | 48           | Construction of an earthwork screening bund to the south west of work number 14  |
| 4/9   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to the west side of Mottram Moor Junction |
| 4/10a   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to Mottram Moor Junction west side.       |
| 4/10c   | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.  |
| 4/12c   | 11           | The creation of means of access and egress to the south of the land currently known as the Showground, including:<br>(i) Creation of a <u>combined footway/cycleway with equestrian usebridleway</u> providing access to land south of the Showground and a connection to Mottram Moor Junction west side        |

| Temporary Possession of Land – by Work Number |              |  |
|---|--------------|--|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:  |
|   | 17           | Retention of the existing carriageway, reduced to two single lanes, ending in a turning circle. This short road to the west of Mottram Moor Junction runs between the road mouth and turning circle. |
|   | 66           | Erection of a noise barrier  |
| 4/12d   | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.                 |
| 4/13a   | 45           | The diversion of Tara Brook south of A57 Link Road   |
|   | 21           | Creation of a public footpath located between the new Mottram Moor Junction and the existing LON 87/10 to the west of Mottram Moor Junction.   |
|   | 36           | (ii) Creation of a culvert to carry an unnamed ordinary watercourse below work numbers 5 and 6   |
| 4/13c   | 45           | The diversion of Tara Brook south of A57 Link Road   |
|   | 21           | Creation of a public footpath located between the new Mottram Moor Junction and the existing LON 87/10 to the west of Mottram Moor Junction.   |
|   | 36           | (x) Creation of a culvert to carry Tara Brook below work number 21.  |
|   | 48           | (ii) Construction of an earthwork screening bund to the south west of work number 22.  |
| 4/13f   | 20           | The creation of a private access track to accommodate the maintenance of Pond 2  |
| 4/13h   | 45           | The diversion of Tara Brook south of A57 Link Road   |
|   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
|   | 36           | (xi) Creation of a culvert to carry Tara Brook below work number 22  |
| 4/13i   | 59           | The diversion of United Utilities Group Plc water main   |
|   | 38           | Construction of a drainage retention pond (Pond 2) with sediment forebay for attenuation, prior to outfall, including associated earthworks and drainage connections.                                |
|   | 45           | The diversion of Tara Brook south of A57 Link Road   |
| 4/13k   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22)  |



| Temporary Possession of Land – by Work Number |              |  |
|---|--------------|--|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:  |
|   | 48           | (ii) Construction of an earthwork screening bund to the south west of work number 22.  |
| 4/14b   | 61           | Diversion of existing 33kv, 415V and 11kV Electricity North West buried power cables, to the east of work number 5, crossing the eastern and southern arms of Mottram Moor Junction.   |
| 4/20  | 20           | The creation of a private access track to accommodate the maintenance of Pond 2  |
| 4/22b   | 59           | The diversion of United Utilities Group Plc water main   |
|   | 45           | The diversion of Tara Brook south of A57 Link Road   |
| 5/1a  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
|   | 48           | (ii) Construction of an earthwork screening bund to the south west of work number 22.  |
| 5/1c  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
|   | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 5/1e  | 14           | The creation of a new <u>combined footway/cycleway with equestrian use</u> <del>bridleway</del> along the south side of the A57 Link Road  |
|   | 22           | Construction of A57 Link Road (being a new section of single carriageway between the proposed Mottram Moor Junction and Woolley Bridge Junction), including earthworks, new drainage, signs, lighting and traffic signals at each end. |
|   | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 5/1g  | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
|   | 22           | Construction of A57 Link Road between the proposed Mottram Moor Junction and Woolley Bridge Junction, including earthworks, new drainage, signs, lighting and traffic signals at each end.   |
| 5/1h  | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |

| Temporary Possession of Land – by Work Number |              |  |
|---|--------------|--|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:  |
| 5/1k  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22)  |
|   | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 5/2   | 24           | The creation of a private, field access track from Carrhouse Lane to a field east of Carrhouse Lane  |
|   | 22           | Construction of A57 Link Road between the proposed Mottram Moor Junction and Woolley Bridge Junction, including earthworks, new drainage, signs, lighting and traffic signals at each end. |
| 5/3   | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 5/6a  | 24           | The creation of a private, field access track from Carrhouse Lane to a field east of Carrhouse Lane  |
| 5/6d  | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 5/7b  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
| 5/7c  | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 5/7e  | 56           | The creation of a new access track to Carrhouse Lane Farm  |
| 5/7g  | 56           | The creation of a new access track to Carrhouse Lane Farm  |
| 5/7h  | 56           | The creation of a new access track to Carrhouse Lane Farm  |
| 5/8   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22)  |
| 5/9a  | 24           | The creation of a private, field access track from Carrhouse Lane to a field east of Carrhouse Lane  |
|   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
|   | 66           | Erection of a noise barrier  |
| 5/9c  | 56           | The creation of a new access track to Carrhouse Lane Farm  |
| 5/9e  | 56           | The creation of a new access track to Carrhouse Lane Farm  |
| 5/9f  | 56           | The creation of a new access track to Carrhouse Lane Farm  |

| Temporary Possession of Land – by Work Number |              |   |
|---|--------------|---|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:   |
| 5/9g  | 56           | The creation of a new access track to Carrhouse Lane Farm   |
| 6/1a  | 25           | (i) diversion of public footpath LON 90/10 between work number 25 (ii) and an exit to the south of A57 Link Road facilitating a private access track to Pond 3 and access to an existing maintenance track  |
|   | 36           | (xii) Creation of a culvert to carry a drainage ditch below work number 56  |
|   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
| 6/1c  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|   | 66           | Erection of a noise barrier   |
| 6/2c  | 25           | (i) Diversion of public footpath LON 90/10 between work number 25 (ii) and an exit to the south of A57 Link Road facilitating a private access track to Pond 3 and access to an existing maintenance track,<br>(ii) Diversion of an access track to Pond 3, located between work number 25 (i) and Pond 3,<br>(iii) Diversion of footpath LON 90/10 and creation of a new access track to Tara Brook Farm between work number 20 (i) and Tara Brook Farm<br>(iv) Diversion of private access to Hope Farm |
|   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|   | 66           | Erection of a noise barrier   |
| 6/2e  | 25           | (iii) diversion of a public footpath LON 90/10 and creation of a new access track to Tara Brook Farm for between work number 20 (i) and Tara Brook Farm   |
|   | 36           | (xiii) Creation of a culvert to carry drainage ditch below work number 25 (iii)   |
|   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|   | 35           | Construction of the proposed River Etherow bridge over the River Etherow, including all associated bridge foundations, carriageway, parapets and other associated structures.   |
| 6/2f  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|   | 50           | Bat boxes installed on existing trees.  |
|   | 35           | Construction of the proposed River Etherow bridge over the River Etherow, including all associated bridge foundations, carriageway, parapets and other associated structures.   |

| Temporary Possession of Land – by Work Number |              |   |
|---|--------------|---|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:   |
| 6/2h  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
| 6/2k  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|   | 35           | Construction of the proposed River Etherow bridge over the River Etherow, including all associated bridge foundations, carriageway, parapets and other associated structures.   |
| 6/2m  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
| 6/2p  | 27           | The construction of an at grade signal controlled T-Junction between the new A57 Link Road and Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks, plus the construction of a new:<br>(v) Northbound exit from Woolley Bridge Junction to Woolley Bridge and (vi) Southbound exit from Woolley Bridge Junction to Woolley Bridge |
| 6/2q  | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction.   |
|   | 28           | Road widening and resurfacing between Woolley Bridge Junction and A57 Brookfield.   |
| 6/2r  | 30           | The creation of work (i) a new private access to the field on the east of River Etherow,  |
|   | 26           | The creation of a <u>combined footway/cycleway with equestrian usebridleway</u> along the south side of A57 Link Road, between the southern exit to the middle of the proposed A57 Link Road and Woolley Bridge Junction.   |
|   | 27           | The construction of an at grade signal controlled T-Junction between the new A57 Link Road and Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks, plus the construction of a new:<br>(vii) Northbound approach to Woolley Bridge Junction from Woolley Bridge   |
| 6/3a  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).  |
|   | 66           | Erection of a noise barrier   |
| 6/3d  | 25           | (iii) diversion of public footpath LON 90/10 and creation of a new access track to Tara Brook Farm between work number 20 (i) and Tara Brook Farm   |
| 6/5   | 27           | The construction of an at grade signal controlled T-Junction between the new A57 Link Road and Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks, plus the construction of a new:<br>(iii) Westbound approach to Woolley Bridge Junction, a short length road to facilitate a proposed housing development.                     |

| Temporary Possession of Land – by Work Number |              |  |
|---|--------------|--|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:  |
|   | 29           | The creation of controlled pedestrian/cycle crossing across the Eastern arm of Woolley Bridge Junction   |
| 6/6   | 27           | The construction of an at grade signal controlled T-Junction between the new A57 Link Road and Woolley Bridge including new traffic signals, signs, drainage, lighting and associated earthworks, plus the construction of a new: (iii) Westbound approach to Woolley Bridge Junction, a short length road to facilitate a proposed housing development. |
|   | 29           | The creation of controlled pedestrian/cycle crossing across the Eastern arm of Woolley Bridge Junction   |
| 7/1a  | All          | Area for site compound   |
| 7/1c  | All          | Area for site compound   |
| 8/7a  | 48           | The construction of an earthwork screening bund (i) the south west of work number 14   |
| 8/8a  | 36           | (x) the creation of a culvert to carry Tara Brook below work number 21   |
|   | 45           | The diversion of Tara Brook south of A57 Link Road   |
|   | 50           | The location of bat boxes installed on existing trees.   |
|   | 21           | The creation of a public footpath located between the new Mottram Moor Junction and the existing LON 87/10 to the west of Mottram Moor Junction.   |
| 8/8d  | 21           | The creation of a public footpath located between the new Mottram Moor Junction and the existing LON 87/10 to the west of Mottram Moor Junction.   |
|   | 45           | The diversion of Tara Brook south of A57 Link Road   |
| 9/7a  | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
|   | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 9/7e  | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |
| 9/9a  | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage.   |

| Temporary Possession of Land – by Work Number |              |  |
|---|--------------|--|
| Plot Number/Land Plan sheet:                  | DCO Work No. | Purpose for which the land is required:  |
|   | 46           | The construction of various drainage ditches relating to A57 Link Road (work number 22).   |
| 9/16  | 23           | Realignment of Carrhouse Lane, together with a new access track and public footpath, including associated earthworks and drainage. |

## Annex B: Negotiation Progress

This Annex is superseded by examination document 9.2 Compulsory Acquisition Schedule (~~REP1-040~~[TR010034/EXAM/9.2 \(2\) submitted at Deadline 5](#)).

© Crown copyright (2022).

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/)

write to the Information Policy Team, **The National Archives, Kew, London TW9 4DU**,  
or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
National Highways Limited registered in England and Wales number 09346363

