

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 & Mrs Deen, 117 Macclesfield Road, Hazel Grove
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
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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 Mr & Mrs Deen, 117 Macclesfield Road, Hazel Grove.

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

A plan showing the relevant land contained within the order(s) is shown at Figure 1.

<p>Objector 13: Mr and Mrs Deen 117 Macclesfield Road, Hazel Grove, Stockport, SK76DT</p>			
Element of objector proof	Objection	Response	Expert Witness
13/R01	<p>Option 1 is not an effective solution in terms of visual impact; a rudimentary glance at the plans can demonstrate that a single lane road becomes a monstrous seven lane cross roads.</p> <p>I regularly watch families and walkers pass by on their way to Poynton Pool or one of the many walks available nearby. The route to these is currently accessed via an uninterrupted pavement. In future this will mean navigating what will be one of the largest junctions in the local area.</p>	<p>The selection of junctions along the route was considered during the design development prior to the submission of the planning application for the scheme. Planning Approval has now been granted by the three Local Planning Authorities (LPAs) for the scheme which includes Option 1 at the Macclesfield Road junction. Option 1 is an effective solution, including in terms of noise, visual, air quality and traffic impacts.</p> <p>Pedestrians will have fully signalised pedestrian facilities to allow them to make the crossings safely across the junction.</p>	SS
13/R02	<p>In their Statement of Case (SoC) the Council describes measures to make certain roads 'less attractive' to motorists by reducing speed limits or adding traffic calming measures. Isn't there a risk that this junction makes pedestrian access to the natural attractions to the south of Hazel Grove 'less attractive' and therefore reduces their use?</p>	See response to 13/R01 above.	SS/ NH
13/R03	<p>Surely this, and the Council's ready acceptance that the plans will decimate large swathes of Green Belt and ancient woodland, contradicts the Compulsory Purchase Order test set out in Circular</p>	<p>The Council does not accept and never has accepted the proposed scheme will decimate large swathes of Green Belt and ancient woodland. It is recognised the road will be located in Green Belt, a factor which has been taken into account by the three planning authorities with full</p>	AH

	06/2004 (25.2 SoC) where the Council considers the <i>'the Relief Road will make a major contribution to improving the social, economic and environmental well-being of the local area'</i> .	knowledge of their obligations relative to exceptional circumstance prior to their approval of the planning applications for the proposed scheme. Similarly so, the test has been taken into account by Cheshire East Council relative to the small area of ancient woodland which would be removed as a result of implementation of the proposed scheme. With regard to their being a conflict between the proposed schemes location in the Green Belt and impact on ancient woodland, it is important to recognise that the reference in the SoC to social, economic and environmental well-being relates to the proposed scheme in its totality taking into account these particular impacts and other such beneficial impacts across all three areas of interest.	
13/R04	There is a very real risk that those involved are now too close to the project to be able to objectively see the negative impacts introduced by the SEMMMS scheme.	<p>The scheme has been developed and assessed in accordance with due process and the scheme has been granted planning consent by the 3 LPAs.</p> <p>Through the various supporting assessments negative impacts have been identified along with appropriate mitigation measures over the length of the scheme. These have been fully recognised within the planning conditions associated with the scheme.</p> <p>The project team at all times has acted on the basis of objective, professional judgment.</p>	JMcM
13/R05	The 'human' implications of the plans are easily overlooked when viewing documents containing exaggerated benefits and carefully selected statistics. Responses to objections frequently state that <i>'69% of respondents were either in</i>	<p>There has been extensive consultation on the proposed scheme including public exhibitions and Local Liaison Forums for those leaving adjacent to the scheme.</p> <p>The 2 phases of consultation on the proposed A6 to Manchester Airport have been undertaken to inform the decision making for</p>	SS

	<p><i>favour of, or strongly in favour of the scheme'.</i></p> <p>We shouldn't forget that only 8,737 individuals responded. This low turnout could be expected of a survey of little local importance, however did the Council consider <u>why</u> the response rate to a survey of such magnitude was so low? Did they review the phrasing and placing of the question to ensure that it was clear? If the responses had returned with a majority <i>not in favour</i> of the scheme what action would have been taken?</p>	<p>the scheme – it was not a vote on whether or not the scheme should go ahead. The Council took advice to ensure best practice was followed through the public consultations and was careful to ensure that the consultation questions were phrased in a neutral manner so as not to be leading to respondents. The consultation was extensively publicised via a range of media, including leaflet drop, social media, bus advertising, press advertising and road signs to maximise awareness of the consultation and ensure that anyone with an interest in the scheme was aware of the proposals. Consultation is, by its nature, self-selecting – i.e. it is individuals with an interest in the scheme in question who respond to the consultation. The response rate compares favourably to other consultations conducted for SEMMMS in the past.</p> <p>Local Liaison Forums were held to allow those living nearest the scheme to have an opportunity to ask detailed questions and talk to the various experts including the designers about the details of the scheme. These were round table events where people could comment via post it notes on the scheme as well as talk to the project team. These were held during the first and second stage of consultation and also just before the planning application was submitted.</p> <p>An additional event at the second stage was held for residents around the Macclesfield road junction because of the strength of local feeling about the choice of junction option. In addition, joint and individual meetings were held with the residents of Macclesfield Road to discuss their concerns and provide them with a further opportunity to understand the proposals and the Side Road Orders. Mr</p>	
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		<p>and Mrs Deen did not take up the offer of an individual meeting.</p> <p>The Council denies the objector's contention that it has "<i>exaggerated benefits</i>" or presented "<i>carefully selected statistics</i>".</p>	
13/R06	<p>The accepted increase in road traffic between High Lane and Disley must be a concern for <i>any</i> road user forced to travel on this already established bottle-neck. I fail to see how any well-informed resident wouldn't have objected to the scheme based on this information alone.</p>	<p>The initial traffic modelling indicated an increase in traffic of up to 30% along the A6 as a result of the scheme. Because of this unacceptably large predicted increase in traffic, a set of enhanced mitigation measures were proposed for the corridor that would limit the overall journey time advantage and thus reduce the forecast volume of additional traffic attracted to the A6 from other routes.</p>	NM
13/R07	<p>Further evidence of this potentially irresponsible use of data is apparent at 19.7 of the SoC with what can only be described as 'Dragon's Den' style predictions. Travel time savings have been valued at up to £825 million, with total transport economic efficiency benefits of £858 million. As this is expected over 60 years I fail to see who can be ultimately accountable for the realisation of these sweeping predictions.</p>	<p>The economic assessment of the scheme has been undertaken in strict accordance with national guidance. All major transport schemes are assessed over a 60 year period as is the case with this scheme. The quoted economic benefits have been derived from this assessment and have been accepted by the Department for Transport as demonstrating that the scheme delivers very high value for money.</p>	NM
13/R08	<p>There is a real feeling of frustration amongst local residents that this is a done-deal and our views are not listened to; hence our objection that there has been lack of consideration to the Council's residents throughout the planning period.</p> <p>Though the Council have ticked all the</p>	<p>There has been extensive consultation on the proposed scheme including public exhibitions and Local Liaison Forums for those living adjacent to the scheme.</p> <p>Local Liaison Forums were held to allow those living nearest the scheme to have an opportunity to ask detailed questions and talk to the various experts including the</p>	SS / NH

	<p>boxes, making small concessions in response to our concerns, the 'consultation' phase has been a one-directional process where we have been told what will happen. We are left feeling that we have no control over what OUR council does to our surrounding area, our lifestyles and in some cases our livelihoods.</p>	<p>designers about the details of the scheme. These were round table events where people could comment via post it notes on the scheme as well as talk to the project team. These were held during the first and second stage of consultation and also just before the planning application was submitted.</p> <p>An additional event at the second stage was held for residents around the Macclesfield Road junction because of the strength of local feeling about the choice of junction option. In addition, joint and individual meetings were held with the residents of Macclesfield Road to discuss their concerns and provide them with a further opportunity to understand the proposals and the Side Road Orders. Mr and Mrs Deen did not take up the offer of an individual meeting.</p> <p>Where appropriate, the scheme's design has been amended to take in to account the views of local residents.</p> <p>The public consultation events and engagement through the Local Liaison Forums resulted in changes to the design proposals along the length of the scheme including:</p> <ul style="list-style-type: none"> • To further reduce the noise and visual impacts of the scheme additional noise fencing and low noise surfacing, • extended earth mounds (noise bunds), lowered the level of the road and developed mitigation landscaping along the route; • Where possible, the road has been moved further from residential properties and modifications made to kerblines and junction arrangements; 	
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		<ul style="list-style-type: none"> Proposals refined to accommodate the needs of pedestrians, cyclists, equestrians and public rights of way have been refined; and Drainage ponds associated with the scheme have been moved, in line with the feedback. <p>It is therefore incorrect to say that the views of residents were not listened to.</p>	
13/R09	Again, returning to the CPO tests, I am again amazed that the council feels the relevant tests are met. I fail to see how <i>the Relief Road will make a major contribution to the social and economic well-being of already relatively affluent areas surrounding the road (25.2 SoC).</i>	The role of the A6MARR is to provide the improved connectivity that will in turn facilitate economic growth by reducing travel costs and journey times as well as making the journeys more reliable through reduced traffic congestion. This opens up access to employment opportunities over a wider area than is the case with a constrained transport network.	NM
13/R10	I also see the Council feels that <i>the Relief Road accords with national and local planning policies which seek to deliver hierarchy of housing to address need and provision of ancillary retail and leisure facilities to positively regenerate the area.</i> Again I wasn't aware that the majority of locations along the route are considered to be areas requiring regeneration, however I'm sure the Council can clarify this statement of fact.	As stated within section 5 of the Planning Statement that accompanied the planning application, the application for the scheme took into consideration the full range of planning policy, including national policy and guidance, regional policy and local policies set out within the respective development plans. The Planning Statement outlined how the proposed development relates to and accords with national and local planning policy. The a6marr fits within the wider SEMMMS strategy. The road is not intended to serve purely the area through which it passes.	AH
13/R11	Further specific objections have been raised in connection with junction 6 regarding the increased risk when gaining access to and from our property due to an increase in traffic lanes and traffic volumes. The Council's response to this is that <i>'it is likely that the new signalised junction at Macclesfield Road/A6 MARR will create platoons of traffic flow. This</i>	<p><u>Planning Application Design (refer to drawing 1007/3D/DF7/A6-MA/GS/202, Appendix A)</u></p> <p>The original plans (as per the approved planning application) and the updated proposals have been subject to a Road Safety Audit Stage 1 in accordance with Stockport Councils Road Safety Audit Procedure, adopted 1st May 2006. In particular, it is based on the Highways Agency's Design Manual for Roads and Bridges HD19/03</p>	NH

	<p><i>may increase the window of opportunity to carry out this particular manoeuvre.'</i></p> <p>I take offence to this flippant response which is indicative of the Council's attitude towards genuine safety fears. I'm sure that they would argue that they revised their plans (to reduce the pavement width) to ensure that we still had an area to pull onto enabling us to reverse onto our driveways without having to stop on the carriageway. However, it is more likely that they realised their original plan was unenforceable, whereas the revised plan is simply unpalatable.</p>	<p>which supersedes the previous Standards HD19/94 and Advice Note HA42/94. It also has regard to the Institution of Highways and Transportation reference document, 'Guidelines for the Safety Audit of Highways'. The Safety Audit consider all users of the road and manoeuvres in/out of accesses, this includes the private driveways on Macclesfield Road.</p> <p>The lane widths proposed are in accordance with DMRB TD 50/04, extract as follows:</p> <p><i>Carriageway Widths</i></p> <p><i>2.22 Where new junctions are being designed as signal controlled junctions, entry lane widths should be between 3m and 3.65m, unless there are specific reasons to justify the use of narrower or wider lane widths. Where a significant number of cyclists are anticipated a minimum width of 4.0m should be provided between physical islands, while consideration should also be given to the possibility of introducing specific measures for cyclists as set out in Chapter 4.</i></p> <p><i>2.23 Where an existing signal-controlled junction or an uncontrolled junction is being improved or modified and available road space is restricted, then the permitted lane widths for straight ahead entry lanes may be reduced to 2.5m providing that the 85th percentile approach speed does not exceed 56kph (35mph), and the reduced width enables a necessary extra lane to be provided on multilane entries. In exceptional circumstances lane widths may be reduced to 2.25m where it is not necessary to make particular provision for large goods vehicles.</i></p> <p>Advisory cycle lanes and an 'Advance Stop Line' have been proposed in accordance with Chapter 4. Following consultation with residents of Macclesfield Road it has been proposed to retain the existing widths of the footways</p>	
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		<p>as far as practicable, wider than DMRB standards and to retain the advisory cycle lane rather than creating a shared use footway / cycleway off carriageway.</p> <p>It should be noted at various site visits, cars were parked on the footway obstructing the passage of pedestrians on the footway.</p> <p>Along this section of Macclesfield Road advisory cycle lanes, waiting and loading restrictions are currently in place. This retention of these restrictions will aid the safe passage of traffic and it is suggested to do so by the Design Team. The decision will ultimately remain with the Local Highway Authority to determine the final Traffic Regulation Orders for the scheme in this location and scheme wide.</p> <p>The width of the current carriageway outside the driveway of 117 Macclesfield Road is currently circa 11.1m. The proposed width is 12.7m with carriageway widening proposed on the west side outside the entrance to Norbury Hall. The kerb alignment directly outside the driveway (on the east side) is to remain in situ.</p> <p><u>Updated Design Option (refer to Drawing 1007/3D/DF7/A6-MA/GA/MR/335/C, Appendix B)</u></p> <p>An updated design proposal has been developed following objections received to the Side Roads Order from various residents of Macclesfield Road. In order to retain the existing footway widths as desired by various residents of Macclesfield Road, a reduced cycle lane width has been proposed at 1.2m in the southbound direction.</p> <p>A standalone Road Safety Audit Stage 1 has been carried</p>	
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		<p>out for the proposals and an Engineer's Response has also been carried out. In summary, the points raised and the Engineer's responses (bold) are noted below:</p> <ol style="list-style-type: none"> 1. Access into 121 Macclesfield road – Keep Clear markings to be installed in accordance with the Traffic Signs Regulations and General Directions (TSRGD). 2. Southbound Cycle lane less than standard at 1.2m – maximum useable width to be maintained by installing side entry gully gratings. 3. Norbury Hall access currently has Keep Clear markings that are to be retained – Agreed. 	
13/R12	<p>At 20.30 the SoC explains that <i>the relief Road will reduce traffic using the A523 between the A6 Rising Sun and Poynton cross-roads</i>. However it does not seem to take account of the fact that any traffic heading north on the A6MARR wanting to gain access to Hazel Grove or Stockport will leave the road at junction 6 as this is the most direct route.</p> <p>Therefore the chances of traffic reducing on Macclesfield road between <u>junction 6</u> and the A6 Rising Sun are slim, in fact – due to the existing set of traffic signals at the Fiveways just a short distance from the proposed junction – the chance of standing traffic is greatly increased. Therefore our 'window of opportunity' for manoeuvring safely on and off our driveways is likely to be non-existent, especially at peak periods.</p>	<p>The traffic model has been developed in accordance with national (WebTAG) guidance. The base year model has been validated to the required degree of accuracy and the Department for Transport has deemed the model acceptable for use in producing traffic forecasts for the scheme. The model forecasts are considered to be realistic and robust.</p> <p>Some of the traffic currently travelling along the A523 and the A6 to access the M60 will with the scheme in place travel along the scheme and the A34 and thus be removed from the A523. Similarly, traffic between the A523 and the A6 east, will in future use the A6MARR and thus again be removed from the intervening section of the A523. There is forecast to be an increase in traffic on the A523 just between the A6MARR and the Fiveways junction but there will be a reduction in traffic north of the Fiveways junction. The interaction between the Fiveways junction and the A6MARR/Macclesfield Road junction has been tested and it was determined the two junctions will not impact adversely on respective operations of the junctions.</p>	NM

		Access to residential driveways has been considered within the Road Safety Audit carried out by SMBC in accordance with the Council's Safety Audit Policy and the Design Manual for Roads and Bridges. There was no issue identified with the proposed access arrangement at the property of the Objector.	
13/R13	Residents find it both derogatory, and frankly depressing that our serious safety concerns are addressed in this way. When asked 'what happens if the modelling is wrong and we are left with standing traffic outside our houses for the majority of the day?' the response from the Council was 'we will amend our modelling'. Whereas we will live with the consequences.	<p>There is an extensive Monitoring and Evaluation Plan committed to and budgeted for as part of the scheme with the aim of undertaking a full evaluation process. The evaluation process will undertake surveys that will include:</p> <ul style="list-style-type: none"> • Changes in traffic flows across the network and the associated impacts • Changes in air quality emissions and noise impacts <p>The Plan includes for monitoring and evaluation reporting for:</p> <ul style="list-style-type: none"> • Pre-construction/ Baseline Report, commencing Autumn 2014 • One Year Post Opening Outcome Evaluation Report, commencing 2018 • Five Year Post Opening Impact Evaluation Report, commencing 2022 <p>Should the monitoring and evaluation identify problems in traffic flows then appropriate measures would be implemented to address such matters.</p>	JMcM
13/R14	Also on the issue of safety I am delighted to hear that the scheme will (objective #2) ' <i>improve the safety of road users, pedestrians and cyclists</i> '. However I wonder how. My sons attend Poynton High School; I encourage them to make	Cyclists will have fully signalised facilities to allow them to make the crossings safely across the junction with appropriate provision for cyclists being incorporated into the junction layout (advanced stoplines and advisory cycle lanes) and signals (Toucan facilities).	NH

	<p>the journey on foot, for both health and environmental reasons. These plans will see them navigating a seven-lane crossing within five minutes of their journey. Cyclists using the proposed cycle route will be cycling alongside two traffic lanes each measuring just three metres wide, as well as avoiding the likes of me trying to navigate on and off my driveway with limited visibility. Though I note that the Council have documented specific measurable targets (s.4 SoC) it is not clear what remedial actions can and will be taken should these not be met.</p>		
13/R15	<p>The SoC boldly tells the reader at 38.2 that <i>'the Relief Road will represent a significant improvement to the highway network</i> (truth – in some areas it represents a likely improvement, however in others a significant deterioration) <i>and will have a highly positive impact not only on the sustainability of the local highway network</i> (truth – it has a 20 year lifespan) <i>but will act as a driver for further economic activity and boosting prosperity in the region.*</i></p> <p>*Highlighting is mine.</p> <p>I can't see how the Council is in a position to make such inflated, emotive statements; to do so is irresponsible and manipulative.</p>	<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently. The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy. Supporting evidence about why the scheme is needed and a detailed appraisal of the benefits and adverse impacts of the scheme can be found within the scheme's Business Case.</p>	NM

Figure 1: Land within the Order(s)



THE HIGHWAYS ACT 1980
-and-
THE ACQUISITION OF LAND ACT 1981

THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994
COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007

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VOLUME 2 - APPENDICES

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Appendix A Planning Application General Arrangement Sheet 2 of 9 (1007_3D_DF7_A6-
MA_GA_202)

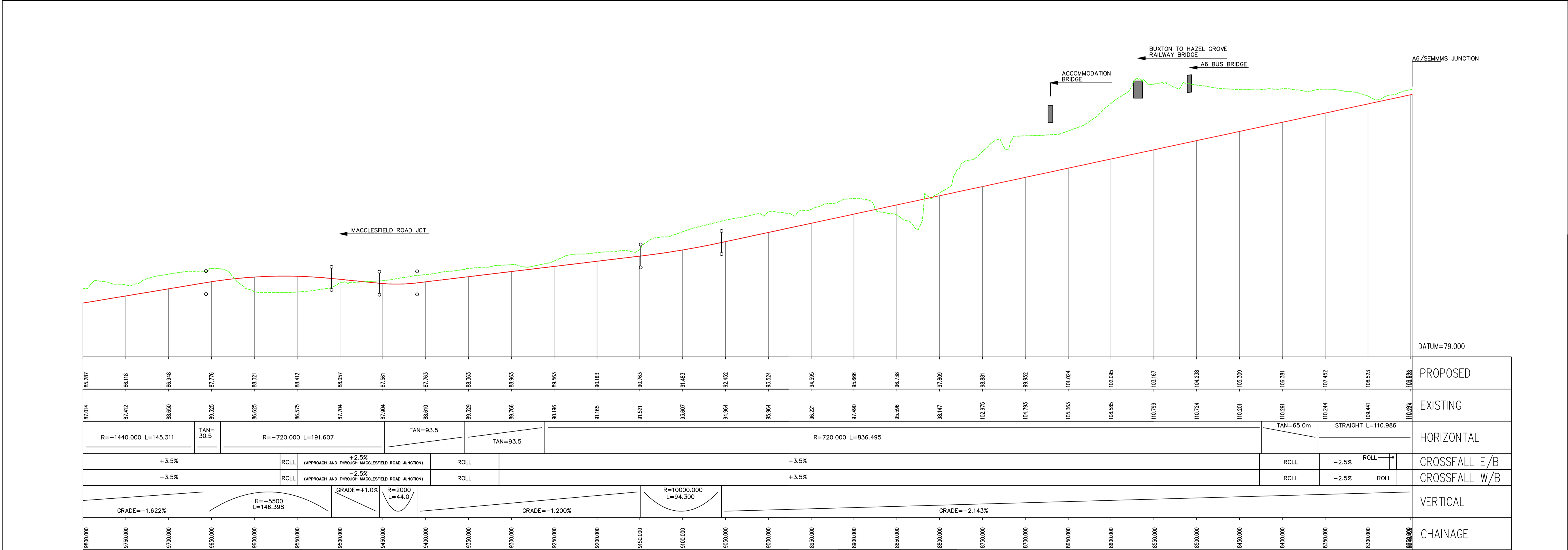
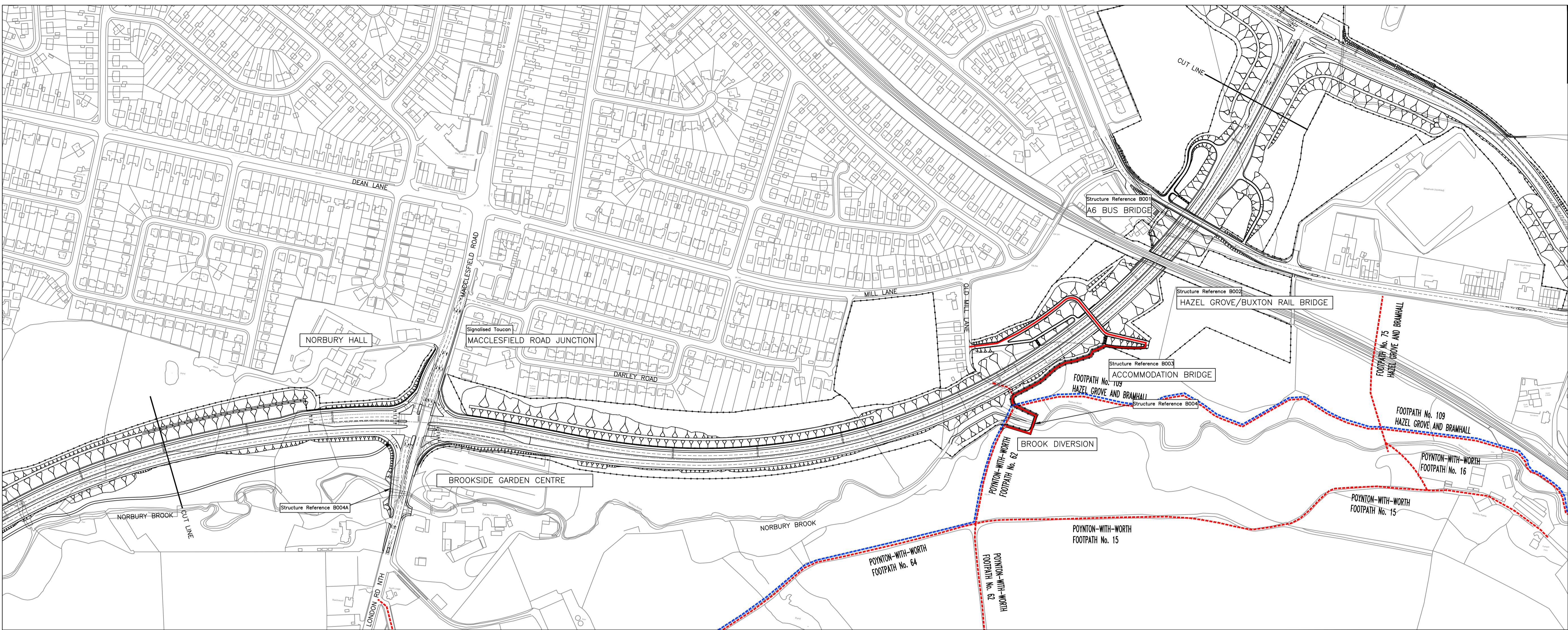
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KEY

- EXISTING DEFINITIVE PROW
- EXISTING BRIDLEWAY
- LADYBROOK VALLEY INTEREST TRAIL

PROPOSED FENCELINE



SECTION ALONG CENTRELINE OF SEMMMS RELIEF ROAD
(SPEED LIMIT 50MPH)

Rev.	Drawn	Checked	Date	Revision Details

www.semmms.info

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Job Title
**A6 to MANCHESTER AIRPORT
RELIEF ROAD**

Drawing Title
**PLANNING APPLICATION
GENERAL ARRANGEMENT
SHEET 2 of 9**

Drawn	Engineer	Checked	Approved
SP	SP	NH	AB

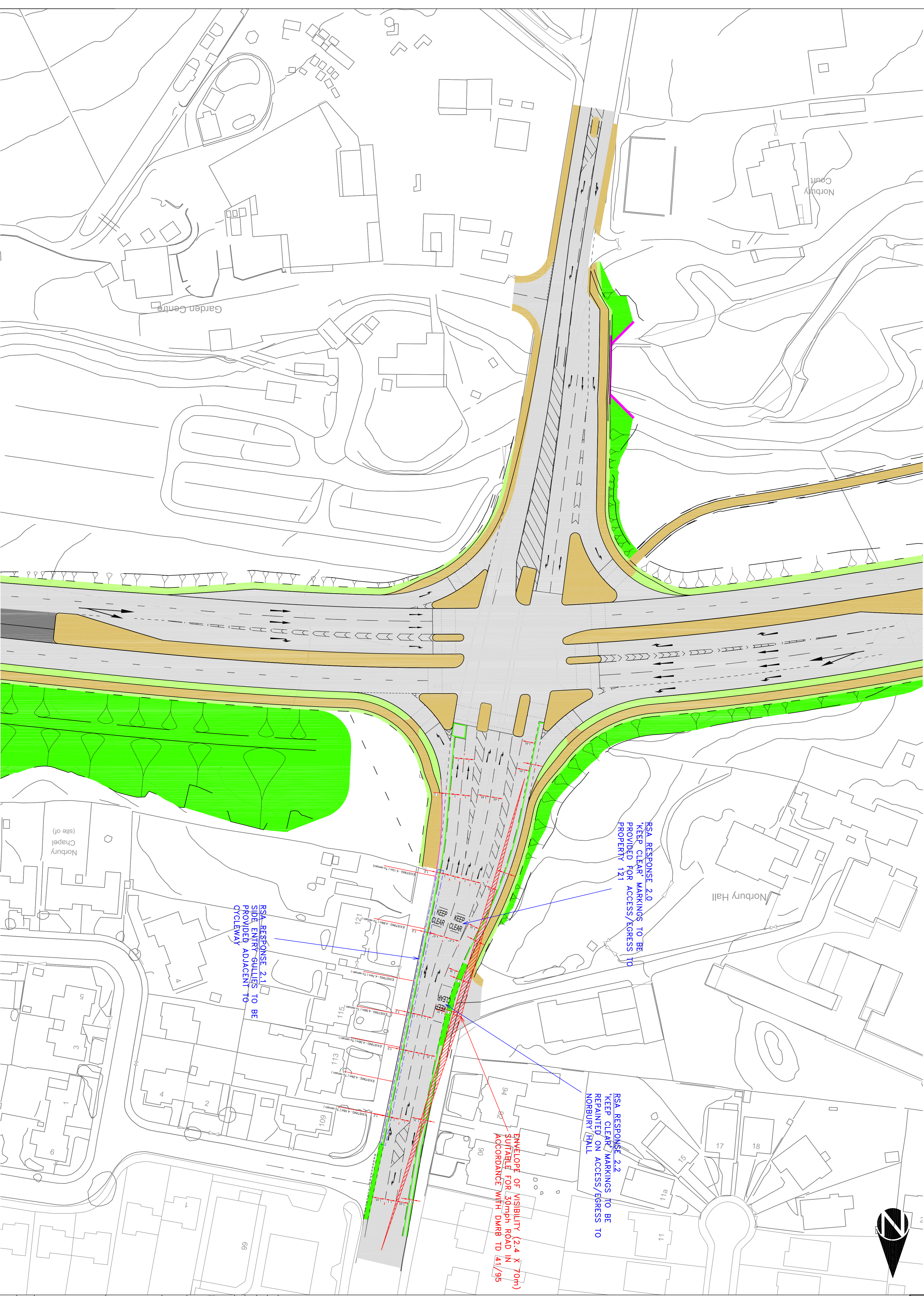
Date	Date	Date	Date
03.10.13	03.10.13	03.10.13	03.10.13

Size	Scale
A1	Hz 1:2500, Vt 1:250

SCG No.	Filename

Drawing No.	Revision
1007/3D/DF7/A6-MA/GA/202	

Appendix B Macclesfield Road Realignment Proposals (1007_3D_DF7_A6-MA_GA_MR_335_C)



C	JW	NH	22/09/14	FOR VISIBILITY SPAN SHOWN ON EXT TO
B	JW	NH	18/09/14	AMENDMENTS FOLLOWING RSA 1
A	SEB	NH	16/07/14	LARGER AREA SHOWN
Rev.	Drawn	Checked	Date	Revision Details

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 **STOCKPORT** **MANCHESTER** **Greater Manchester**

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A6 to MANCHESTER AIRPORT
RELIEF ROAD

MACCLESFIELD ROAD
REALIGNMENT PROPOSALS

Drawn	Engineer	Checked	Approved
SEB	NH	NH	JMCM
Date	Date	Date	Date
22/05/14	22/05/14	22/05/14	22/05/14
Size	Scale		
A1	1:500		
SGC No.	Filename		