

**THE HIGHWAYS ACT 1980**

**-and-**

**THE ACQUISITION OF LAND ACT 1981**

**THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994**

**COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007**

**REFERENCE: LAO/NW/SRO/2013/40 and LAO/NW/CPO/2013/41**

**REBUTTAL PROOF**

**-of-**

**James McMahon in relation to the Proof**

**of**

**Mr DM Westbrook, 203 Chester Road, Poynton, Stockport, Cheshire, SK12 1DS**

**The Metropolitan Borough Council of Stockport**

**acting on its behalf and on behalf of**

**-Manchester City Council -and-**

**Cheshire East Borough Council**

**to be presented to a Local Public Inquiry on the 30<sup>th</sup> September 2014 to consider  
objections to**

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO  
MANCHESTER AIRPORT A555 CLASSIFIED ROAD) COMPULSORY PURCHASE  
ORDER 2013**

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO  
MANCHESTER AIRPORT A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013**

**VOLUME 2 - APPENDICES**

**Parveen Akhtar**

**Head of Legal and Democratic Governance**

**The Metropolitan Borough Council of Stockport**

**Corporate and Support Services**

**Town Hall, Stockport SK1 3XE**

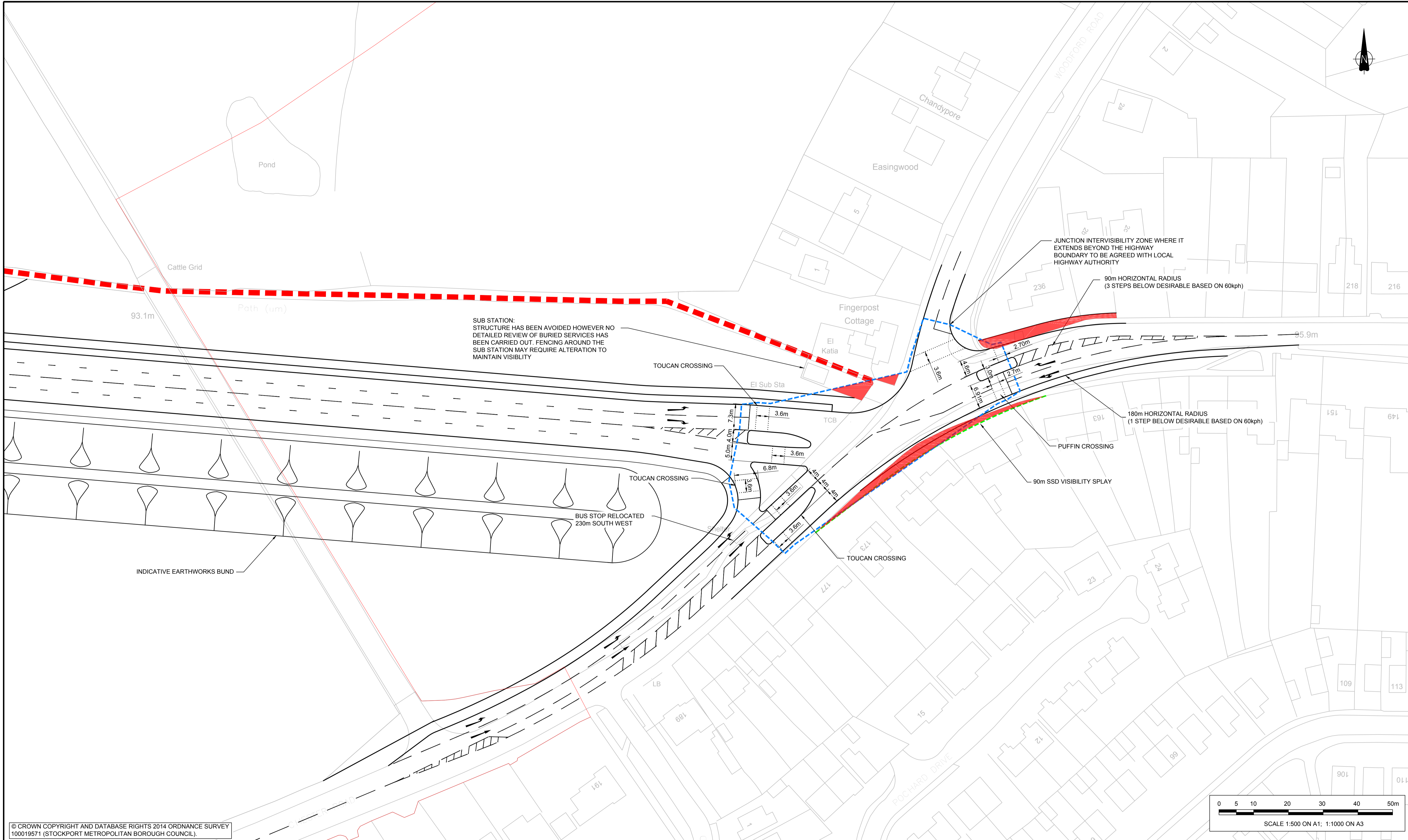
**Appendix A** E1030 Chester Road Re-Alignment Option 3 SRO Objection Sheets 1 and 2

## Appendix B Drive Access

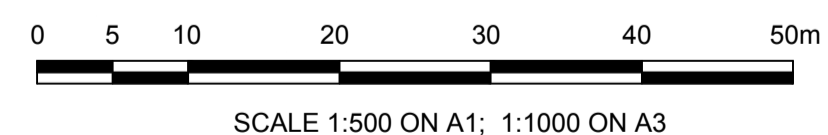
**Appendix C** EI008 Chester Road Re-Alignment Option 2

**Appendix D** EI30 Chester Link Road Option Three

**Appendix A** E1030 Chester Road Re-Alignment Option 3 SRO Objection Sheets 1 and 2



© CROWN COPYRIGHT AND DATABASE RIGHTS 2014 ORDNANCE SURVEY 100019571 (STOCKPORT METROPOLITAN BOROUGH COUNCIL).



|      |          |                   |      |       |     |              |
|------|----------|-------------------|------|-------|-----|--------------|
| PO   | 22.09.14 | PRELIMINARY ISSUE | PT   | AR    | JR  | MH           |
| REV. | DATE     | AMENDMENT DETAILS | ORIG | CHK'D | ENG | CAT II APP'D |

**NOTES**

1. THIS DRAWING SHOWS AN OUTLINE 2D DESIGN ONLY. IT IS NOT SUITABLE FOR CONSTRUCTION.
2. NO VERTICAL DESIGN ON THE HIGHWAYS OR BUNDING HAS BEEN CARRIED OUT. BUNDS HAVE BEEN SHOWN INDICATIVELY BASED ON THE DIMENSIONS OF THOSE SHOWN ON DF7.
3. NO TRAFFIC MODELLING HAS BEEN CARRIED OUT. QUEUING LANE LENGTHS AND LANE ALLOCATIONS AT THE JUNCTION HAVE BEEN SHOWN BASED ON THE DF7 LAYOUT WHERE PRACTICABLE.
4. PUFFIN, PEGASUS AND TOUCAN CROSSING POINTS HAVE BEEN DESIGNED BASED ON ASSUMED DESIRE LINES USING TFGMUTC REQUIREMENTS FOR TRAFFIC ISLAND WIDTHS.
5. THE JUNCTION HAS BEEN TRACKED USING A 16.5m HGV.
6. THIS DESIGN DOES NOT REQUIRE ANY DEPARTURES FROM STANDARD, HOWEVER THERE ARE RELAXATIONS ON STOPPING SIGHT DISTANCE AND HORIZONTAL ROAD GEOMETRY (SEE ANNOTATIONS).
7. LANDTAKE TO MAINTAIN JUNCTION INTERVISIBILITY AND ACHIEVE THE RELAXED STOPPING SIGHT DISTANCE IS REQUIRED FROM 9 PROPERTIES TOTALING 290m<sup>2</sup>.
8. BETWEEN STOP LINES ON CHESTER ROAD IS A DISTANCE OF 75m. 5 PROPERTIES WOULD HAVE TO ACCESS THEIR DRIVEWAYS FROM WITHIN THE JUNCTION.
9. THE PROPERTIES AT 165, 167, 177 AND 236 CHESTER ROAD WILL HAVE LIMITED ACCESS AND EGRESS DUE TO THE POSITION OF THE NECESSARY TRAFFIC ISLANDS.

**LEGEND**

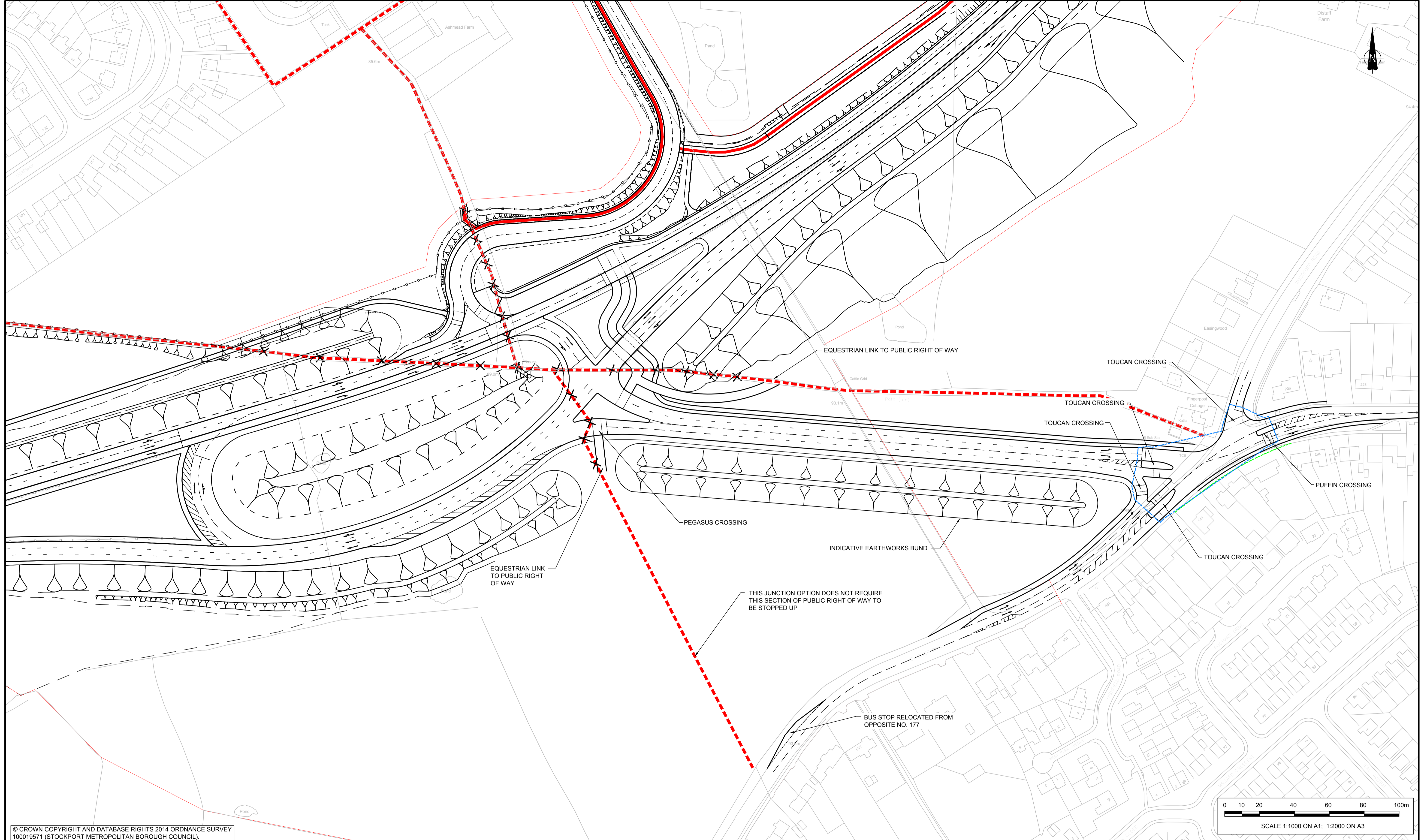
- EI 030 PROPOSALS
- LMA
- JUNCTION INTERVISIBILITY ZONE
- SSD VISIBILITY SPLAY
- EXISTING DEFINITIVE PUBLIC RIGHT OF WAY
- LAND TAKE REQUIRED

Client:

Project:  
**A6 TO MANCHESTER AIRPORT  
RELIEF ROAD**

Title:  
**EI 030 CHESTER ROAD  
RE-ALIGNMENT OPTION 3  
SRO OBJECTION  
SHEET 2 OF 2**

|   |                   |                   |  |
|---|-------------------|-------------------|--|
| Drawn:<br>PT                            | Checked:<br>AR    | Approved:<br>MH   | Scale:<br>1:500                          |
| Date:<br>22.09.14                       | Date:<br>22.09.14 | Date:<br>22.09.14 | Original drawing size:<br>841 x 594 - A1 |
| Drawing No:<br>A6MARR-2-C-01-300-SK-004 |                   |                   | Rev:<br>P0                               |



© CROWN COPYRIGHT AND DATABASE RIGHTS 2014 ORDNANCE SURVEY 100019571 (STOCKPORT METROPOLITAN BOROUGH COUNCIL).

| REV. | DATE     | AMENDMENT DETAILS | ORIG | CHK'D | ENG | CAT II | APP'D |
|------|----------|-------------------|------|-------|-----|--------|-------|
| P0   | 23.09.14 | PRELIMINARY ISSUE | PT   | AR    | JR  |        | MH    |

- NOTES**
1. THIS DRAWING SHOWS AN OUTLINE 2D DESIGN ONLY. IT IS NOT SUITABLE FOR CONSTRUCTION.
  2. NO VERTICAL DESIGN ON THE HIGHWAYS OR BUNDING HAS BEEN CARRIED OUT. BUNDS HAVE BEEN SHOWN INDICATIVELY BASED ON THE DIMENSIONS OF THOSE SHOWN ON DF7.
  3. NO TRAFFIC MODELLING HAS BEEN CARRIED OUT. QUEUING LANE LENGTHS AND LANE ALLOCATIONS AT THE JUNCTION HAVE BEEN SHOWN BASED ON THE DF7 LAYOUT WHERE PRACTICABLE.
  4. PUFFIN, PEGASUS AND TOUCAN CROSSING POINTS HAVE BEEN DESIGNED BASED ON ASSUMED DESIRE LINES USING TFGMUTC REQUIREMENTS FOR TRAFFIC ISLAND WIDTHS.
  5. THE JUNCTION HAS BEEN TRACKED USING A 16.5m HGV.
  6. THIS DESIGN DOES NOT REQUIRE ANY DEPARTURES FROM STANDARD, HOWEVER THERE ARE RELAXATIONS ON STOPPING SIGHT DISTANCE AND HORIZONTAL ROAD GEOMETRY (SEE ANNOTATIONS).
  7. LANDTAKE TO MAINTAIN JUNCTION INTERVISIBILITY AND ACHIEVE THE RELAXED STOPPING SIGHT DISTANCE IS REQUIRED FROM 9 PROPERTIES TOTALING 290m<sup>2</sup>.
  8. BETWEEN STOP LINES ON CHESTER ROAD IS A DISTANCE OF 75m. 5 PROPERTIES WOULD HAVE TO ACCESS THEIR DRIVEWAYS FROM WITHIN THE JUNCTION.
  9. THE PROPERTIES AT 165, 167, 177 AND 236 CHESTER ROAD WILL HAVE LIMITED ACCESS AND EGRESS DUE TO THE POSITION OF THE NECESSARY TRAFFIC ISLANDS.

- LEGEND**
- LMA
  - JUNCTION INTERVISIBILITY ZONE
  - SSD VISIBILITY SPLAY
  - EXISTING DEFINITIVE PUBLIC RIGHT OF WAY
  - PROPOSED FOOTPATH

Client:

Cheshire East Council | STOCKPORT METROPOLITAN BOROUGH COUNCIL | MANCHESTER CITY COUNCIL

Project:

A6 TO MANCHESTER AIRPORT RELIEF ROAD

carillion | MORGAN SINDALL | AECOM | Grontmij

Title:

EI 030 CHESTER ROAD RE-ALIGNMENT OPTION 3 SRO OBJECTION SHEET 3 OF 3

|                          |          |           |                        |
|--------------------------|----------|-----------|------------------------|
| Drawn:                   | Checked: | Approved: | Scale:                 |
| PT                       | AR       | MH        | 1:1000                 |
| Date:                    | Date:    | Date:     | Original drawing size: |
| 23.09.14                 | 23.09.14 | 23.09.14  | 841 x 594 - A1         |
| Drawing No.              | Rev:     |           |                        |
| A6MARR-2-C-01-300-SK-005 | P0       |           |                        |



## Appendix B Drive Access



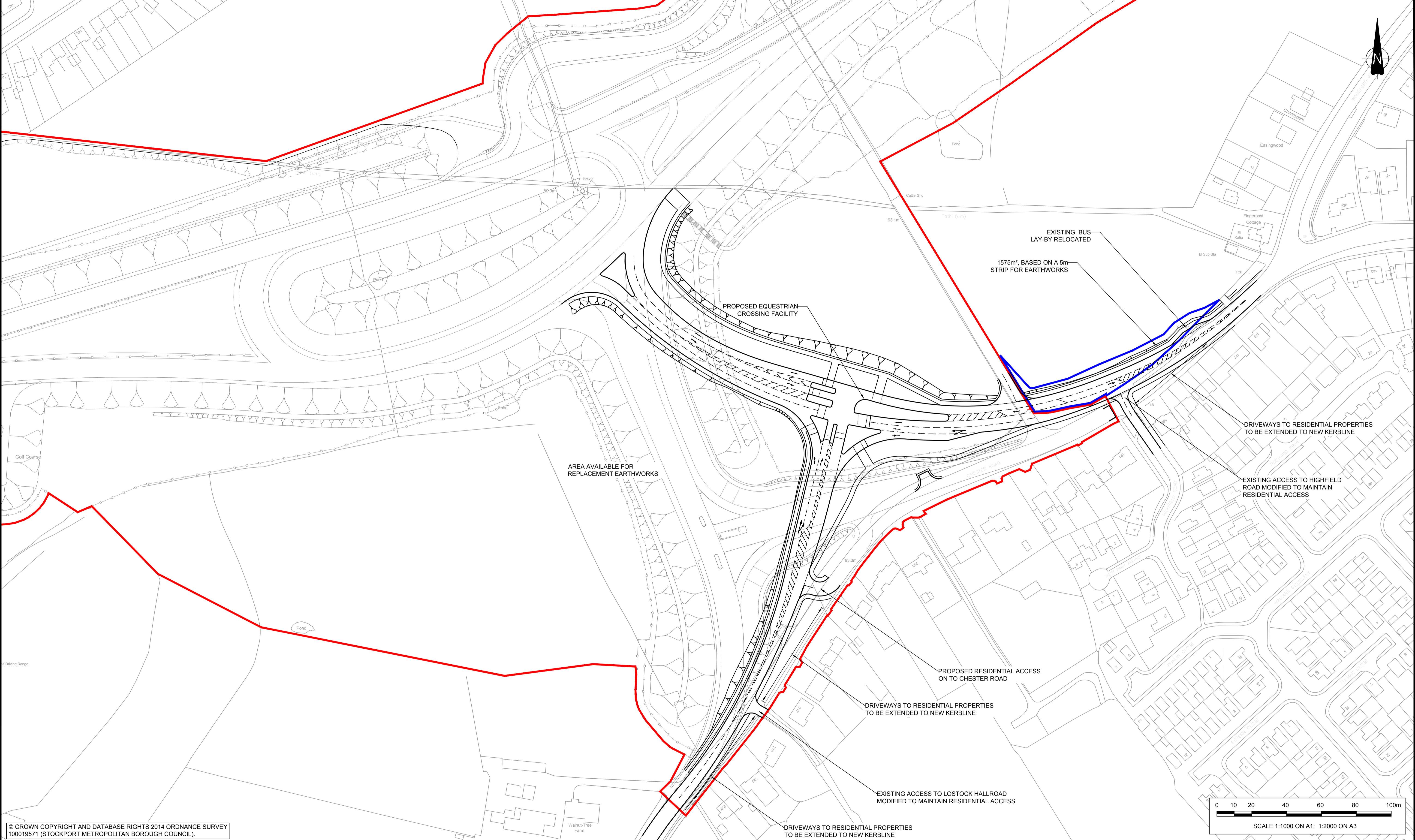
Objector: Westbrook, Mr D M.

 Proposed SRO

 Your property Scale 1:500



**Appendix C** EI008 Chester Road Re-Alignment Option 2



© CROWN COPYRIGHT AND DATABASE RIGHTS 2014 ORDNANCE SURVEY 100019571 (STOCKPORT METROPOLITAN BOROUGH COUNCIL).

|      |          |                   |      |       |     |              |
|------|----------|-------------------|------|-------|-----|--------------|
| PO   | 15.08.14 | PRELIMINARY ISSUE | JR   | AR    | JR  | MH           |
| REV. | DATE     | AMENDMENT DETAILS | ORIG | CHK'D | ENG | CAT II APP'D |

**NOTES**

- THIS LAYOUT REPRESENTS A PRELIMINARY 3D DESIGN.
- THE JUNCTION LAYOUT INCLUDING PROVISION OF TRAFFIC ISLANDS AT CROSSING POINTS IS BASED ON TECHNICAL NOTE: A6 MARR, CHESTER LINK ROAD JUNCTION; DATED 21/07/14, BY GAVIN COUPE.

**LEGEND**

- LIMIT OF LAND MADE AVAILABLE
- ADDITIONAL LAND REQUIREMENTS FOR CHESTER ROAD RE-ALIGNMENT

Client:

Cheshire East Council | STOCKPORT METROPOLITAN BOROUGH COUNCIL | MANCHESTER CITY COUNCIL

Project:

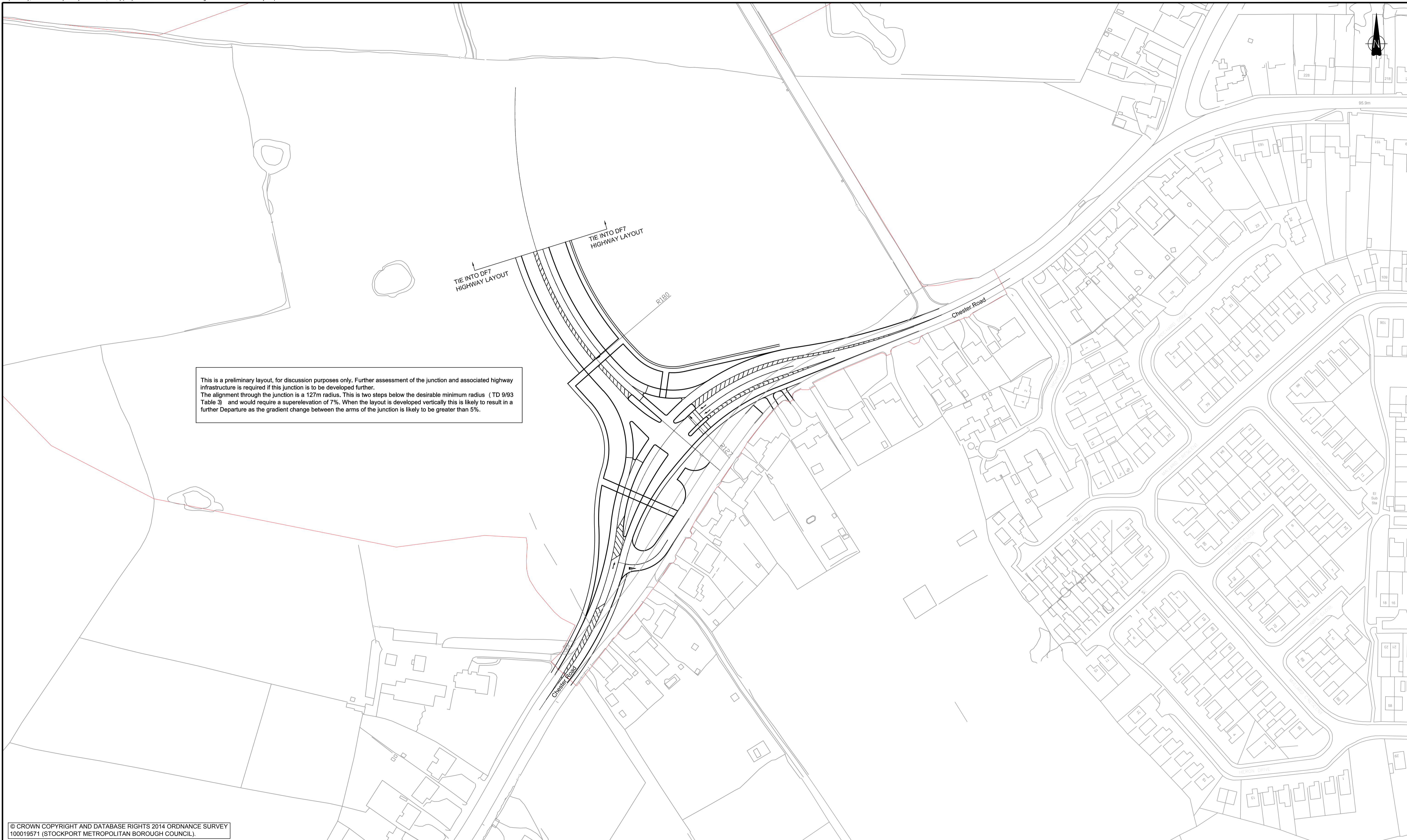
A6 TO MANCHESTER AIRPORT RELIEF ROAD

carillion | MORGAN SINDALL | AECOM | Grontmij

Title: E1008 CHESTER ROAD RE-ALIGNMENT OPTION 2

|                                      |                |                |                                       |
|--------------------------------------|----------------|----------------|---------------------------------------|
| Drawn: JR                            | Checked: AR    | Approved: MH   | Scale: 1:1000                         |
| Date: 15.08.14                       | Date: 15.08.14 | Date: 15.08.14 | Original drawing size: 841 x 594 - A1 |
| Drawing No: A6MARR-2-C-01-300-SK-002 |                |                | Rev: P0                               |

**Appendix D** EI30 Chester Link Road Option Three



This is a preliminary layout, for discussion purposes only. Further assessment of the junction and associated highway infrastructure is required if this junction is to be developed further. The alignment through the junction is a 127m radius. This is two steps below the desirable minimum radius (TD 9/93 Table 3) and would require a superelevation of 7%. When the layout is developed vertically this is likely to result in a further Departure as the gradient change between the arms of the junction is likely to be greater than 5%.

© CROWN COPYRIGHT AND DATABASE RIGHTS 2014 ORDNANCE SURVEY 100019571 (STOCKPORT METROPOLITAN BOROUGH COUNCIL).

|      |          |                   |      |       |     |        |       |
|------|----------|-------------------|------|-------|-----|--------|-------|
| PO   | 30.09.14 | PRELIMINARY ISSUE | AJH  | AR    | AR  | MH     |       |
| REV. | DATE     | AMENDMENT DETAILS | ORIG | CHK'D | ENG | CAT II | APP'D |

**NOTES**

1. This is a preliminary layout, for discussion purposes only. Further assessment of the junction and associated highway infrastructure is required if this junction is to be developed further.
2. This layout has been developed horizontally (2d) only.
3. The realignment through the junction is a Departure from Standard.
4. No detailed assessment of traffic modelling or positions of signal heads has been undertaken.
5. The link into the local access road has been moved to the west of the primary junction in order to ease the anticipated junction modelling, and also to minimise the required extents of the junction (turning movements out of the local access will require a larger overall footprint)
6. The junction has been tracked using a 16.5m articulated lorry. A pantechnicon removals vehicle and refuse vehicle are capable of making the turns into the local access road, and turning within the head provided.
7. Development of staggered pedestrian, cyclist and equestrian cyclists has not been completed. Further review is necessary.
8. A review of the wider impacts of construction is necessary, including the impact on existing utilities, street lighting, drainage and earthworks associated with the A6 MARR scheme.

Client:



Project:

**A6 TO MANCHESTER AIRPORT  
CHESTER LINK ROAD**

Title:

**EI30  
CHESTER LINK ROAD  
OPTION THREE**

|   |                   |                   |  |
|---|-------------------|-------------------|--|
| Drawn:<br>EC                            | Checked:<br>AR    | Approved:<br>MH   | Scale:<br>1:1000                         |
| Date:<br>30.09.14                       | Date:<br>30.09.14 | Date:<br>30.09.14 | Original drawing size:<br>841 x 594 - A1 |
| Drawing No:<br>A6MARR-2-C-01-300-SK-006 |                   |                   | Rev:<br>P0                               |