

**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

DWF LLP

**on behalf of Mr Robert Hankinson and Mrs Christina Hankinson, Beech Farm, Hollin
Lane, Styal, SK9 4LD**

**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 30th 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 Schedule of correspondence prior to February 2014

Appendix A – Schedule of Correspondence prior to February 2014

Date	Format	From	To	Subject
26/04/12	Meeting	Jim McMahon, Mandy Clarke	Mr Hankinson, Peter Ashburner	Scheme alignment
07/11/12	Letter	Naz Huda	Mr Hankinson	Land take plans, draft scheme layout, High Speed 2
16/11/12	Letter	Peter Ashburner	Naz Huda	Route alignment, access to severed land, height of road, replacement land.
28/11/12	Meeting	Naz Huda, Ian Keyte (NPS), Jim McMahon	Mr Hankinson, Peter Ashburner	Scheme update and land owner concerns
04/12/12	Letter	Naz Huda	Mr Hankinson	Cross section plan, Option 1 layout for Styal Road junction option
21/12/12	Letter	Brian Clancy Higby Partnership	Steven Payne (SMBC)	Engineering queries including height of road.
11/01/13	Letter	Naz Huda	Brian Clancy Higby Partnership	Height of bridge and vertical road alignment
24/01/13	Letter	Cobbetts	SEMMMS Team	Various
18/07/13	Letter	DWF	SEMMMS Team	Phase 2 consultation representations.
30/10/13	Letter	Naz Huda	John Moritz (DWF)	<ol style="list-style-type: none"> 1. The condition of the woodland, referred to in the Summary Table for Styal Road Junction Option2, 2. The choice of Option1 as the preferred route, 3. The height of the proposed route and road over rail bridge, 4. Access to potential construction sites via Network Rail bridge, 5. Land usage within the CPO boundary 6. HS2 impact of the proposed scheme 7. The diversion of currently crossing your clients land (Wilmslow FP7), 8. Fragmented usage of clients land, 9. Access to telecommunications tower.
11/11/13	Email	Naz Huda	Peter Ashburner	Various scheme plans

27/11/13	Letter	Peter Asburner	SEMMMS Team / Planning	Objection to the scheme.
Refer to Appendix HC/40 for meeting with the land owner / representatives and CBRE/Council for February 2014 onwards.				

Appendix B 12.11.07 letter to Mr Hankinson



STOCKPORT

METROPOLITAN BOROUGH COUNCIL

Communities, Regeneration &
Environment Directorate

Stopford House

Stockport,

SK1 3XE

SEMMMS.Relief.Road@stockport.gov.uk

Naz.Huda@stockport.gov.uk

Telephone 0161-474-4835

www.semmms.info

Mr. Hankinson
Beech Farm,
Hollin Lane,
Styal,
Wilmslow.
SK9 4LD

My Ref: EED/NH/S/Semmms/6.27
7th November 2012

Dear Mr. Hankinson,

IN CONFIDENCE

Scheme: SEMMMS A6 to Manchester Airport Relief Road
Subject: Information Request

Thank you for attending the Public Consultation exhibition at Handforth on Saturday. We appreciate your concerns over the proposed relief road and aim to address them by enclosing the following plans:

- **Land Parcel Plan (Plot No 518)**
Copy of a previously supplied plan of land ownership to the east of Styal railway line.
- **Land Parcel Plan (Plot No 522)**
Copy of a previously supplied plan of land ownership adjacent to the Electricity Sub-Station on Styal Road.
- **Scheme Layout Plan (1007/3D/DF6/A6-MA/GA/794)**
Plan showing outline of DF6 Mainline Option1 and diversion proposals to the existing Public Footpaths associated with land parcel No518.

At the Handforth Public Consultation meeting you requested information regarding proposed access to the fields adjacent to Shadowmoss Road. Although we will be carrying out work on Shadowmoss Road, we are not proposing any new access points to adjacent fields as part of this scheme.

During your discussions you queried where the woodland, referred to in the Summary Table for Styal Road Junction Option2, was located. The woodland mentioned refers to the mature trees found on the land adjacent to the Manchester International Office Centre. You also enquired as to whether the SEMMMS Scheme has taken into account any High Speed 2 (HS2) route. At present we are not aware of any HS2 proposals that would impact on the SEMMMS Project.

Please note that the above noted plans are of a sensitive nature and should be regarded as DRAFT. They are to be used for you internal purposes ONLY and not to be passed on to third parties. If you require any further information or have any queries, please do not hesitate to contact either myself or Mandy Clarke.

Yours sincerely,

Naz Huda
PP

Naz Huda
SEMMMS Design Manager - Engineering Consultancy Services
A6 to Manchester Airport Relief Road

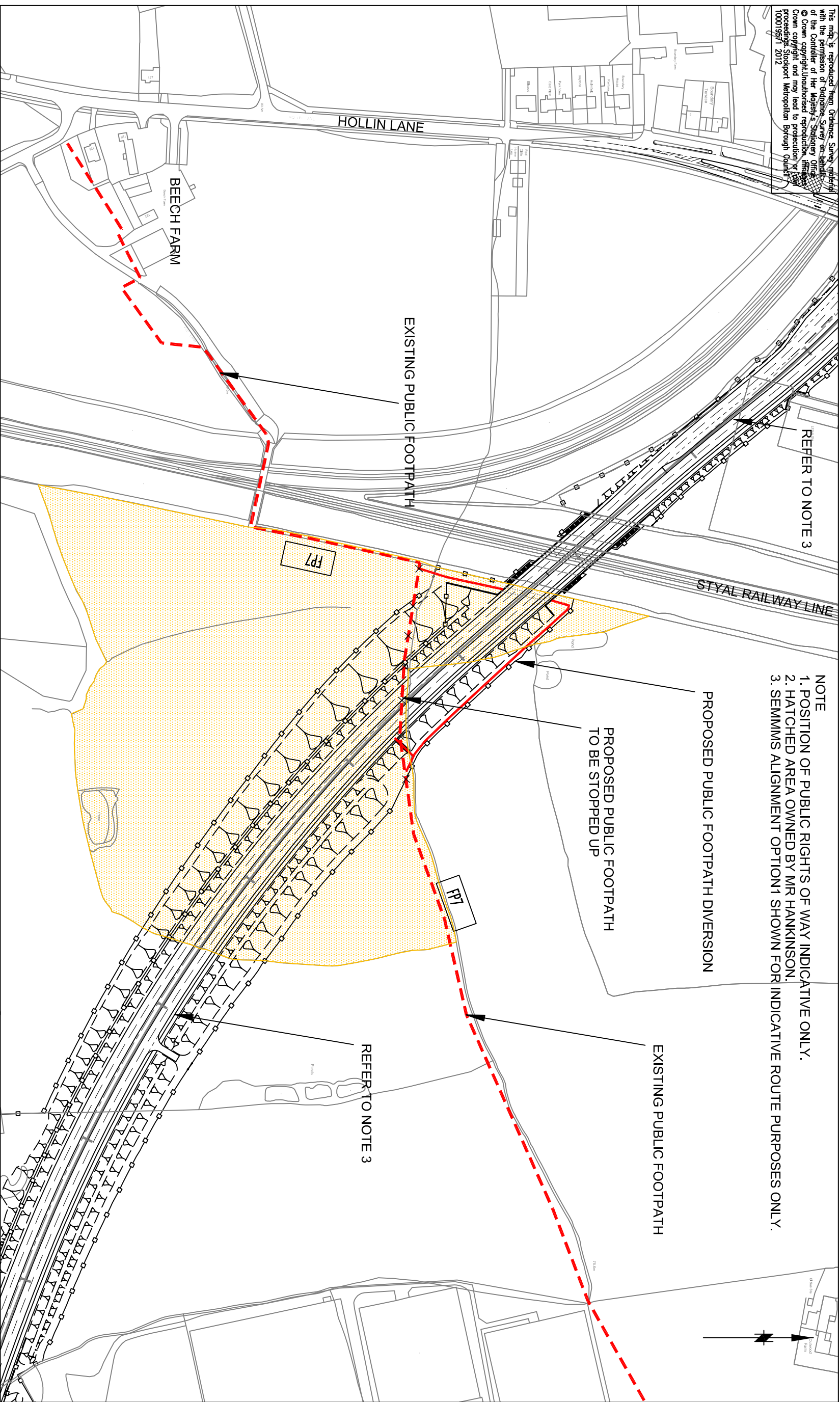
Encl.

cc
Mandy Clarke - SEMMMS Land Liaison Officer
Darren Facey - NPS Property Services
SEMMMS Administration Section

Eamonn Boylan
Chief Executive

Appendix C Drawing 1007_3D_DF6_A6-MA_GA_794

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100019357 2012



- NOTE
1. POSITION OF PUBLIC RIGHTS OF WAY INDICATIVE ONLY.
 2. HATCHED AREA OWNED BY MR HANKINSON.
 3. SEMMS ALIGNMENT OPTION1 SHOWN FOR INDICATIVE ROUTE PURPOSES ONLY.

AMENDMENTS					JOB TITLE			
DRAWN	CHECKED	DATE	No	AMENDMENT	Filename			
					Drawn	Engineer	Checked	Approved
					SP	SP	NH	MPR
					Date 07.11.12	Date 07.11.12	Date 07.11.12	Date 07.11.12
DRAWING TITLE					Scale			
					1:2500			
MR HANKINSON - PLOT No518 - PROW					Drawing No.			
					1007/3D/DF6/A6-MA/GA/794			
					Revision			

Appendix D 14.01.16 email to DWF regarding access into Mr and Mrs Hankinson's land

Emma Hughes

From: Naz Huda
Sent: 16 January 2014 13:02
To: 'Alice Birch'
Cc: Keyte, Ian (Ian.Keyte@nps.co.uk); 'CLARKE, Mandy' (Mandy.Clarke@cheshireeast.gov.uk)
Subject: RE: SEMMMS Scheme [DWFLLP-Cobbetts.FID20684026]
Attachments: Scan_arb_20140116_2466_001.pdf

Hi Alice

Access will be provided via the left in / left out farmers access and track just to the east of the land in question.

Regards

Naz

From: Alice Birch [<mailto:Alice.Birch@dwf.co.uk>]
Sent: 16 January 2014 12:20
To: Naz Huda
Subject: SEMMMS Scheme [DWFLLP-Cobbetts.FID20684026]

Hi, Naz

Further to our earlier telephone conversation, please find a plan attached. I have indicated the parcel of land that I would like to clarify whether it will be severed under the proposed route.

Kind regards

Alice

Alice Birch Trainee Solicitor
Real Estate, Planning
DD +44 161 838 0281 **DDI** 2281

DWF LLP
1 Scott Place 2 Hardman Street Manchester M3 3AA
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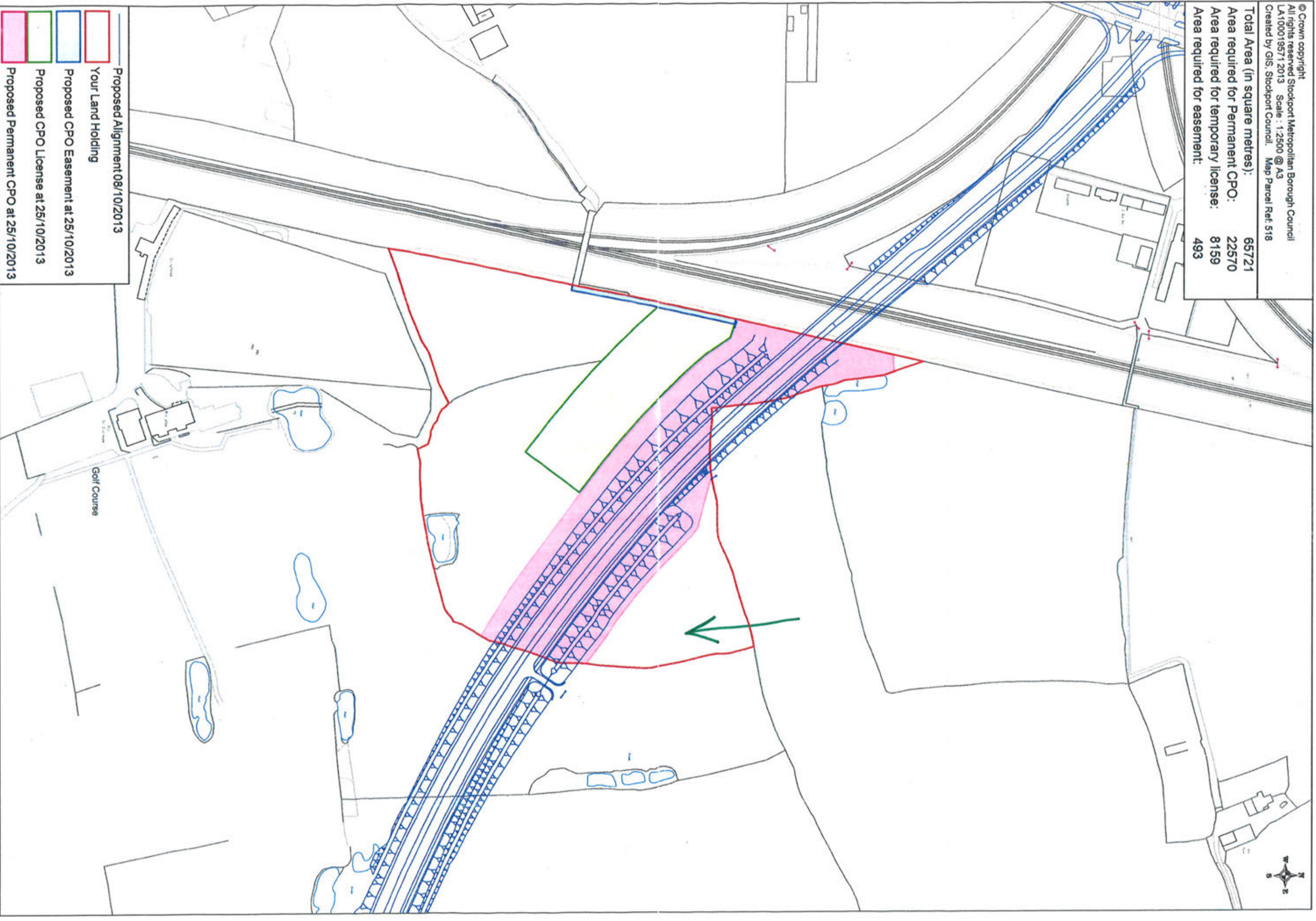
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Total Area (in square metres):	65721
Area required for Permanent CPO:	22570
Area required for temporary license:	8159
Area required for easement:	493



Appendix E 13.10.30 letter to DWF John Moritz



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

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Telephone 0161-474-4835
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DWF LLP
1 Scott Place,
2 Hardman Street,
Manchester,
M3 3AA
FAO Mr John Moritz

My Ref: EED/NH/S/Semmmms/6.27
30th October 2013

Dear Sir,

IN CONFIDENCE

**Scheme: SEMMMS A6 to Manchester Airport Relief Road
Subject: Scheme Information Update**

I have been reviewing correspondence between the SEMMMS Project Team and land owners affected by the proposed A6 to Manchester Airport Relief Road. I apologise for not replying to your latest correspondence dated 18th July 2013 sooner. In your last letter you highlighted your clients concerns regarding different aspects on the proposed scheme and which your client has reiterated at subsequent meetings.

Contained in your letter date 18th July 2013 and supplementary letter of the same date were the following comments;

1. The condition of the woodland, referred to in the Summary Table for Styal Road Junction Option2,
2. The choice of Option1 as the preferred route,
3. The height of the proposed route and road over rail bridge,
4. Access to potential construction sites via Network Rail bridge,
5. Land usage within the CPO boundary
6. HS2 impact of the proposed scheme

Items raised in your letter dated 23rd January 2013 that you feel had an unsatisfactory response

7. The diversion of currently crossing your clients land (Wilmslow FP7),
8. Fragmented usage of clients land,
9. Access to telecommunications tower.

In response to the items listed above;

Items 1 & 2

Option1 was the route preferred by the majority of the respondents of the Public Consultation. This route requires less landtake and therefore reduced land costs. It also has lower construction costs compared to Option2. Following a review of the information, the three Local Authorities determined the preferred scheme to incorporate Option1 at this location.

Item3

Your client has previously raised his concerns regarding the height of the relief road. The SEMMMS Design Team reviewed, and the road was subsequently lowered by approx. 1.5m on the east side approach to the rail bridge. The proposed relief road has been designed in accordance with the Design Manual for Roads and Bridges (DMRB) with the horizontal and vertical geometry predominately, but not exclusively, in accordance with TD9 Table3. The vertical alignment, as shown on drawing No 1007/3D/DF7/A6-MA/GA/209, has a vertical crest curve located over the railway line at a fixed height. A short length of straight grade (1% gradient) has been introduced to facilitate a "rolling" of the carriageway superelevation to follow the horizontal alignment and negate areas of standing surface water (TD9, Para 3.7). This combination of horizontal and vertical geometry coupled with the fixed height of the railway bridge limits the options to lower the road on the western side of the railway.

As stated above the proposed height of the bridge over the railway line is positioned at a fixed height. The SEMMMS Design Team has consulted Network Rail and has agreed a vertical clearance between the railway overhead electrical apparatus and the soffit of the proposed bridge structure. However, there may be further scope to reduce the height of the bridge and the road at detailed design stage subject to further consultation between Network Rail and the contractor.

Item4

The SEMMMS Design Team, during the tendering process, has not identified the bridge adjacent to your client's land as a potential access route to construct the proposed road or Railway Bridge. Any access over this structure for the construction of the proposed scheme would be by prior agreement between the contractor and the owner.

Item5

There is an area of land identified under license adjacent to the proposed bridge to be used for potential site compound and material storage for the construction of the railway bridge. When the scheme is complete this area of land will be returned to original condition and usage. This is 8159m² and identified on the attached plan.

Item6

The proposed route of HS2 has now been made public and does not impact on this project.

Item7

The route of the proposed road cuts across the line of Footpath No7. A permanent public right of way diversion is proposed by re-routing the footpath under the relief road via a pedestrian subway constructed as part of the proposed railway bridge, and linking it back onto its original line. Your client's private means of access across the existing railway bridge will not be interrupted by this scheme. I also refer you to my response to Item4 above. (Please refer to drawing No 1007/3D/DF7/A6-MA/PABP/P/025)

Items 8 & 9

Land identified on the attached drawing (No 1007/3D/DF7/A6-MA/PABP/E/003) as being required for the proposed scheme will be subject to a remuneration package. There is a severed parcel of land to the north of the proposed road owned by your client that we are proposing to provide a left in/out access onto the proposed road via a maintenance track. This maintenance track will also provide permanent vehicular access to the telecommunications mast. The contractor will take necessary action to prevent damage to the communication mast.

I attach the following drawings for your information

1007/3D/DF7/A6-MA/PABP/P/025	Proposed Scheme Layout
1007/3D/DF7/A6-MA/PABP/E/003	Proposed Scheme Landtake
1007/3D/DF7/A6-MA/GA/209	General Arrangement Plan & Long Section
SEMMMS Figure 5.42.1	Landscape Mitigation
SEMMMS Figure 5.43.1	Landscape Mitigation
Land Plan No518	Land Ownership Plan

Yours sincerely,

Naz Huda
SEMMMS Design Manager – Engineering Consultancy Services
A6 to Manchester Airport Relief Road

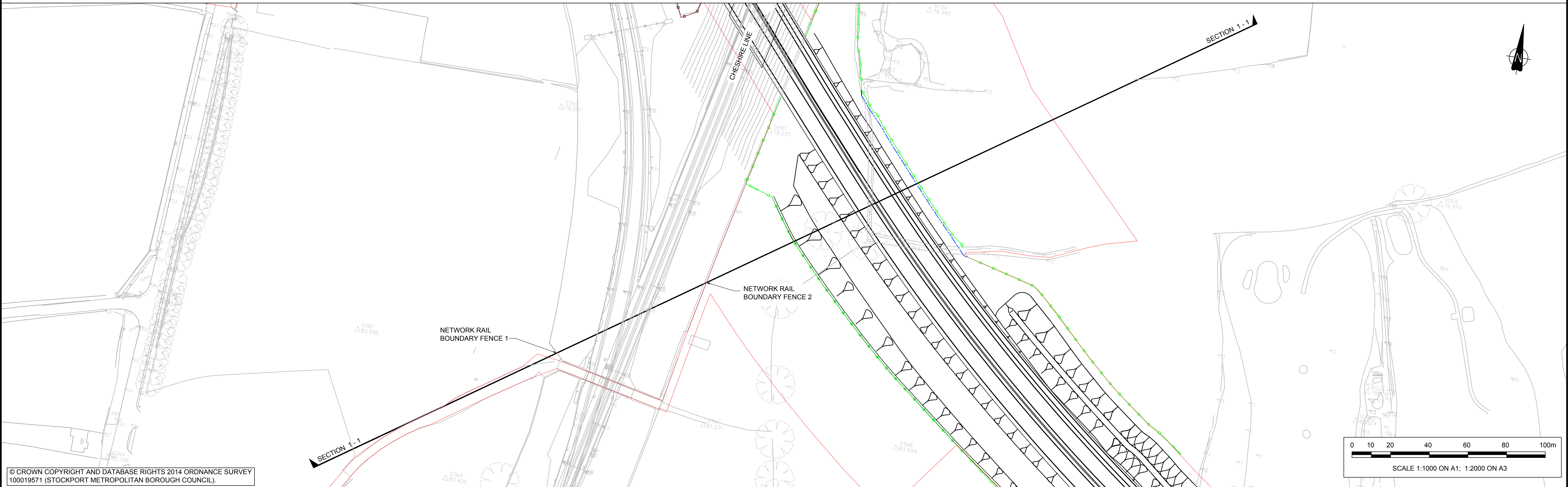
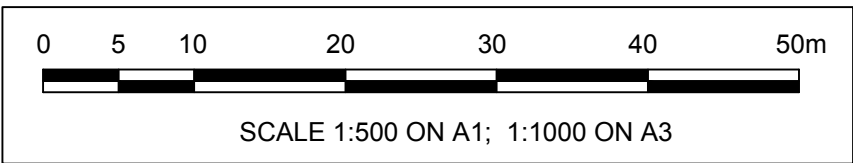
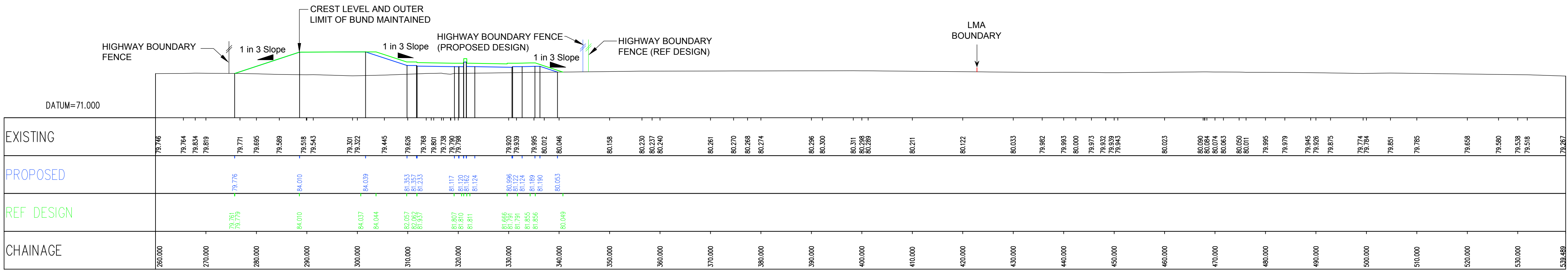
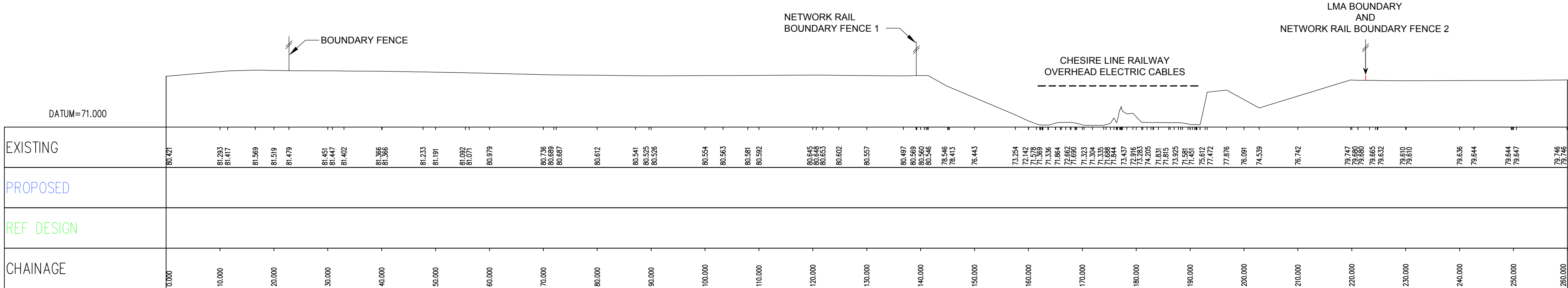
Encl.

Cc
Mr. Hankinson – Land owner

Electronic cc
Andrew Ross – Cheshire East Council
Peter Ashburner – Frank Marshall (Land Agent)
Mandy Clarke – SEMMMS Land Liaison Officer
Ian Keyte – NPS Property Services
SEMMMS Administration Section

Eamonn Boylan
Chief Executive

Appendix F Drawing A6MARR-4-W-01-300-SK-001



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NOTES

1. REFERENCE DESIGN LEVELS ARE BASED ON THE DESIGN SUBMITTED FOR PLANNING.
2. PROPOSED LEVELS ARE BASED ON THE DESIGN AS OF SEPTEMBER 2014, WHICH INCLUDES A LOWERING OF THE ALIGNMENT OVER THE CHESHIRE RAIL LINE BY APPROX. 900mm

LEGEND

- LMA
- REFERENCE DESIGN FENCE LINE
- PROPOSED DESIGN FENCE LINE

Client:



Project:

A6 TO MANCHESTER AIRPORT
RELIEF ROAD

Title:

SECTION 4 ALIGNMENT
CROSS SECTION TO
THE EAST OF
STYLE ROAD BRIDGE (B013)

Drawn: PT
Checked: AR
Approved: MH
Scale: AS SHOWN

Date: 26.09.14
Date: 26.09.14
Date: 26.09.14
Original drawing size: 841 x 594 - A1

Drawing No. A6MARR-4-W-01-300-SK-001
Rev. P0

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	ENG	CAT II	APP'D
P0	26.09.14	PRELIMINARY ISSUE	PT	AR	JR		MH