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INQUIRY DOCUMENT CD1104

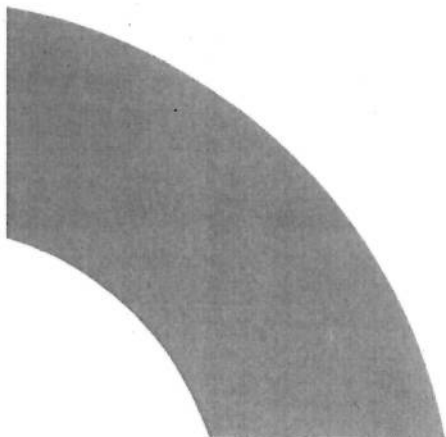


SEMMMS A6 to Manchester Airport Relief Road

CPO/SRO Modifications Report

1007/3.22/001

September 2014



Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
0.1	25/09/14	A Pembroke	N Huda	John Hill	First Draft
0.2	16/10/14	J Watton	N Huda	John Hill	Second Draft

A6 to Manchester Airport Relief Road
CPO/ SRO Modifications Report

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A6 TO MANCHESTER AIRPORT RELIEF ROAD

MODIFICATION REPORT

1. Introduction

The Orders for the A6 to Manchester Airport Relief Road were published on 5th and 6th December 2013. These consist of The Metropolitan Borough of Stockport (Hazel Grove to Manchester Airport A555 Classified Road) (Side Roads) Order 2013 (hereon in referred to as the "Side Roads Order" or "SRO") and The Metropolitan Borough of Stockport (Hazel Grove to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 (hereon in referred to as the "Compulsory Purchase Order" or "CPO").

Following further work on the scheme and as a result of on-going consultation and negotiation with stakeholders and objectors, a number of modifications have been identified as necessary.

This report sets out the details and reasons behind each of the proposed modifications, with reference made where appropriate to amended Orders, schedules, plans and maps.

2. Modifications to the Side Roads Order

This section sets out the proposed modifications to the Side Roads Order. Appendices A to D include versions of the Order, Schedules and Site Plans as published, showing the proposed modifications and incorporating the modification. Reference to these documents should be made in conjunction with the following descriptions and explanations.

Modification SRO Mod OA:

It was noted during the comment period that the labels of private means of access to be stopped are incorrectly described in Section 1.(1)(d) of the Side Roads Order. The labels are currently described as "given a number preceded by the letter S on the corresponding Site Plan, whereas they should be described as "given a number followed by the letter S on the corresponding Site Plan". It is proposed to modify the Order to correct this. This would not affect the SRO Schedules or Plans.

As there aren't any labels with a number preceded by the letter S, it is not considered that this would impact on the ability to understand the Orders, and so would not be a significant Modification. It is therefore proposed

Modification SRO Mod OB:

It was noted during the comment period that the temporary highway included on Site Plan 4 had been incorrectly referenced in Section 2 of the Side Roads Order. The published Order indicates that "The new highway given the reference letter V on Site Plan 4, with the words "temporary highway", is a highway to be constructed for temporary purposes...", whereas there is no letter reference given on the plan. It is therefore proposed to amend this text to read "The new highway on Site Plan 4, with the words "temporary highway", is a highway to be constructed for temporary purposes". This would require the modification of Section 2 of the Side Roads Order, but not of the associated Site Plan and Schedule.

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As the temporary highway on Site Plan 4 is labelled as temporary highway, and given that there is no new highway that is given the reference letter V, it is not considered that this error would prejudice the understanding of the Order. The modification is therefore not considered to be significant, and as such no further formal consultation is proposed.

Modification SRO Mod 0C:

It was noted during the comment period that incorrect references to the extent of the Classified Road to which this scheme relates were included in Section 2(i) of the Compulsory Purchase Order.

Section 5(c)I refers to "Yew Tree Lane", rather than "Yew Tree Avenue" and Sections 5(c)II and 5(c)III refer to "B5338 Wilmslow Road", rather than "B5358 Wilmslow Road". It is proposed to modify the Sections of the Order referred to above to include the correct references.

As the references used in error do not refer to other actual roads or places within the area of the scheme, this modification is not considered to prejudice the understanding of the Order or the associated works, and therefore no further formal consultation is proposed.

Modification SRO Mod 1A:

Since publishing Orders, a landowner adjacent to the existing A6, whose holding is severed by the scheme, has requested access to be provided to their remaining holding. This requires the listing of an additional stopped-up private means of access and the provision of a new private means of access onto land currently occupied by the Simpson Business Centre, otherwise known as 180 Buxton Road.

This requires the modification of SRO Schedule 1 and Site Plan 1. The additional stopped up access is given the reference 39S, whilst the new private means of access is given the reference 46.

As the proposed access is in relatively close proximity to the existing access to the site, and as the section of the existing A6 Buxton Road onto which the access will be provided is no longer the main through route, this is not considered to be a significant modification. As a result, no further formal consultation is proposed.

Modification SRO Mod 1B:

Since publishing the Orders, it has been identified that the class of highway was not detailed for new highways B, C, D and I in Schedule 1. In order to clarify this, it is proposed to modify Schedule 1 to show that new highways B and I are cycle tracks with rights of way on foot, and that new highways C and D are footpaths. This would not require the modification of the associated Site Plan.

Modification SRO Mod 1C:

Since publishing the Orders, discussions have taken place with the owner of Mill Farm Riding School and a new private means of access has been agreed to be provided to land from the northern highway boundary of the realigned A6 for equestrian and pedestrian access to a Pegasus crossing to the west of the PMA. The works required in constructing the Pegasus crossing, access to it and the gates for the access can be carried out within the CPO extents. It is therefore not considered to be a significant modification. As a result no formal consultation is proposed.

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This requires the modification of Site Plan 1 and SRO Schedule 1 and the new private means of access is given reference 47.

Modification SRO Mod 2A:

Since publishing the orders, it has been identified that part of the length of Poynton-with-Worth Footpath No. 62 detailed to be stopped up should actually refer to Footpath No.76 Hazel Grove and Bramhall. It is therefore proposed to amend the length of FP62 to be stopped up to match its actual extents, and to include an additional length of highway to be stopped up for Footpath No.76 Hazel Grove and Bramhall. This requires the modification of Site Plan 2 to label Footpath No.76 Hazel Grove and Bramhall, and to Schedule 2 to amend the description of the highways to be stopped up.

As the total length and route of the footpath to be stopped up is not affected by this modification, it is not considered to be significant, and therefore, no further formal consultation is proposed.

Modification SRO Mod 2B:

Since publishing the orders, an additional existing PMA has been identified within the Secretary of State for Transport land which requires inclusion in the Side Roads Order. This new PMA to be stopped up will be shown as PMA 18S and a new vehicular access will then be provided by PMA 19 which extends PMA 18 to the new point of access to this land.

This modification requires part of Public Footpath F to be coexistent with the additional PMA 19 along the south side of the proposed highway.

This requires the modification of Schedule 2 and Site Plan 2 but as this is not a significant modification, no further formal consultation is proposed.

Modification SRO Mod 3A:

Following publication of the Orders, it was identified that a note in Schedule 3 regarding coexistent new highway F and new PMA 4 should in fact refer to new highway I. It is proposed to amend this text accordingly. This would require a modification to Schedule 3, but not to the associated Site Plan.

As this is a minor modification, it is not thought to be significant, and therefore no further formal consultation is proposed.

Modification SRO Mod 3B:

Following publication of Orders, it was identified that Schedule 3 referred to coexistent new highway S and PMA 9 and 10, whereas Site Plan 3 refers only to new highway S and PMA 10, which is correct. It is therefore proposed to modify Schedule 3 to agree with Site Plan 3. It requires no modification to Site Plan 3.

As this is a minor modification, it is not thought to be significant, and therefore no further formal consultation is proposed.

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Modification SRO Mod 3C:

Following publication of the Orders, it was identified that no classification of highway had been assigned to new Highways A, R and T, as detailed on Schedule 3 and Site Plan 3. It is therefore proposed to add "(Footpaths)" after their entry in the schedule. It is also necessary to add a note to the schedule regarding coexistent new highway R and new PMA 11.

This requires the modification of Schedule 3, and the text on Site Plan 3. As this is not a significant modification, no further formal consultation is proposed.

Modification SRO Mod 3D:

Following publication of the Orders, it was identified that due to a change in ownership of the land from Mr M. Kingsley to the Secretary of State for Transport the previously proposed PMA to access land south of the proposed highway would require extending. The change in ownership has been reflected in the CPO extents and this modification is described in CPO Mod 3A. This means that PMA 13 is required to extend the vehicular access from the previously shown access (PMA 1).

This modification requires part of Public Footpath A to be coexistent with the additional PMA 13 along the south side of the proposed highway.

This requires the modification of Schedule 3 and Site Plan 3 but as this is not a significant modification, no further formal consultation is proposed.

Modification SRO Mod 4A:

Following publication of Orders, it was identified that the stopping up of Footpath No14A Hazel Grove and Bramhall is not correctly shown on Site Plan 4. It is proposed to modify Site Plan 4 to correctly identify the extents of the footpath to be stopped up.

Following comments received during the comment period, it is also proposed to modify the text in Schedule 4 to refer to the stopping up of the footpath with reference to the junction of Poynton-with-Worth Footpath No. 58 with A5149 Chester Road, rather than Footpath No 14A Hazel Grove and Bramhall.

As the extent of footpath to be stopped up is not altered as a result of the proposed modification, this is not considered to be a significant modification, and therefore no further formal consultation is proposed.

Modification SRO Mod 4B:

Following publication of Orders, it was identified that the stopping up of Footpath No19 Hazel Grove and Bramhall is not correctly shown on Site Plan 4. It is proposed to modify Site Plan 4 to correctly identify the extents of the footpath to be stopped up. No modification is required to the schedule.

As the extent of footpath to be stopped up is correctly referenced in the schedule, this is not considered to have prejudiced the understanding of the order or the ability to comment or object to it, and therefore no further formal consultation is proposed.

Modification SRO Mod 4C:

Following publication of Orders, it was identified that new highways M, O and P are not correctly stippled on Site Plan 4. It is therefore proposed to modify this site plan to address this issue. No modification is required to the associated Schedule.

As the reference letters detailed in Schedule 4 are correctly shown on the Site Plan, it is not considered that the understanding of the length of new highway has been prejudiced, and therefore no further formal consultation is proposed.

Modification SRO Mod 4D:

Following publication of Orders, it was identified that notes detailing new highways D, G and J being coexistent with new PMAs 10, 11 and 15 respectively were included in Schedule 4, but not on Site Plan 4. It is proposed to modify the site plan to address this issue. No modification to Schedule 4 is required.

This is not considered to be a significant modification, therefore no further formal consultation is proposed.

Modification SRO Mod 4E:

Following publication of the Orders, it was identified that all the notes on Site Plan 4 regarding coexistent new highways and new PMAs referred to the new highways as "Footways", rather than as "Footpaths". It is therefore proposed to modify Site Plan 04 to reflect their correct status. No modification to the associated schedule would be required.

As the proposed modification would not substantially alter the understanding of the Order, no further formal consultation is proposed.

Modification SRO Mod 4F:

Following publication of the Orders, it was identified that due to a change in ownership of the land from Mr M. Kingsley to the Secretary of State for Transport the previously proposed PMA to access land south of the proposed highway would require extending. The change in ownership has been reflected in the CPO extents and this modification is described in CPO Mod 3A. This means that PMA 28 is required to allow vehicular access to the retained land.

This modification requires part of Public Footpath K to be coexistent with the additional PMA 28 along the south side of the proposed highway.

This requires the modification of Schedule 4 and Site Plan 4 but as this is not a significant modification and the works can be carried out within the CPO extents, no further formal consultation is proposed.

Modification SRO Mod 4G:

Following publication of the Orders, it was identified that an existing PMA to be stopped up for access to land east of Woodford Road had not been referenced on Site Plan 4 and denoted in the

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schedules. This will now be shown as PMA 19S to be stopped up and a new PMA had previously been shown and referenced (PMA 23) to access the severed land.

This requires the modification of Schedule 4 and Site Plan 4 but as a new PMA had previously been shown this is not a significant modification, no further formal consultation is proposed.

Modification SRO Mod 4H:

Following publication of the Orders, discussions have taken place with the owner of the land east of Woodford Road and an additional PMA has been agreed to provide field access directly from Woodford Road. By proposing this additional access it requires the proposed diversions of Footpath 21 to be modified and pedestrians would simply gain access to Woodford Road by using new Footpath K and Q only.

This modification requires SRO Schedule 4 and Site Plan 4 to be amended and the new private means of access is given reference number 29. The modification shortens the footpath diversion 21. The land owner has provided confirmation and permission for the Council to carry out any necessary works outside of the CPO extents.

Modification SRO Mod 5A:

Following publication of the Orders, it was identified that the proposed classification had not been detailed for new highways B, C, D, F and M. It is proposed to modify Schedule 5 to detail that new highways B and C are bridleways, and that new highways D, F and M are cycle tracks with rights of way on foot.

Subsequently, it is proposed to modify the notes regarding coexistent new highway and new PMAs on Site Plan 5 to refer to new highway C as a bridleway and new highway M as a cycle track with right of way on foot, rather than as footpaths.

As the proposed modification does not substantially alter the new highway, no further formal consultation is proposed.

Modification SRO Mod 5B:

Following publication of the Orders, it was identified that the extent of the stopping up of PMA 19s detailed in Schedule 5 does not match that shown on Site Plan 5. The distance of stopping up quoted is 12m, whereas it should only be 4m.

It is therefore proposed to modify Schedule 5 to quote the correct distance of stopping up. No modification of the associated Site Plan would be required. As the proposed modification does not substantially alter the arrangement of the PMA, this is not considered a significant modification. Therefore, no further formal consultation is proposed.

Modification SRO Mod 5C:

Following publication of the Orders, it was identified that Inset E on Site Plan 5 was incorrectly labelled as Inset B. It is therefore proposed to modify Site Plan 5 to provide the correct reference. No modification to the associated Schedule would be required.

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As this is not considered to prejudice the understanding of the Orders, no further formal consultation is proposed

Modification SRO Mod 5D:

Following publication of the Orders, it was identified that on Site Plan 5, new highway C (a bridleway) is shown terminating prior to the western highway boundary of Woodford Road, whereas it should extend to this point. It is therefore proposed to modify Site Plan 5 to indicate the correct extents of the new highway. No modification would be required to the associated schedule.

As this does not substantially alter public access (as the bridleway crosses existing public open space, this is not considered to be a significant modification, and therefore, no further formal consultation is proposed.

Modification SRO Mod 6A:

During the comment period, it was identified that parts of the existing Classified Road that are described as being improved in section 5(c)II of the Side Roads Order are also shown hatched as Highway to be Improved on the Site Plans. However, as this work is facilitated under the works for the Classified Road, it is not necessary to include the hatching.

It is proposed to modify Site Plan 6 to omit the Highway to be Improved hatching from the Classified Road. No modification would be required to the associated Schedule.

As this modification does not affect the extent of the proposed works, no further formal consultation is proposed.

Modification SRO Mod 6B:

Since publication of Orders, it has been identified that the status of new highways B, C, D and E are incorrectly described in the notes regarding coexistent highways and PMAs on Site Plan 6. It is therefore proposed to modify Site Plan 6 to describe these highways as bridleways, rather than AS footpaths. No modification of the associated schedule is required.

As the classification of highway is correctly described in the Schedule, this modification is not considered to prejudice the understanding of the Orders. Therefore, no further formal consultation is proposed.

Modification SRO Mod 7A:

During the comment period, it was identified that parts of the existing Classified Road that are described as being improved in section 5(c)II of the Side Roads Order are also shown hatched as Highway to be Improved on the Site Plans. However, as this work is facilitated under the works for the Classified Road, it is not necessary to include the hatching.

It is proposed to modify Site Plan 7 to omit the Highway to be Improved hatching from the Classified Road. It is proposed to modify Schedule 7 to omit the A555 from the list of highways to be improved.

As this modification does not affect the extent of the proposed works, no further formal consultation is proposed.

Modification SRO Mod 7B:

During the comment period, it was identified that the extents of Footpath No. 42A Cheadle and Gatley and Wilmslow Footpaths No. 141 and 81 were incorrectly identified on Site Plan 7, and that consequently, the stopping up of these footpaths was wrongly described in Schedule 7.

Wilmslow Footpath No 141 was understood to extend to the southern side of the bridge over the existing A555, where it became Wilmslow Footpath No. 81, and Footpath No. 42A Cheadle and Gatley was understood to stop where it connected to Wilmslow Footpath No. 141. However, the definitive extents of the footpath have now been confirmed, and are such that Wilmslow Footpath No. 141 and part of Wilmslow Footpath No. 81 are coexistent with parts of Footpath No. 42A Cheadle and Gatley.

It is proposed to modify the footpath labelling on Site Plan 7 to reflect the extents of the existing footpaths, and to modify Schedule 7 to reflect their stopping up accordingly. As the proposed modification would not alter the overall extents of footpath to be stopped up, and as the reference numbers for the footpaths are not in common usage, it is not considered that the proposed modification would prejudice the public's understanding of the Side Roads Order. Therefore, no further formal consultation is proposed.

Modification SRO Mod 7C:

During the comment period, it was identified that existing Footpath No. 100 Cheadle and Gatley is coexistent with the existing PMA known as Henbury Lane, which is shown to be stopped up and re-established. The reestablishment of the PMA would require the stopping up and re-establishing of the footpath, which would require the acquisition of additional land, or for works to be carried out under agreement.

As no physical works are proposed to the private means of access (or coexistent footpath), it is proposed to remove it from the SRO, in order to avoid the need to acquire additional land. This would require modification to both Schedule 7 and Site Plan 7. The existing footpaths in this area will be added to Site Plan 7 for clarity.

As the proposed modification would not affect the extent of physical works, no further formal consultation is proposed.

Modification SRO Mod 7D:

Following the publication of the Orders, it was identified that the length of existing PMA 2s to be stopped up as detailed in Schedule 7 does not agree with the length shown on the plan. It is therefore proposed to modify Schedule 7 to detail stopping up for a distance of about 4 metres, rather than 5 metres as previously stated. No modification is required to the associated Site Plan.

As this does not substantially alter the stopping up and re-establishment of the PMA, this is not considered to prejudice the understanding of the Order. Therefore, no further formal consultation is proposed.

Modification SRO Mod 7E:

Following the publication of the Orders, it was identified that the scale of Inset E is incorrectly stated as 1:250, whereas it should be 1:2500. It is therefore proposed to modify Site Plan 7 to state the correct scale. No modification of the associated Schedule is required.

As the extent of highway to be improved is given correctly in Schedule 7, this issue is not considered to prejudice the understanding of the Order. Therefore, no further formal consultation is proposed.

Modification SRO Mod 8A:

During the comment period, it was identified that parts of the existing Classified Road that are described as being improved in section 5(c)II of the Side Roads Order are also shown hatched as Highway to be Improved on the Site Plans. However, as this work is facilitated under the works for the Classified Road, it is not necessary to include the hatching.

It is proposed to modify Site Plan 8 to omit the Highway to be Improved hatching from the Classified Road. It is proposed to modify Schedule 8 to omit the A555 from the list of highways to be improved.

As this modification does not affect the extent of the proposed works, no further formal consultation is proposed.

Modification SRO Mod 8B:

Following the publication of the Orders, it was identified that the scale of Inset B on Site Plan 8 is incorrectly stated as 1:250, whereas it should be 1:2500. It is therefore proposed to modify Site Plan 8 to state the correct scale. No modification of the associated Schedule is required.

As the extent of highway to be improved is given correctly in Schedule 7, this issue is not considered to prejudice the understanding of the Order. Therefore, no further formal consultation is proposed.

Modification SRO Mod 8C:

Since publishing the Orders, an access to retained fields of Clay Lane has been identified at the eastern extent of the land holding. This area is required for the realignment of Clay Lane with its junction to the relief road slip road and Wilmslow Road. This requires the listing of an additional stopped up PMA and the provision of a new PMA of access on to the retained land.

This requires the modification of SRO Schedule 8 and Site Plan 8. The additional stopped up access is given the reference 2S, whilst the new private means of access is given the reference 7.

As the proposed access is in relatively close proximity to the existing access to the site on Clay Lane it is not considered to be a significant modification. As a result, no further formal consultation is proposed.

Modification SRO Mod 9A:

Following the publication of the Orders, it was identified that the extents of Wilmslow Footpath No 7 and Manchester City Council Footpath No. 253 to be stopped up were not correctly identified on Site

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Plan 9. It is therefore proposed to modify Site Plan 9 to include the length of footpath to be stopped up in Inset C and B respectively. No modification to the associated Schedule would be required.

As the lengths of stopping up are correctly identified in the schedule, it is not considered that this issue would prejudice the public's understanding of the Order, and therefore, no further formal consultation is proposed.

Modification SRO Mod 9B:

Following publication of Orders, it was identified that the extents of stopping up of Ringway Road described in Schedule 9 does not match the stopping up shown on Site Plan 9. It is therefore proposed to modify Schedule 9 to detail the stopping up of Ringway Road "from a point about 110 metres east of its junction with Ringway Road West, eastwards for a distance of about 225 metres."

As the extent of stopping up is shown correctly on Site Plan 9, therefore no modification to the plan is required and it is not considered that this issue prejudices the understanding of the Order. Therefore, no further formal consultation is proposed.

Modification SRO Mod 9C:

Following publication of the Orders, it was identified that the classifications of new highways A and B were not correctly identified in notes regarding coexistent new highways and new PMAs in Schedule 9 and on Site Plan 9. It is therefore proposed to modify the notes for new highways A and B and new PMAs 1 and 2 respectively on Site Plan 9 and in Schedule 9 to describe the new highways as cycle tracks with right of way on foot.

As the classification of new highways A and B are otherwise correctly described in Schedule 9, this is not considered to prejudice the understanding of the Orders, and therefore, no further formal consultation is proposed.

Modification SRO Mod 9D:

Following publication of the Orders, it was identified that although a note regarding coexistent new highway D and new PMA 8 was included on Site Plan 9, the corresponding note was not included in Schedule 9. It is therefore proposed to modify Schedule 9 to include this note. No modification would be required of the associated Site Plan.

As the correct note has been included on Site Plan 9, this issue is not considered to prejudice the understanding of the Orders. Therefore, no further formal consultation is proposed.

Modification SRO Mod 9E:

Following the publication of Orders, it was identified that the classification of new highway C was not given in Schedule 9. It is therefore proposed to modify Schedule 9 to describe new highway C as a footpath. No modification to the associated Site Plan would be required.

As this is a relatively minor amendment, it is not considered to prejudice the understanding of the Orders. Therefore, no further formal consultation is proposed.

3. Modifications to the Compulsory Purchase Order

This section sets out the proposed modifications to the Compulsory Purchase Order. Appendices E to H include versions of the Order, Schedules and Maps as published, showing the proposed modifications and incorporating the modification. Reference to these documents should be made in conjunction with the following descriptions and explanations.

Modification CPO Mod 0A:

It was noted during the comment period that incorrect references to the extent of the Classified Road to which this scheme relates were included in Section 2(i) of the Compulsory Purchase Order.

Section 2(i)(a) refers to “Yew Tree Lane”, rather than “Yew Tree Avenue”, Section 2(i)(b) refers to “Branhall”, rather than “Bramhall”, and Sections 2(i)(b) and 2(i)(c) refer to “B5338 Wilmslow Road”, rather than “B5358 Wilmslow Road”. It is proposed to modify the Sections of the Order referred to above to include the correct references.

As the references used in error do not refer to other actual roads or places within the area of the scheme, the issues requiring this modification are not considered to prejudice the understanding of the Order or the associated works, and therefore no further formal consultation is proposed.

Modification CPO Mod 0B:

Following the publishing of the CPO, it was identified that the incorrect heading had been used for Column 3 of CPO Schedule 1 Table 1 and CPO Schedule 2 Table 1. These columns had been headed “Qualifying persons under paragraph 3 of Schedule 1 to the Acquisition of Land Act 1981”, whereas as per The Compulsory Purchase of Land (Prescribed Forms) (Ministers) Regulations 2004, they should have been headed “Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – name and address”.

It is therefore proposed to modify the CPO Schedules to incorporate the correct text. It should be noted, however, that this would not affect those persons listed in these columns. On this basis, it is considered that the issue requiring this modification would not prejudice the understanding of the Order, and therefore no further formal consultation is proposed.

Modification CPO Mod 0C:

Following publication of the Orders, it was identified that Crown Land had not been specifically omitted from those plots of land known to be in the ownership of the Secretary of State for Transport. It is therefore proposed to modify CPO Schedule 1 Table 1 to clearly omit the Secretary of State’s interests, by inclusion of “All interests in... except interests owned by the Crown” in the description of each affected plot.

This approach would be applied to plots 1/2, 1/2A to 1/2Z, 1/2AA to 1/2AB, 2/7, 2/7A to 2/7F, 2/11, 2/11A, 3/5, 3/5A to 3/5D, 5/5, 5/12, 5/12A to 5/12D, and 9/4.

As the proposed modification would not affect the extent of land or associated works, no further formal consultation is proposed.

Modification CPO Mod 2A:

Since publication of the Orders, discussion has continued with the owners and representatives of Norbury Hall in order to minimise the land take of the environmental bunding to the north of the relief road. This requires modification of the CPO schedule 1 Table 1 in this area and Site Plans 2 and 3. Plots 2/1, 2/1A & 3/8A will be affected by these modifications.

The proposed reduction in area will not materially affect the level of noise mitigation provided by the current proposed combination of bunding and environmental barrier. There will be some reduction in the extent of screening where the bund is modified but it will still be possible to achieve a degree of screening, which will not involve a change in the order of impact detailed in the Environmental Statement relative to the Hall and neighbouring properties on Sheldon Road. No formal consultation is proposed.

Modification CPO Mod 3A:

Following publication of the Orders, it was identified that no measurement of area was provided in CPO Schedule 1 Table 1 for plot 3/2AC. The area of this plot is 282 square metres.

It is proposed to modify CPO Schedule 1 Table 1 to include this area and no modification to Site Plan 3 is required.

It should be noted that since publication of the Orders, an area of land including this plot has been purchased by the Secretary of State for Transport. The proposed modification is not considered to prejudice the understanding of the order, or the ability to comment or object to it, and so no further formal consultation is proposed.

Modification CPO Mod 3B:

Since the publication of the Orders, title plot CH623734 has been purchased by the Secretary of State for Transport, part of which is included within the works as plots 3/2, 3/2A to 3/2Z and 3/2AA to 3/2AD. As a result, it is proposed to update the land ownership details accordingly.

It is therefore proposed to modify CPO Schedule 1 Table 1 to include the Secretary of State as the owner, and to include text to limit the interests in the lands to be acquired to exclude those owned by the Crown. The following text will be added to the description of the affected plots: "All interests in... except interests owned by the Crown."

As this modification would not affect the extent of land to be acquired, nor the extent or type of works, there is no modification to Site Plan 3 and it is not considered to prejudice the understanding of the order, or the ability to comment or object to it. No further formal consultation is therefore proposed.

Modification CPO Mod 3C:

Since publication of the Orders, discussion has continued with the owners and representatives of Norbury Hall in order to minimise the land take of the environmental bunding to the north of the relief road. This requires modification of the CPO schedule 1 Table 1 in this area and Site Plans 2 and 3. Plots 2/1, 2/1A & 3/8A will be affected by these modifications.

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The proposed reduction in area will not materially affect the level of noise mitigation provided by the current proposed combination of bunding and environmental barrier. There will be some reduction in the extent of screening where the bund is modified but it will still be possible to achieve a degree of screening, which will not involve a change in the order of impact detailed in the Environmental Statement relative to the Hall and neighbouring properties on Sheldon Road. No formal consultation is proposed.

Modification CPO Mod 4A:

Since the publication of the Orders, title plot CH623734 has been purchased by the Secretary of State for Transport, part of which is included within the works as parts of plots 4/10, 4/10D, 4/10E and 4/10F, and all of plots 4/10A and 4/10G. As a result, it is proposed to update the land ownership details accordingly.

This will require the division of the plots of which part is in new ownership, and the renumbering of plots all of which are in new ownership. This will result in the amendment of the areas of plots 4/10, 4/10D, 4/10E and 4/10F, and the creation of new plots 4/11 and 4/11A to 4/11E.

Site plan 4 would require modification to indicate the revised and additional plots. CPO Schedule 1 Table 1 would require modification to include the Secretary of State as the owner, and to include text to limit the interests in the lands to be acquired to exclude those owned by the Crown. The following text will be added to the description of the affected plots: "All interests in... except interests owned by the Crown."

As this modification would not affect the extent of land to be acquired, nor the extent or type of works, it is not considered to prejudice the understanding of the order, or the ability to comment or object to it. No further formal consultation is therefore proposed.

Modification CPO Mod 5A:

It was identified during the comment period that one of the proposed areas of exchange land (plot reference 5/7D) included part of a public footpath (reference Footpath No. 14A Hazel Grove and Bramhall). As a public footpath, it could not be considered to be valid exchange land, as it is already available to the public for leisure use.

As a result, it is proposed to reduce the extent of this plot to omit the public footpath. This would require modifications to both CPO Map No. 5 and to CPO Schedule 2 Table 1.

Although the area of exchange land is subsequently reduced, it still exceeds the area Public Open Space taken for the purposes of the scheme that it replaces. It is therefore considered that the proposed modification would not be significant and consequently, no further formal consultation is proposed.

It should be noted that the Section 19 Certificate application is to be amended accordingly.

Modification CPO Mod 5B

Following the publication of the Orders, it was identified that parts of Plots 5/7F, 5/7G, 5/7J and 5/7M had been sold to third parties. It is therefore proposed to modify the extent of these plots to

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reflect the revised ownership boundaries, and to include this land in new plots, reference 5/21B, 5/21C, 5/25 and 5/25A. This would require modification to both CPO Schedule 1 Table 1 and to CPO Map No. 5.

The individuals affected have had notice served, and so have had opportunity to comment or object on the proposals. This is therefore not considered to prejudice the understanding of the order, or the ability to comment or object to it. No further formal consultation is therefore proposed.

Modification CPO Mod 5C:

During the comment period, it was identified that the Lessees of 86 Albany Road were incorrectly scheduled as the tenants, and that one of the Lessees was omitted from the schedule. It is therefore proposed to modify the CPO Schedule 1 Table 1 to rectify this. No modification would be required to the associated CPO Map.

As notice has been served on the Lessees, albeit identifying them as tenants, their ability to comment on or object to the scheme is not considered to have been prejudiced. Therefore, no further formal consultation is proposed.

Modification CPO Mod 7A:

Land was initially included in the CPO to allow the construction of a replacement bridge for the crossing of Spath Lane over the existing A555.

Since the Orders were published, further design work has been undertaken that has determined that the existing bridge can be retained, and that consequently this additional land would no longer be required. It is therefore proposed to omit plots 7/4F, 7/4H and 7/7 from the CPO. This would require the modification of CPO Map No. 7 and of CPO Schedule 1 Table 1.

Plot 7/7 had previously been identified as being owned by Hillcar Lodge Ltd, but is now known to be owned by Andrew De Coninck. The proposed modification removes this owner from CPO Schedule 1 Table 1, although it should be noted that he remains in CPO Schedule 1 Table 2 (see Modification CPO Mod 7C below).

As the proposed modification reduces the extent of landtake and therefore the extent of the works, it is not considered to be significant, and so no further formal consultation is proposed.

Modification CPO Mod 7B:

It was identified following publication of the Orders that the details of the owners of Plots 7/3 included a typographical error. It is proposed to modify CPO Schedule 1 Table 1 to reflect the correct owners. No modification to Site Plan 7 is required. It should be noted that notice was served to the correct owners, and as such this error is not considered to have prejudiced their understanding of the Order, nor their ability to comment or object to it. Therefore, no further formal consultation is proposed.

Modification CPO Mod 7C:

It was identified during the comment period that plot 7/7 had changed ownership. Under Modification CPO Mod 7A, this plot is to be removed from the CPO. However, there is a right associated with this plot over part of plot 7/6B that remains included in CPO Schedule 1 Table 2 for which the ownership details would need updating accordingly. It is therefore proposed to modify CPO Schedule 1 Table 2 to reflect the new ownership details. No modification to the associated CPO Map is required.

As the proposed modification only updates details of ownership, and as the current owner has already lodged an objection to the scheme, it is not considered that their ability to comment or object to the scheme has been prejudiced, and therefore, no further formal consultation is proposed.

Modification CPO Mod 8A:

Plot 8/10 was included in the CPO to allow the construction of the earthworks associated with the scheme. However, during further design development, it has been identified that this plot would no longer be required. As a result, it is proposed to omit this plot from the CPO. This would require the modification of CPO Map No. 8 and of CPO Schedule 1 Table 1.

As the proposed modification reduces the extent of landtake and therefore the extent of the works, it is not considered to be significant, and so no further formal consultation is proposed.

Modification CPO Mod 8B:

Plot 8/13 is indicated as being owned by Cheshire East Borough Council. As a Section 8 agreement is in place between Cheshire East Borough Council and the Metropolitan Borough Council of Stockport, the council's interests in the land are to be transferred by agreement. However, the description of the land to be acquired does not currently exclude interest owned by the council.

It is therefore proposed to amend the description of the plot to refer only to "All interests... except interests owned by Cheshire Borough Council". This would require the modification of CPO Schedule 1 Table 1, but not the associated CPO Map.

As the proposed amendment does not affect the extent or nature of works, it is not considered to prejudice the understanding of the order, or the ability to comment or object to it. No further formal consultation is therefore proposed.

Modification CPO Mod 9A:

Following the publication of the Orders, it was identified that part of the description of plot 9/2A is missing from CPO Schedule 1 Table 1. The missing text is "Council of the City of Manchester", and would result in the modified description reading "All interests in 799 square metres part of the half width of Ringway Road, Wythenshawe, except interests owned by the Council of the City of Manchester".

This would require the modification of CPO Schedule 1 Table1, but not the associated CPO Map. As the proposed amendment does not affect the extent or nature of works, it is not considered to prejudice the understanding of the order, or the ability to comment or object to it. No further formal consultation is therefore proposed.

Modification CPO Mod 9B:

The entries for the tenant of Plots 9/1A, 9/2 and 9/2A refer to the incorrect plot number for the address of the tenant – they refer to Plot 1/1, whereas they should refer to Plot 9/1. It is proposed modify CPO Schedule 1 Table 1 to include the correct reference. No modification of the associated CPO Map is required.

It should be noted that the correct name is included for the tenant, and as a result, it is not considered that this issue would prejudice the tenant's understanding of the Orders. Therefore, no further formal consultation is proposed.

4. Concluding Summary

A number of modifications have been proposed to both the Side Roads Order and the Compulsory Purchase Order. It is the Council's view that none of these modifications are considered to warrant further formal consultation. Land owners have been notified where CPO/SRO modifications have been proposed. Furthermore, it is not considered that their cumulative impact on the scheme Orders is significant. It is therefore requested that the proposed modifications are included in the Orders and that the Orders be confirmed.

5. Appendices

Appendix A – Side Roads Order and Schedule Showing the Proposed Modifications

Appendix B – Side Roads Order and Schedule Incorporating the Proposed Modifications

Appendix C – Side Roads Order Site Plans Showing the Proposed Modifications

Appendix D – Side Roads Order Site Plans Incorporating the Proposed Modifications

Appendix E – Compulsory Purchase Order and Schedule Showing the Proposed Modifications

Appendix F – Compulsory Purchase Order and Schedule Incorporating the Proposed Modifications

Appendix G – Compulsory Purchase Order Maps Showing the Proposed Modifications

Appendix H – Compulsory Purchase Order Maps Incorporating the Proposed Modifications