

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

Michael Kingsley

**as Personal Representative of the Estate of Marques Kingsley Dec'd, Director of
Glenhazl Ltd**

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**

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 Michael Kingsley as Personal Representative of the Estate of Marques Kingsley Dec'd, Director of Glenhazl Ltd.

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:

Expert Witness	Initials	Proof of Evidence Name and Reference Number
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	AC	Volume 7
Sue Stevenson	SS	Volume 8
James McMahon	JMcM	Volume 9
Henry Church	HC	Volume 10

Plans showing the relevant land contained within the order(s) are shown at Figures 1a to c.

Objector 22: Michael Kingsley
 Woodleigh, Chester Road, Poynton, Cheshire, SK12 1HG
 CPO Plots: 3/2 3/2AA-3/2AD 3/2A-3/2Z 4/10 4/10A-4/10G 8/4 8/4A-8/4V 8/4Y 8/4Z 8/4AA

Element of objector proof	Objection	Response	Expert Witness
	<p>I represent the Estate of Marques Kingsley Dec'd, am the sole Director of Glenhazl Ltd and also appear in my personal capacity as an objector.</p> <p>We have extensive landholdings in the area affected by the proposed Orders and various parts of our land are proposed to be acquired compulsorily or adversely affected, as referred to in our letter of objection of the 30th January which refers. [Exhibit MK1 refers].</p>	<p>The company formerly known as Glenhazl Limited has, since 6 September 2013, been known as Glenhazl Properties Limited. Mr Kingsley is the sole director of Glenhazl Properties Limited.</p> <p>Confusion has been caused by Mr Kingsley's failure, either during meetings or in response to the Requisition for Information, to identify the various interests or to refer to the Blight Notice that he had served on the Highways Agency in respect of land adjacent to Woodford Road.</p> <p>Glenhazl Properties Limited's relationship to the Order land is not demonstrated.</p> <p>A Section 16 notice pursuant to the Local Government (Miscellaneous Provisions) Act 1976 , were served on Michael Kingsley require certain information with respect to confirming interests with his land ownerships. Response was due to be received on 19th September 2014 and no response has been received to date.</p>	<p>HC</p>

	<p>The acquiring authority (Stockport) has responded to the objections made in that letter at paragraph 37 of their Statement of Case of the 16th May 2014 but I regret to say that their responses are not accurate and/or acceptable, such that our objections are not satisfied and are therefore maintained.</p> <p>Further, issue is taken with a number of points set out in the Statement of Case which are not accurate and/or acceptable, such that it is believed that Stockport is not entitled to the Orders they seek.</p>	<p>As stated within section 37 of the Statement of Case, the Council has considered the letters of objection and remains satisfied as to the justification of the Orders and the extent of the Order Land. Based on the information received, the Statement of Case is considered to be accurate with respect to the points of objection set out in the Appendix to this Statement together with the Council's summary response in respect of each objection..</p> <p>As stated in the conclusion of the Statement of Case, the Council considers that there is a compelling case in the public interest for the making and confirmation of the Orders to secure the Order Land required for the purpose of implementing and completing the Relief Road.</p>	JMcM
22/R01	<p>Contrary to their various assertions, there has been no real attempt to reach any agreement with us in respect of design of scheme, mitigation of impact, provision of safe and comparable junctions to land in our ownership, accommodation of existing rights and/or acquisition (on any terms) of our land interests. [Exhibit MK2 refers]</p> <p>It is therefore incorrect to say that the Orders are being promoted "as a last resort" (paragraph 38.9 <i>inter alia</i> of their Statement of Case refers).</p> <p>It would seem that there was never any intention of acquisition by agreement nor does it seem that there is any intention now, contrary to the advice set out in Circular 06/2004. Those tests are accordingly not satisfied and there is no</p>	<p>As Henry Church's evidence demonstrates efforts to engage with Mr Kingsley have continued for many years in meetings that he has had with Stockport Council and with HC and also in correspondence.</p> <p>Given the extensive dialogue and failure to conclude agreement, in part arising because of:-</p> <ul style="list-style-type: none"> • Inaccurate information • the ambiguity over ownership and interests • the ambiguity surrounding the alleged existence of rights running North/South through land sold to the Highways Agency <p>the promotion of powers is seen as a last resort. This does not mean that SMBC will not try to continue to reach agreement – as demonstrated by communication and meetings subsequent to the making of the Order.</p> <p>It is not correct to say that there has never been any intention to acquire by agreement nor that there is no</p>	HC

	entitlement to Orders.	<p>intention now. Henry Church's evidence demonstrates engagement and efforts to both understand Mr Kingsley's concerns and to negotiate. Heads of Terms for an agreement were issued (see Appendix HC15) and a response to them is awaited.</p> <p>There have been matters considered and implemented within the scheme proposals as part of design development specific to the land ownership and issues raised by Mr Kingsley through the course of meetings and discussions, these include;</p> <ul style="list-style-type: none"> • Realignment of the main line west of Wilmslow Road in order to mitigate severance of two parcels of land off Clay Lane • Minor kerblines realignments on Clay Lane • Access proposals off Woodford Road, Poynton, have been tabled for discussion purposes, however have not been taken up by Mr Kingsley 	
22/R02	<p>Regrettably, although here are only about 100 landowners whose land is required to implement the scheme and agreements are already in place with all statutory undertakers, everyone would be happy to transfer their land, [even if only on the basis of receiving 90% of the price admitted by Stockport, with the remainder, if any, to be negotiated for later (or in the event of failure to agree through the Tribunal process) and of course provided their rights were adequately protected in the design] but no realistic attempts have been made to reach agreements on any rational basis.</p>	<p>As is referred to above, SMBC has made attempts to understand Mr Kingsley's concerns and to negotiate an agreement to purchase. The issuing of Heads of Terms (Appendix HC15) is part of that process.</p>	HC

22/R03	With regard to the Human Rights aspect, the making of an Order would be in contravention of our rights, since whilst it is accepted that in the right circumstances public rights can override private rights, it is not believed that those circumstances pertain here.	As stated within the Statement of Case, paragraph 2.5 and section 22; In reaching the decision to make the Orders, the Council has had full regard to the Human Rights Act and Convention and is satisfied that any interference would be lawful, necessary and proportionate.	JMCM
22/R04	there is no public interest in depriving us of existing rights in exchange for lesser or no rights, in circumstances where the loss of those rights cannot be adequately compensated	The extent to which here is a public interest in acquiring land and/or extinguishing rights is demonstrated in SMBC's evidence. Where interests and rights are acquired and/or extinguished then the affected party is entitled to claim for compensation, the quantum of which will be assessed in accordance with the compensation code. The adequacy of the code is not a matter for the inquiry.	HC
22/R05	the granting of an order in circumstances where there has been no real attempt to comply with the advice of Circular 06/2004 to acquire land by agreement, would, as stated at MK1, give Stockport the power to enter or vest the land in its ownership and carry on with its scheme, leaving us to contest adequate compensation through a difficult process, at our own expense, in circumstances where there is currently no interest being paid and contrary to our legitimate expectation to be treated fairly, particularly in circumstances where we have been (and are) willing sellers	As is evidenced, SMBC has sought to acquire by agreement. Should those ongoing negotiations not prove successful and should powers be implemented then the affected party is able to make a claim for compensation.	HC
22/R06	there is no necessity to acquire all interests referred to at paragraph 2.7 of the Statement of Case, rather than only those that are specifically required and none have been specifically listed as required by the Annex to Circular 2/97.	As stated in the conclusion of the Statement of Case, the Council considers that there is a compelling case in the public interest for the making and confirmation of the Orders to secure the Order Land required for the purpose of implementing and completing the Relief Road.	JMCM

22/R07	Dealing with Clay Lane, we have explicit rights over it, there is an agreement that it is to be kept open and the first 100 metres of it are in fact adopted. [Exhibit MK 3 refers]	SMBC is aware of the adoption of Clay Lane. It is not clear what agreement Mr Kingsley refers to (and his clarification on this point is awaited) or why there is need for an agreement given the adopted status of the highway. The Council considers that there is a compelling case for the land required to be included within the scheme and CPO.	HC
22/R08	Croft Transport Solutions confirms in a report that the junction currently proposed, as shown in the planning permission, is neither safe nor satisfactory. [Exhibit MK4 refers]	<p>The Croft Report describes three options within the report:</p> <ul style="list-style-type: none"> • Option 1 - The existing situation; • Option 2 - Junction arrangement as proposed with the approved planning application (drawing 1007/3D/PFS/A6-MA/GA/507C); • Option 3 - Alternative option including new roundabout. <p><u>Highway Safety</u></p> <p>Option 2 refers to a previous Design Freeze. The layout that the report effectively describes is as per the approved planning drawing 1007/3D/DF7/A6-MA/GA/208. The Stage 1 Road Safety Audit by Highway Associates raises the following issues with Option 2 which can similarly be applied to the approved planning drawing:</p> <ul style="list-style-type: none"> • Problem 1 - Excessive approach speeds could result in junction conflict. • Problem 2 -In sufficient manoeuvring could result in kerb over running and loss of control type collisions. • Problem 3 - Unusual junction layout could cause driver confusion resulting in head on • Problem 4 - Possible pedestrian incursion onto A6 to Manchester Airport Relief road resulting in pedestrian to vehicular conflict. <p>It is their view that Problems 2 and 4 could be 'designed out'. The designer still has concern regarding Problems 1 and 3 (I assume the report has typographical error citing 4). The SMBC Stage 1 Safety Audit (October 2013) raises</p>	NH

		<p>a similar issue (SMBC Problem 7).</p> <p>In terms of addressing Highway Associates Problems 1 and 3 and SMBC Problem 7 further development of the design at this junction has been carried out by the A6MARR Project Team, Jacobs on behalf of the Local Highway Authority (Cheshire East Council – ‘CEC’) and the Contractor (CMS).</p> <p>NB, although the scheme wide Stage 1 Road Safety Audit was carried out by the CRASH Investigation Team at SMBC, the junction is located within CEC boundary and therefore CEC/Jacobs, as Technical Approval Authority, are now in direct liaison with CMS through the Design Development and Detailed Design stages of the scheme.</p> <p>CEC/Jacobs have provided a layout Sketch Layout ‘SK02 A6-MARR Clay Lane’ (Appendix A). The layout seeks to address problems 1 and 3 by introducing a radius curve on the exit slip road via off the southern Wilmslow Road roundabout. This will reduce entry speeds into the junction priority junction with Clay Lane. The geometry also provides a more conventional junction with the slip, increasing visibility and moving further west away from Wilmslow Road. Driver confusion would be addressed via the final layout and the choice of construction materials, appropriate signing and roads markings. The layout will be developed by CMS during the Detailed Design Stage in liaison with the Local Highway Authority. Traffic signals are being considered at the junction of Clay Lane and the west bound slip road in order to mitigate the risk. A traffic signal solution would require ensuring that potential queuing would not cause blocking back issues into the Wilmslow Road junction.</p>	
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		<p>The updated layout will remain within the Compulsory Purchase Order extents and in accordance with the Side Roads Order.</p> <p><u>Capacity</u> Although the Report states on page 3 <i>'It is our view that the proposed arrangement is highly unusual and we have concerns regarding how it will operate in capacity and highway safety terms... there is the potential for queuing on the access arm of the A555 roundabout to queue back and block onto the slip road.'</i></p> <p>The report does not elaborate on the point of capacity further in the report. The operational assessments for the Clay Lane / Wilmslow Road junction indicate that the junction provides sufficient capacity to accommodate the flows predicted post implementation of the scheme. The assessment indicates a mean maximum peak hour queue of only one vehicle on the approach to the roundabout from Clay Lane. The proposed layout allows space for up to 8 vehicles without the queue reaching the slip road. In order to avoid the possibility in the future of blocking back occurring, appropriate road markings would be provided.</p> <p>It should be noted that CMS will commission independent Stage 2, 3 and 4 Road Safety Audits for the full scheme in accordance with the Design Manual for Road and Bridges HD19/03.</p> <p><u>Comments on Option 3</u> The Design Team note that there appears to be no justification to design and construct Option 3 other than for the benefit of increasing the development potential of land owned by the Objector. There is also noted the following in terms of the design:</p>	
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		<ol style="list-style-type: none"> 1. Increases the area of carriageway to be constructed and therefore construction costs; 2. Is out with the current planning consent boundary; 3. Is out with the Compulsory Purchase Order extents; 4. Would likely require a retaining wall between the proposed roundabout and the mainline of the A6MARR therefore increasing construction and whole life costs. This could be potentially be 'designed out' with a re-alignment. 5. The additional carriageway and junction outside no. 7 Clay Lane would require street lighting therefore increasing environmental impact on residents of Clay Lane. 	
22/R09	Croft's proposed junction would take less land than that included in the Order and the Order could be amended accordingly.	The design as per Croft Option 3 appears to require greater land than the published Order. Additional land is required from the objector and also third parties who may own the 'half width' of Clay Lane on the south side adjacent to 5-9 Clay lane.	NH
22/R10	We have a legitimate expectation that our current rights of access and our ability to develop all of our land out of Clay Lane, along with our right to expect to have it remain open sufficient for that purpose, will continue to be accommodated.	<p>Insofar as the affected land is injuriously affected by the road scheme then the owner is entitled to submit a claim for compensation, the quantum of which will be assessed in accordance with the compensation code.</p> <p>Land within the CPO is being acquired purely for the purpose of the scheme, and alternative means of access have been provided. Any loss to development potential of land remaining is dealt with under the compensation code. This potential will of course be constrained by the planning policies of the LPA as they currently exist and in the future.</p>	HC/ AH
22/R11	The loss of all or any of the ability to continue to have full and safe access to the southern spur of the double dumbbell roundabout to a standard sufficient to	The scheme design meets the needs of the A6 MARR, and this is its prime purpose. The scheme design has considered alternative layouts and has concluded that the proposal provides a safe junction between Clay Lane and	HC/ AH

	<p>enable the full development of our land cannot be properly compensated through the compensation process.</p>	<p>Wilmslow Road whilst minimising land take. Further refinement of the design will be carried out throughout the Detailed Design Stage of the scheme by the Council's appointed Contractor and his Design Team. The Detailed Design is subject to a Stage 2 Road Safety Audit.</p> <p>Insofar as the affected land is injuriously affected by the road scheme then the owner is entitled to submit a claim for compensation, the quantum of which will be assessed in accordance with the compensation code.</p>	
22/R12	<p>The junction proposed for Woodford Road Bramhall should be amended to either have slip roads to connect it into the Relief Road to the East, so that the junction at Chester Road Poynton can be considered in isolation and on its own merits or alternatively should have no connections here at all, resulting in lesser land take. We again ask for a recommendation that one or other of these alternatives be substituted for the junction currently proposed, if the orders proceed.</p>	<p>The A5102 Woodford Road is currently a single lane carriageway and provides a link between Bramhall and Woodford. An at-grade roundabout provides a connection to the existing A555 dual carriageway.</p> <p>Residential properties are located to the east and west of the A5102 Woodford Road and to the north and south of the A555. To the east of the existing junction there is land and property owned by the Highways Agency in preparation for the previously funded trunk road scheme between the M60 and Manchester Airport.</p> <p>Six junction layout options were considered at this location - junction configurations have been considered at this location in conjunction with junction layout proposals at the A5149 Chester Road due to their proximity and impact on predicted traffic movements in the surrounding area:</p> <p>Option 1 (No junction provision): The A6MARR would pass under the A5102 Woodford Road in a cutting and link directly into the existing A555. There would be no direct access from the A5102 Woodford Road onto the existing A555 or A6MARR;</p> <p>Option 2 (At-grade signalised crossroads): At-grade</p>	NM

		<p>signalised crossroads catering for all movements; Option 3 (At-grade roundabout): At-grade roundabout catering for all movements; Option 4 (Grade separated junction – all movements): Grade separated junction catering for all movements, with the A6MARR passing in a cutting under the A5102 Woodford Road; Option 5 (Grade separated gyratory junction – restricted movements): Grade separated junction (half diamond west-facing slip roads), with the A6MARR passing in a cutting under the A5102 Woodford Road; and Option 6 (Grade separated T-junctions – restricted movements): Grade separated junction (half diamond west-facing slip roads), with the A6MARR passing in a cutting under the A5102 Woodford Road, and signalised T-junctions at the top of each slip road to facilitate traffic movements.</p> <p>Option 1 was discounted due to adverse traffic and environmental impacts, associated with increased traffic on local roads. Options 2 and 3 were discounted due to the findings of initial traffic modelling and the requirement for residential property acquisition. Option 4 was discounted due to the requirement to demolish residential properties on Woodford Road.</p> <p>When used in conjunction with a junction at the A5149 Chester Road, Options 5 and 6, facilitate traffic movements around the Woodford road area. In addition, controlled crossing facilities for NMUs could be provided where required. Options 5 and 6 were subsequently presented at the Phase 1 public consultation, renumbered as Option 1 (Grade separated gyratory junction – restricted movements) and Option 2 (Grade separated T-junctions – restricted movements) respectively.</p>	
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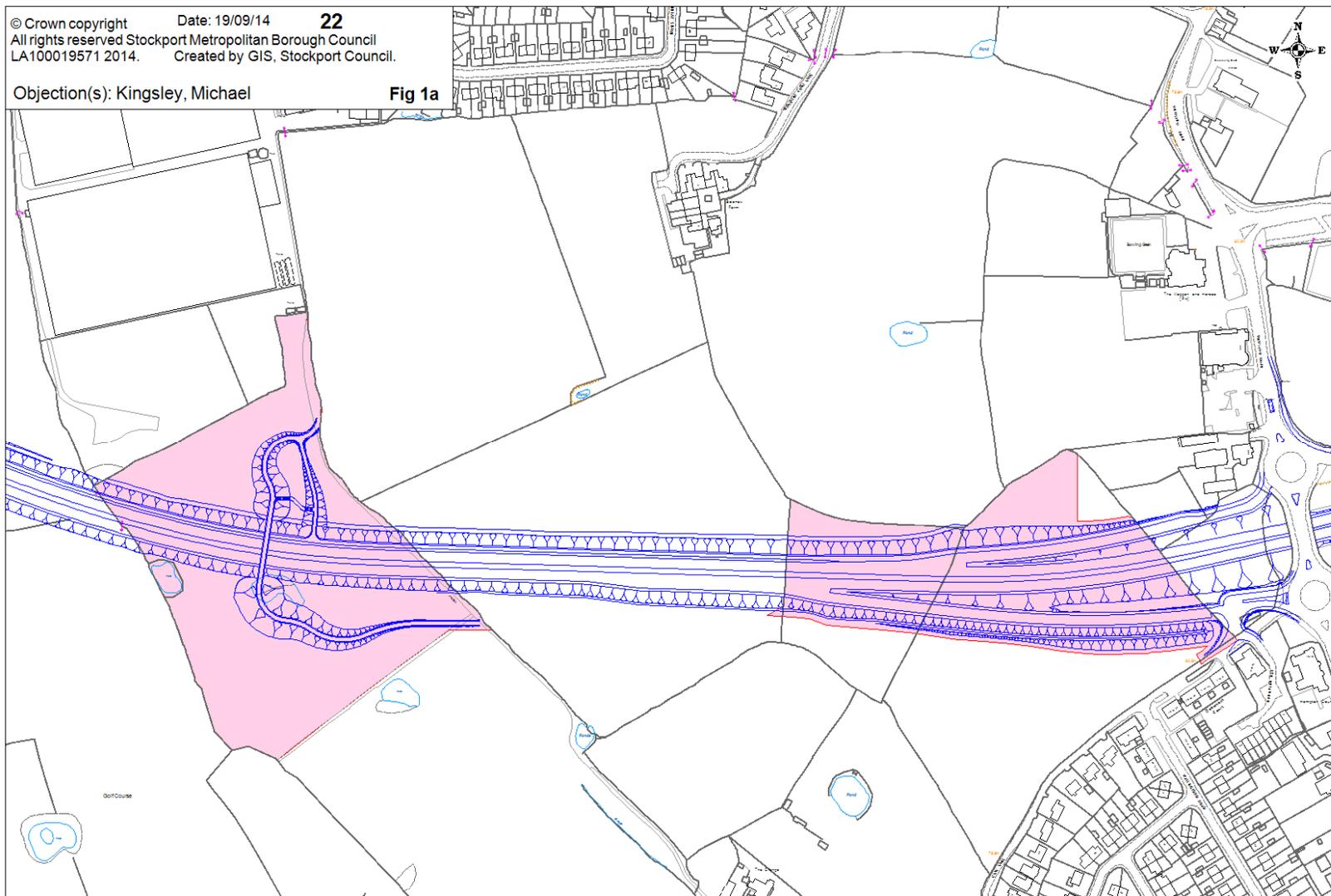
		<p>There was a clear preference for Option 2, the introduction of grade separated T-junctions at the Phase One public consultation. Some 48% (4,325) of respondents indicated that they were in favour of this junction option compared to 16% (1,448) of respondents who favoured Option 1 (grade separated gyratory junction).</p> <p>Members of the LLF8 (Bramhall – Woodford Road area) and LLF9 (Bramhall – Albany Road area) Local Liaison Forums were asked for their views on the two junction options for the A5102 Woodford Road. Throughout the course of discussions at LLF8, it was evident that there was no clear preference for either junction option. Meanwhile members of LLF9 expressed a preference for Option 2.</p> <p>Option 2 (Grade separated T-junctions – restricted movements) was presented as the preferred junction option as part of the Phase Two public consultation, and is retained as part of the A6MARR preferred scheme.</p> <p>Not providing a junction at Woodford Road would lead to traffic to/from Bramhall accessing the A6MARR via the Chester Road junction or continuing to use the existing local roads for the journeys. In either case, the traffic implications are considered to be unacceptable in relation to making it accessible to existing traffic.</p>	
22/R13	The junction at Chester Road Poynton should, as an alternative to the junction shown in the planning permission, be as per the Plan originally prepared by Stockport appended hereto. That Plan would be a better solution for the connection to Chester Road and the oil	The proposed alternative junction arrangement involves a major grade-separated junction. An image of the design has been provided by the objector. It appears to indicate that the mainline of the A6MARR travelling at ground level or above. The four slip roads, the roundabout, the Poynton Bypass and the Chester Road link appear to be below ground level and in cutting. Chester Road appears to	NM

	<p>depot than that presently proposed and would provide a better, less confusing and more effective connection for the Poynton Bypass. [Exhibit MK5 refers]</p>	<p>remain on the existing vertical and horizontal alignment with a proposed priority roundabout at existing grade. The construction costs for this scheme design option, excluding consideration of the Poynton Bypass appear much greater than the approved scheme. This is both in terms of capital construction costs and whole life costs (to be maintained by the Local Highway Authority):</p> <ul style="list-style-type: none"> • Two highway bridges carrying the dual carriageway over the roundabout; • Additional earthworks cost in terms of excavation, disposal and deposition volumes; • Statutory Undertake diversion costs including the oil pipeline diversion. • Drainage costs including potential pumps stations due to low points being created. • An increased construction period would be required to take account of the above additional work items <p>The land required for this alternative requires additional land to the north but less to the south east of the mainline roundabout therefore from an initial view point could be considered to be neutral. There would be varying levels of impact on the various land owners in the vicinity.</p> <p>The alternative design is not in accordance with the A6MARR scheme objectives to create at-grade junction and to provide a relief road for local traffic.</p> <p>This would also have the same traffic disadvantages as described above and for all these reasons, the proposed alternative junction arrangement is not considered to be acceptable.</p>	
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22/R14	<p>With regard to the position at Woodford Road Poynton, the current proposal for a bridge and no connection into the proposed Relief Road cuts off our access to Woodford Road from the land which we own to the East and leaves our land landlocked and/or unable to obtain access from our land to Woodford Road to the standard necessary to complete the extension of Glastonbury Drive from the East to Woodford Road to the standards of a full ghost island junction, as is possible at present.</p>	<p>At the time of publication of the Compulsory Purchase Orders and the Side Roads Orders the land to the east of Woodford Road and to the south of A6MARR was proposed to be access via the accommodation bridge – B006 Hill Green Accommodation Bridge. Since publication of the Orders land has been sold by the objector to the Secretary of State for Transport. This is indicated on plan ‘Task 4347_10 Kingsley DfT.’</p> <p><u>Severed Land to the north of the A6MARR</u> The objector has previously noted this to the Council. This small area of land is 267m2 and the Council is unable to provide access to this land therefore it is intended to acquire the land via private agreement (Land Registry Title CH316811)</p> <p><u>Severed Land to the south of A6MARR</u> The residual parcel of land severed by A6MARR to the south is a total of 23,830m2 and therefore it is proposed that this land could be accessed via the accommodation bridge and a Private Means of Access which would be fit for its current agricultural purposes. Adjacent to the A6MARR similar to that originally proposed. There is neither intension nor justification for the scheme to provide right turn facility on Woodford Road, Poynton as suggested by the objector.</p> <p>Insofar as land is severed and/or injuriously affected then the affected party will be entitled to claim for compensation, the quantum of which will be determined in accordance with the compensation code</p> <p>Mr Kingsley has been provided with a plan showing a replacement agricultural access to his retained Woodford</p>	NH/ HC/ AH
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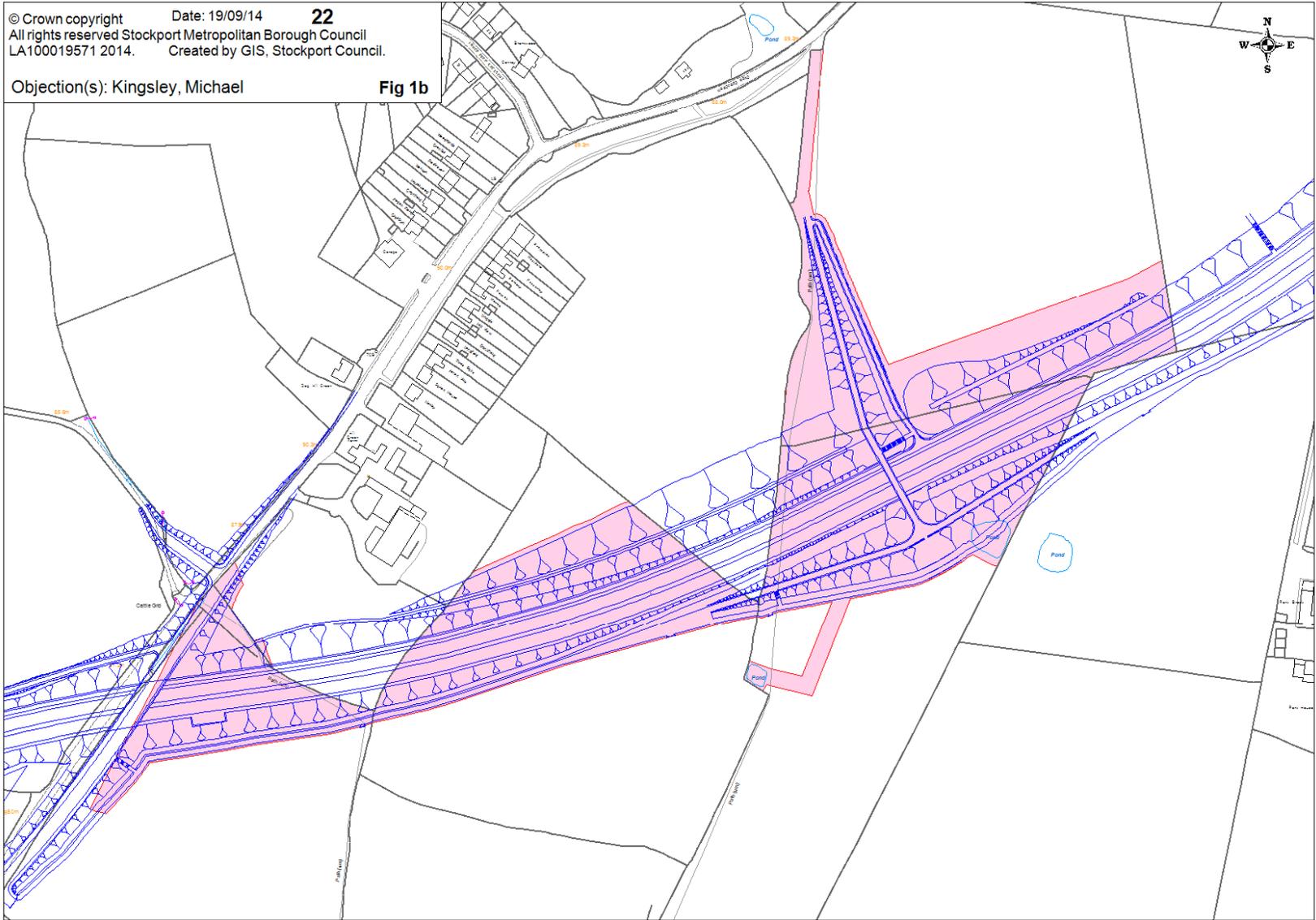
		<p>Road land. We are not aware, other than when advised by Mr Kingsley, of any plans or need to extend Glastonbury Drive to Woodford Road.</p> <p>Any creation of landlocked land which might limit future development potential of land remaining is dealt with under the compensation code. This potential will of course be constrained by the planning policies of the LPA as they currently exist and in the future.</p>	
22/R15	<p>Since the loss of the ability to create a ghost island junction here cannot be satisfied by compensation, we ask for a recommendation that there should be a connection of Woodford Road into the Relief Road in accordance with the Plan set out in Stockport's original public junction consultation and as previously proposed. [Exhibit MK6 refers]</p>	<p>Insofar as the affected land is injuriously affected by the road scheme then the owner is entitled to submit a claim for compensation, the quantum of which will be assessed in accordance with the compensation code.</p> <p>There is no justification for a provision of a ghost island junction off Woodford Road, Poynton. However, no new connections to the road that would have appropriate access to the existing highway would be refused provided that the Local Highway Authority was satisfied that the appropriate design standards were met.</p>	HC
22/R16	<p>Further, in respect of the design of the field crossing for footpath 31 fails to take into account our rights to have continued rights of access over the full width of the existing North/South roadway or our ability to improve it to full adoption standard.</p> <p>The failure to accommodate our rights cannot be satisfied by compensation, so we would ask for a recommendation that the footpath crossing be redesigned to properly accommodate our rights, should the Orders proceed. [Exhibit MK7 refers]</p>	<p>The existence of rights running North/South over land transferred by Mr Kingsley to the Highways Agency following acceptance of the Blight Notice he served on them, is disputed. There is no reference to any such rights on the title nor has Mr Kingsley provided any evidence of the existence of rights, in spite of requests to do so.</p> <p>Insofar as an affected party incurs costs and losses then a claim for compensation in respect of those costs and losses can be submitted. The quantum of compensation will be assessed in accordance with the compensation code.</p>	HC

Figures 1a to c: Land within the Order(s)



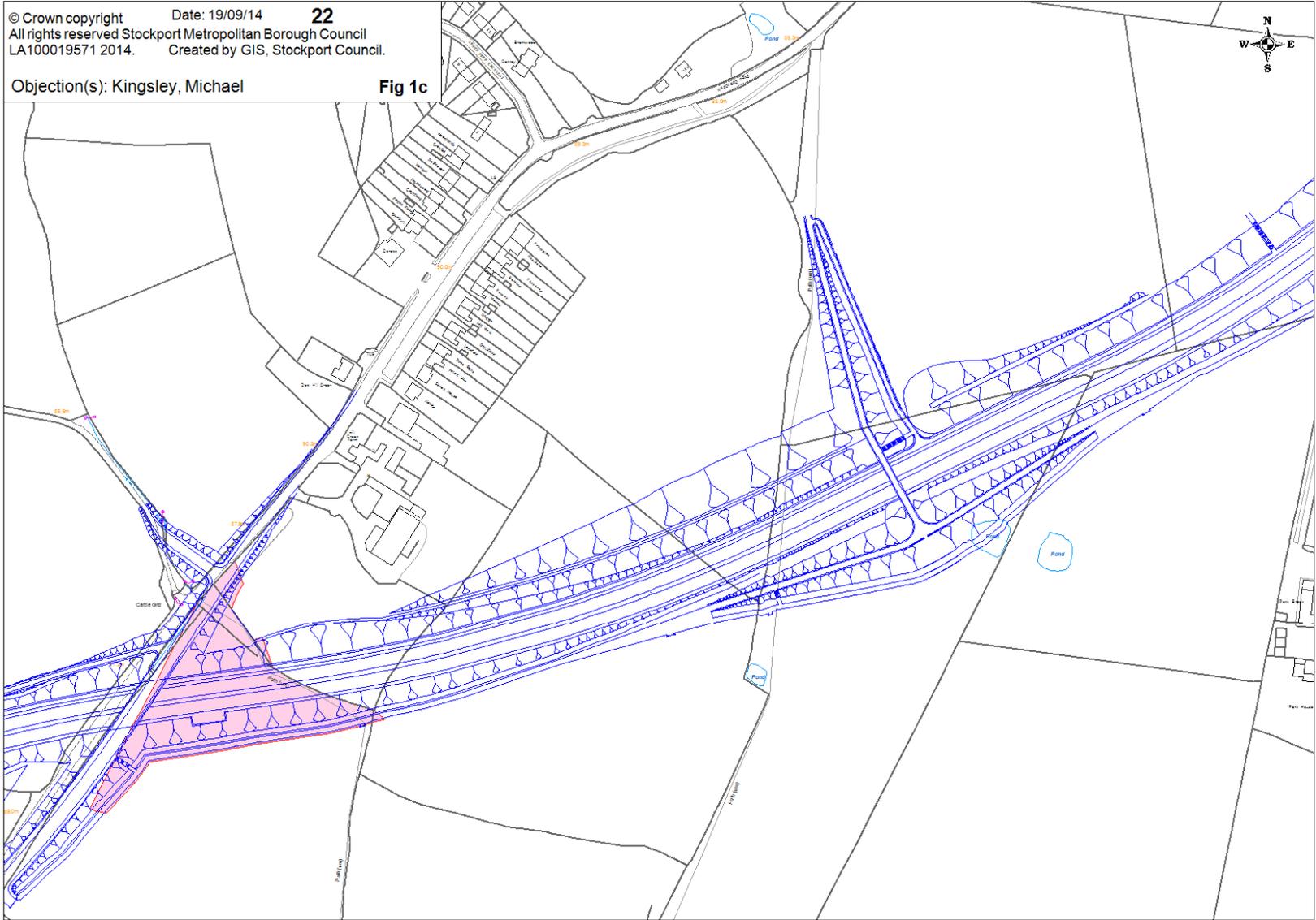
Objection(s): Kingsley, Michael

Fig 1b



Objection(s): Kingsley, Michael

Fig 1c



Rebuttal Volume 13/2
25th September 2014

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VOLUME 2 - APPENDICES

Parveen Akhtar

Head of Legal and Democratic Governance

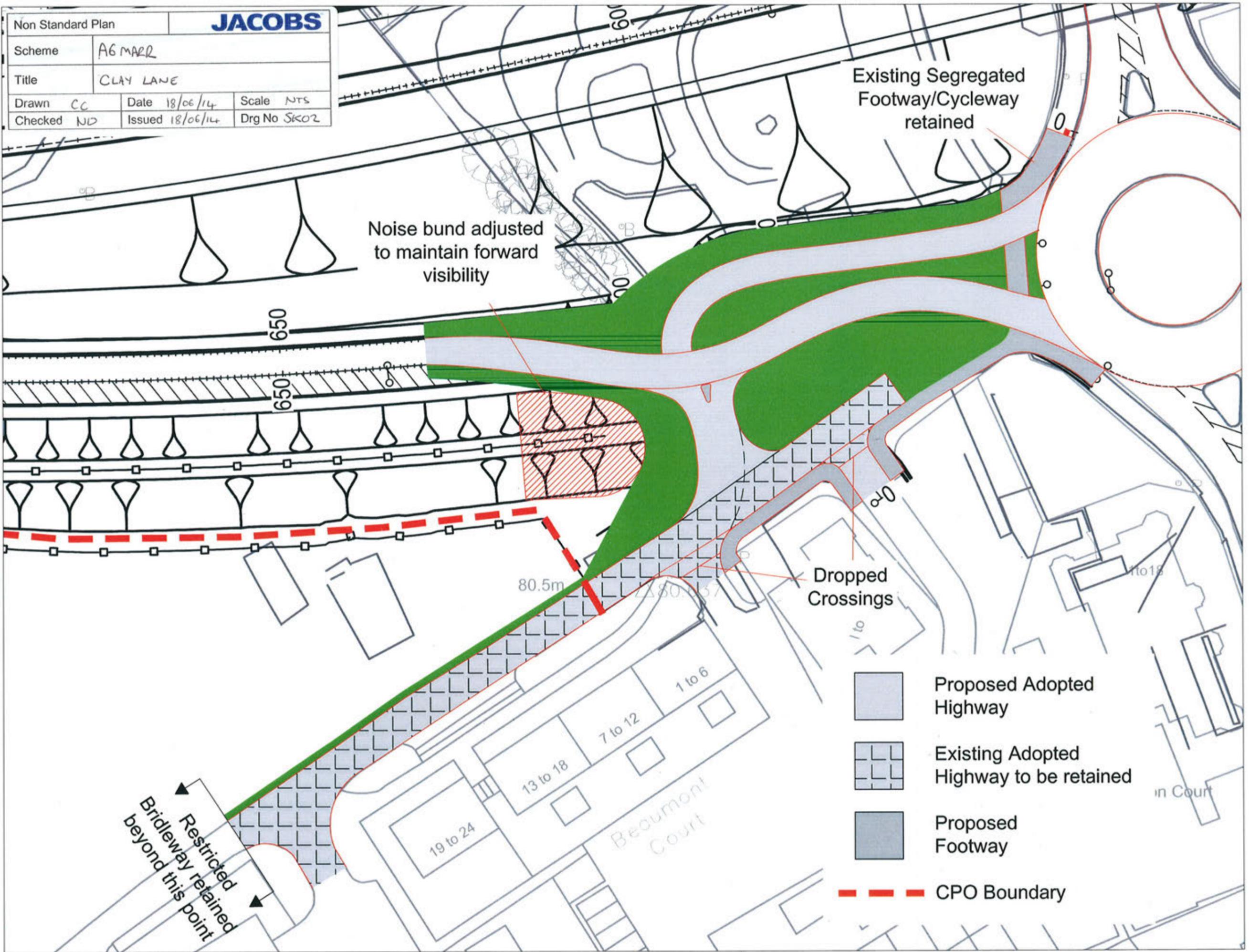
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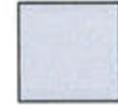
Corporate and Support Services

Town Hall, Stockport SK1 3XE

Appendix A SK02 A6-MARR Clay Lane

Non Standard Plan		JACOBS	
Scheme	A6 MARL		
Title	CLAY LANE		
Drawn	CC	Date	18/06/14
Checked	ND	Issued	18/06/14
Scale	NTS		
Drg No	SK02		



-  Proposed Adopted Highway
-  Existing Adopted Highway to be retained
-  Proposed Footway
-  CPO Boundary