

above described and terminating at a point 150 yards northwest of the intersection of the southern boundary of enclosure numbered 576 on the said Ordnance map with the western bank of the said River.

Work No. 5.—A sewer or sewers in the Borough, commencing in an existing overflow chamber of the Corporation at a point 9 yards east of the commencement of Work No. 4 and terminating at a point 140 yards south of the intersection with the western bank of the said River of the south-eastern boundary of enclosure numbered 594 on the said map.

2. The enactment of further powers with regard to the improvement and maintenance of the river Derwent between Long Bridge Weir in the borough and Borrowwash Weir in the Parishes of Elvaston and Spondon, the removal of obstructions, the making repairing and maintenance of flood banks, weirs, gates, sluices, retaining walls and other works.

3. The enactment of further provisions for the prevention of flooding in the borough and parts of the urban district and parishes aforesaid and the parish of Chaddesden including provisions for empowering the Corporation to construct works, cleanse and dredge the river, deposit materials on lands adjacent to the river, and recover expenses from the owners of property benefited.

4. The enactment of provisions for the imposition of an improvement charge or rate upon lands in the borough, the urban district of Alvaston and Boulton and the parishes of Chaddesden, Elvaston and Spondon which will, or may, be benefited by the construction of the proposed river improvement works. The lands upon which the said improvement charge or rate is intended to be imposed are:—

(a) Lands in the borough and parish of Chaddesden bounded generally by the Chaddesden sidings of the London Midland and Scottish Railway Company the occupation road leading to the Nottingham Road, an imaginary straight line leading from the southern end of that road in a south-westerly direction the eastern boundary of the occupation road from Deadman's Lane and the London to Manchester main line of the London Midland and Scottish Railway Company.

(b) Lands in the borough bounded generally by the said main line of the London Midland and Scottish Railway Company the sewage disposal works of the Corporation and the River Derwent.

(c) Lands in the borough and parish of Spondon bounded by the said main line of the London Midland and Scottish Railway Company the sewage disposal works of the Corporation, the River Derwent, and an imaginary straight line drawn in a north-north-easterly direction from the eastern end of Borrowwash Weir.

(d) Lands in the borough, the urban district of Alvaston and Boulton and the parish of Elvaston, bounded by the road leading from London Road to Borrowwash the River Derwent, the London Road Recreation Ground and Lake, and an imaginary line drawn parallel to and 25 feet to the south of the ditch which commences at the said Recreation Ground proceeds to Meadow

Lane along Meadow Lane across Curzon Lane, Party Nook Lane and the bridle way from Alvaston to Spondon to its junction with the ditch leading to the boundary between the said urban district and parish and to Elvaston Castle Park thence along an imaginary line drawn parallel to, south of, and at a distance of 25 feet from the last mentioned ditch to the grounds of Elvaston Castle thence along the northern boundary of the Elvaston Castle Park to the said road from London Road to Borrowwash.

The acquisition by the Corporation of some or all of the lands referred to or described in this paragraph.

5. The construction by the Corporation of the following street works in the borough:—

Street Work No. 1—A footpath (including a bridge over the river Derwent) from the existing bridle way from Alvaston to Spondon to the roadway near the northern boundary of the sewage disposal works of the Corporation;

Street Work No. 2—A new street including a widening of Meadow Lane from the junction of Meadow Lane with London Road to a point 40 yards north of that junction;

Street Work No. 3—A new street from the northern termination of Hollis Street to a point 102 yards north of that termination;

Street Work No. 4—A new street from the northern termination of Wye Street to a point 180 yards north of that termination;

Street Work No. 5—A new street from the northern termination of Eden Street to a point 57 yards north of that termination;

Street Work No. 6—A new street from the easterly side of St. Peter's Street (opposite Babington Lane) to the south-west side of the Morledge 50 yards south-east of the Castle and Falcon Public House;

Street Work No. 7—A new street and a widening and improvement of Traffic Street commencing at the junction of London Road with Traffic Street and terminating at the junction of Siddals Road and the Morledge;

Street Work No. 8—A widening and improvement of Burton Road on the south-east side thereof from Swinburne Street to a point 63 yards south-west of Normanton Road;

Street Work No. 9—A widening of Burton Road on the north-west side from Harcourt Street passage to 152, Green Lane;

Street Work No. 10—A widening and improvement of London Road and Osmaston Road at their junction with St. Peter's Street;

The restriction of the user of Street Work No. 1 to pedestrians and pedal cyclists; power to make arrangements with British Celanese Limited as to construction of Street Work No. 1 and other matters including erection and occupation of houses.

6. The acquisition by the Corporation of lands for and in connection with the proposed river and street works, and also of the following lands for the following purposes:—

(a) For the erection of municipal and other buildings for the extension of the market and for a parking place,—lands in the borough bounded by the river Derwent, the