

**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**

**Chris Eldridge, Stockport Friends of the Earth**

**on behalf of**

**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**

**Parveen Akhtar**

**Head of Legal and Democratic Governance**

**The Metropolitan Borough Council of Stockport**

**Corporate and Support Services**

**Town Hall, Stockport SK1 3XE**

This rebuttal proof of evidence sets out the Council's response to the objector's proof in relation to their objection to the A6 to Manchester Airport Relief Road Compulsory Purchase Order and/ or Side Road Order that was submitted to the Department for Transport by Chris Eldridge on behalf of Stockport Friends of the Earth.

This rebuttal proof is presented by the Council's Project Director for the A6MARR scheme. James McMahon, however, contributions to this rebuttal have been made by the Council's Expert Witnesses as indicated alongside the responses.

The Expert Witnesses contributing to the responses to the objections submitted are as follows:

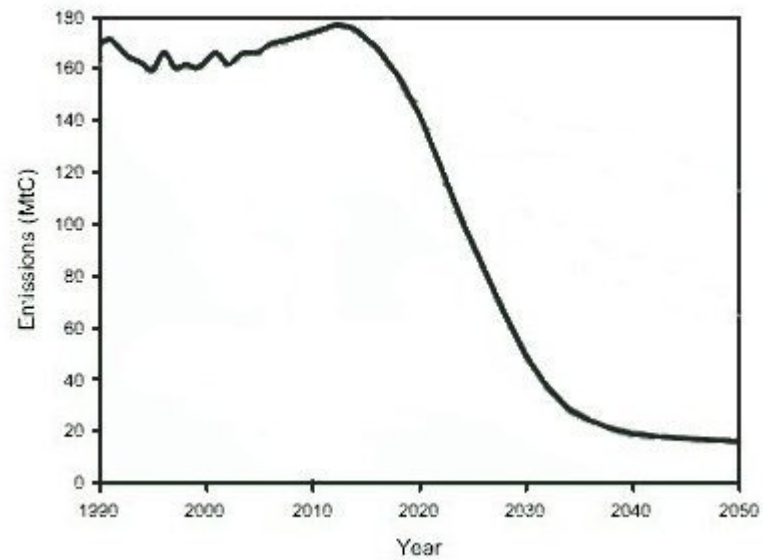
<b>Expert Witness</b>	<b>Initials</b>	<b>Proof of Evidence Name and Reference Number</b>
James McMahon	JMcM	Volume 1
Naz Huda	NH	Volume 2
Nasar Malik	NM	Volume 3
Paul Reid	PR	Volume 4
Paul Colclough	PC	Volume 5
Jamie Bardot	JB	Volume 6
Alan Houghton	AH	Volume 7
Sue Stevenson	SS	Volume 8
James McMahon	JMcM	Volume 9
Henry Church	HC	Volume 10

Objector 59: Chris Eldridge, Stockport Friends of the Earth			
Element of objector proof	Objection	Response	Expert Witness
59/R01	On behalf of Stockport Friends of the Earth, I think it is despicable the way this Public Inquiry process has been truncated.	The Side Road Order and Compulsory Purchase Order Public Inquiry process for the A6 to Manchester Airport Relief Road has been undertaken in accordance with due statutory process.	JMcM
59/R02	<p>Instead of Getting Serious about Climate Change, the Coalition Government and Stockport Council have Got Devious about Climate Change.</p> <p>The Semmms Report was issued long before the Climate Change Act came into force and has been used to justify this road. Yet no evidence has been provided to show how increased carbon emissions resulting from this road will stay within national or local carbon budgets.</p>	<p>Appendix L of the business case for the scheme examines whether the case for the current proposed road scheme is still justified or whether other solutions should be considered. In considering this justification, the document looks at:</p> <ul style="list-style-type: none"> <li>• the original SEMMMS study objectives;</li> <li>• the problems the study was tasked with addressing – and in particular those that relate to the current road scheme;</li> <li>• the options for intervention that were considered in</li> </ul>	JMcM/ AH/ PR

		<p>arriving at the SEMMMS study recommendations;</p> <ul style="list-style-type: none"> <li>• whether the traffic problems have materially changed since the publication of the SEMMMS study recommendations;</li> <li>• whether it is feasible to consider any non-road alternatives to address the transport problems in the study area; and</li> <li>• the appropriate carriageway standard and whether it is appropriate to consider a Low Cost Alternative.</li> </ul> <p>The document concludes that <i>“The conclusions of the SEMMMS study remain valid in relation to the need for the SEMMMS Road Scheme. The road scheme can be seen to be justified from the analysis of network congestion and journey patterns. No solution other than a road could cater for the very dispersed, orbital journeys currently taken across the scheme corridor albeit using north-south routes in order to make east-west journeys.”</i></p> <p>The full document can be found on the website at <a href="http://www.semmms.info/140683/638805/semmmsroadjustification">www.semmms.info/140683/638805/semmmsroadjustification</a>.</p> <p>The LPA’s, in considering the A6MARR applications took into account the National Planning Policy Framework requirement to consider the impact of the proposal on climate change. In particular CEC and SMBC highlighted the need for development on greenfield land not to increase the flow of surface runoff. Design of the road</p>	
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		and related works will achieve this.	
59/R03	I urge you to discontinue this exercise in Rubber Stamping and demand a full and proper Public Inquiry to examine all aspects of the road project and whether it should be built at all.	<p>The planning application of the preferred scheme was submitted on 1st November 2013 to the Local Planning Authorities of Stockport Council, Cheshire East Council and Manchester City Council.</p> <p>The Local Planning Authorities undertook public consultation during the application determination period, and this supplemented the consultation undertaken by the applicant prior to submission. Any comments in relation to the application were considered by the relevant Local Planning Authority in determining the application and the associated Decision Notice and planning conditions. The Secretary of State for Communities and Local Government (SoS) chose not to call in the applications so the decisions of the three Local Planning Authorities to grant the scheme planning permission is confirmed. The Decision Notices from the three Local Planning Authorities were subsequently issued.</p>	AH
59/R04	<p>During my brief exchange with the Inquiry Inspector, David Wildsmith, I referenced the evidence on Climate Change submitted by myself and Stockport Friends of the Earth to the Mottram Tintwhistle Public Inquiry (circa. 2008), which is equally relevant today to the above</p> <p>Here is a copy . . .</p> <p>Climate Change is the greatest challenge facing our generation. Climate change will affect everyone on Earth. Extreme</p>	<p>As part of the business case for the scheme, its carbon impact is considered. The business case identifies that the scheme will have a neutral impact on greenhouse gas emissions – there is a negligible change in overall carbon emissions as a result of the scheme.</p> <p>A Sustainability Statement was included as part of the planning application for the scheme.</p>	AH/ PR

	<p>weather, which is expected to be more frequent, can have catastrophic outcomes. e.g. European heatwave July 2003, floods etc..</p> <p>Limiting global temperature to a rise 2°C above pre-industrial levels is thought to prevent dangerous climate change.</p> <p>It is imperative that we reduce greenhouse gas emissions of 80-90% by 2050 according to recent research with a 70% cut by 2030.</p> <p><b>UK reductions required</b></p> <p>At the House of Commons Environmental Audit Committee in May 2007 evidence was presented by the Tyndall Centre for Climate Change Research showing that when aviation and shipping are taken into account there is a 92-100% chance of global temperatures exceeding 2°C and a 50% chance of global temperatures exceeding 4°C.</p> <p><a href="#">Download full Environmental Audit Committee report (pdf 2.1mb)</a></p> <p>Unprecedented emissions reductions of 9%p.a. will be required between 2014 and 2030 to achieve Government Targets on a 2°C global temperature rise above pre-industrial levels.</p> <p>This is a graph showing the forecast carbon emissions reduction required:</p>		
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NB. the area under the curve denotes cumulative emissions (i.e. what really matters).  
**The clock is ticking. It is time to get serious about reducing our carbon emissions.**