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10th October, 2014

Secretary of State for Transport
Department of Transport
National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Upon Tyne
NE4 7AR

Dear Sirs

Objection to Confirmation
Of A6 to Manchester Airport A55 Side Roads Order
Reference OBJ/25/01

Further to my letters dated 21st February, 2014 and 2nd September, 2014 I appreciate being given the opportunity to attend the Public Inquiry on the 8th October, 2014 chaired by Inspector David Wildsmith.

At the meeting I handed over a copy of notes I used to present my closing summary. I think it is important to qualify these notes with the following

It is important to move the traffic travelling along Chester Road westwards away from housing as soon as possible. A slide was put up during the inquiry which showed current volumes of traffic and forecast future volumes of traffic with and without the relief road. I have been unable to find a readable copy of this on line and only have an early hard copy with a number of n/a numbers for the area of the scheme that I am corresponding about. From memory the numbers presented at the enquiry show that further west beyond the link road from Chester Road to the Relief Road, the volumes of traffic drop dramatically emphasising with the Scheme Proposers own data that it is important to move the traffic away from Chester Road at the earliest opportunity. My Option 3 achieves this.

As I stated at the enquiry, if Option 3 is not adopted I prefer Option 2 to the Scheme proposal as it moves the traffic away from housing earlier and it accommodates longer lengths of standing traffic away from the housing than the scheme proposal. This is closer to the scheme that was in place when we bought the house. In terms of noise and air pollution, a significant proportion of the traffic is 40 ton juggernauts. It should be noted that the Scheme Proposal has a relatively short distance of road between the traffic lights and where the road is adjacent to housing meaning that it is almost inevitable that there will be standing traffic outside houses which will include juggernauts. The standing traffic will lead to more air pollution and there will be extra traffic noise associated with accelerating and decelerating traffic particularly the juggernauts. Unlike some areas of the overall scheme there is land space free of building to carry out Option 2 if the proposal is redrafted.

At the inquiry I stated that I had been happy to purchase the house in 1993 as the road scheme identified when conveyance took place meant that the main road was diverted away from outside my house. I asked the question as to why the original road scheme for this junction had been dismissed. It was brought to my attention in the inquiry that the proof of evidence 1/1 dated 5th September 2014 allowed for this but it was agreed that this document may not refer to the particular junction that I was concerned about.

Section 3.11 of the Proof of Evidence states that 'The study recommended that the protected alignments in the development plans for the MALRW, Poynton Bypass and A6(M) proposals should be maintained for the time being. It also recognised, however that the reduced scale schemes recommended might be able to use modified alignments that have lower adverse environmental impacts or bring additional traffic or other benefits and therefore the new alignments may deviate from the protected routes. The study stated that the implementing authorities should not feel constrained by the protected environments.'

I would argue that the changes introduced by the Scheme proposal increase adverse environmental impact to a number of houses in terms of air and noise pollution compared with the original MALRW, Poynton Bypass and A6(M) proposals. If the aims of the Scheme Proposers are to be met I believe that they should redraft the proposal along the lines of Option 3 or Option 2.

I would be grateful if you would acknowledge receipt of this letter

Yours faithfully

Mr. D. M. Westbrook

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