

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 Gilchrist, 111 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

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 Mr & Mrs Gilchrist, 111 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 11: Mr and Mrs Gilchrist 111 Macclesfield Road, Hazel Grove, Stockport, SK76DT</p>			
Element of objector proof	Objection	Response	Expert Witness
11/R01	<p>I am deeply concerned that the proposed new road layout will bring extra problems and danger onto me, my family and my neighbours as we try to enter and exit our drives on a daily basis. The layout at the moment is a single lane heading towards Poynton with a 30 mile an hour speed limit (this speed limit is rarely adhered to). As we currently prepare to enter our property travelling towards Poynton we obviously indicate to make the drivers behind aware of our impending manoeuvre. This can cause confusion as the property is close to the Ashbourne Road turning so some drivers think we are turning left into this road. With the current wide lane, the driver behind has an option to move outwards and overtake avoiding an accident. With the new proposed road lay out and the plans that have been shared with me the single lane heading towards Poynton will become 2 lanes. One for drivers heading towards Poynton, the second is intended as a filter lane for traffic turning right onto the new route. I have shared my deep concerns on numerous occasions throughout the process focusing on how</p>	<p>The updated design proposals as shown on Drawing 1007/3D/DF7/A6-MA/GA/MR/335/C (Appendix A) have been proposed following objections received to the Side Roads Order from residents of Macclesfield Road. The lane widths proposed are in accordance with DMRB TD 50/04, extract as follows: <i>Carriageway Widths</i> 2.22 <i>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> 2.23 <i>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>	NH

	<p>drivers behind will subsequently deal with the situation previously described as overtaking will no longer be an option.</p> <p>I have been advised that there is intention to monitor the safety aspect of the road after completion. However, as a resident who experiences this hazard on a daily basis I can confidently advise you that this will be compounded by your proposed plans.</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 as far as practicable, wider than DMRB standards and to retain the advisory cycle lane rather than creating a shared use footway / cycleway. In order to retain these resident led objectives a reduced cycle lane width has been proposed at 1.2m in the southbound direction. In order to maintain the useable width side entry gully gratings are proposed. Swept path analysis has also been carried out to ensure safe movement of vehicles. A standalone Road Safety Audit Stage 1 has been carried out for the proposals and an Engineer's Response has also been carried out.</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 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'.</p> <p>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>It should be noted at various site visits, cars were parked on the footway obstructing the passage of pedestrians on the footway.</p>	
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		<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. It 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>Considering the above design guidance, Road Safety Audit comments and proposed updated design, it is the Council's opinion that the manoeuvre of reversing into the driveway of the objector's property is not precluded. Furthermore, it is considered that the updated junction design is a safe junction in accordance with current design standards.</p>	
11/R02	<p>There are further concerns with living directly next to the route regarding the impact of the construction phase on our daily lives, this I am certain of and no survey is required to prove this. Living so close to a construction site it will obviously bring additional traffic flow, noise pollution, dust and debris and the outlook from our home for the time it will take to complete. Ultimately this will affect me personally in the short, medium and long term</p>	<p>It is inevitable that construction associated with the implementation of the junction at the proposed dual carriageway and Macclesfield Road will result in the generation of dust and noise.</p> <p>The following are in place to minimise the impact during construction:</p> <ul style="list-style-type: none"> • Construction Code of Practice (CCoP) – has been developed to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works. The Code was submitted as part of the Planning Application for the scheme. • The Contractor will adopt the recommendations of the Considerate Constructor Scheme which aims to ensure good construction practice on the part of the contractor. • Relevant planning conditions have been put in place by the 3 LPAs with regard to approval of construction activities and the CCoP. • Environmental Health Officers from the relevant 	NH/ PR

		<p>local authorities will be monitoring the construction activities in accordance with appropriate guidance and the relevant planning conditions.</p> <p>The control of noise and dust in a safe manner during construction is a fundamental requirement of all major construction projects and will be so in the case of the contract for the construction of the proposed scheme. They are impacts which will not extend beyond the proposed construction period in the vicinity of Mr and Mrs Gilchrist's property and which it is anticipated would take in the order of 15-18 months.</p>	
11/R03	<p>The advice I have been continually given is to consult with legal counsel which is a personal cost and indicates that it is something I will require in the not too distant future.</p> <p>No survey conducted post completion will show the true impact of this build throughout the consultation and implementation phase. It has been evident over recent months that the impact of this road has already been seen in the lack of movement in the property market and visible decline in price on Macclesfield Road.</p>	<p>Those who consider that their property has been reduced in value may claim compensation for that diminution by virtue of Pt1 Land Compensation Act 1973. Successful claimants will be reimbursed their reasonable professional fees, reasonably incurred.</p> <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 of surveys to inform:</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 	HC / JMcM

11/R04	<p>I would hope in the upcoming phases that you are more open and transparent with your communication and that messaging is consistent to all parties. Having experienced the consultation process, the information was not in the appropriate forms for the audience it was addressing and when further clarification was sought information was not forthcoming.</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 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.</p> <p>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. There was an individual meeting with Mr and Mrs Gilchrist on 9th May 2014.</p>	SS
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Figure 1: Land within the Order(s)



Rebuttal Volume 8/2
25th September 2014

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VOLUMME 2 - APPENDICES

Parveen Akhtar

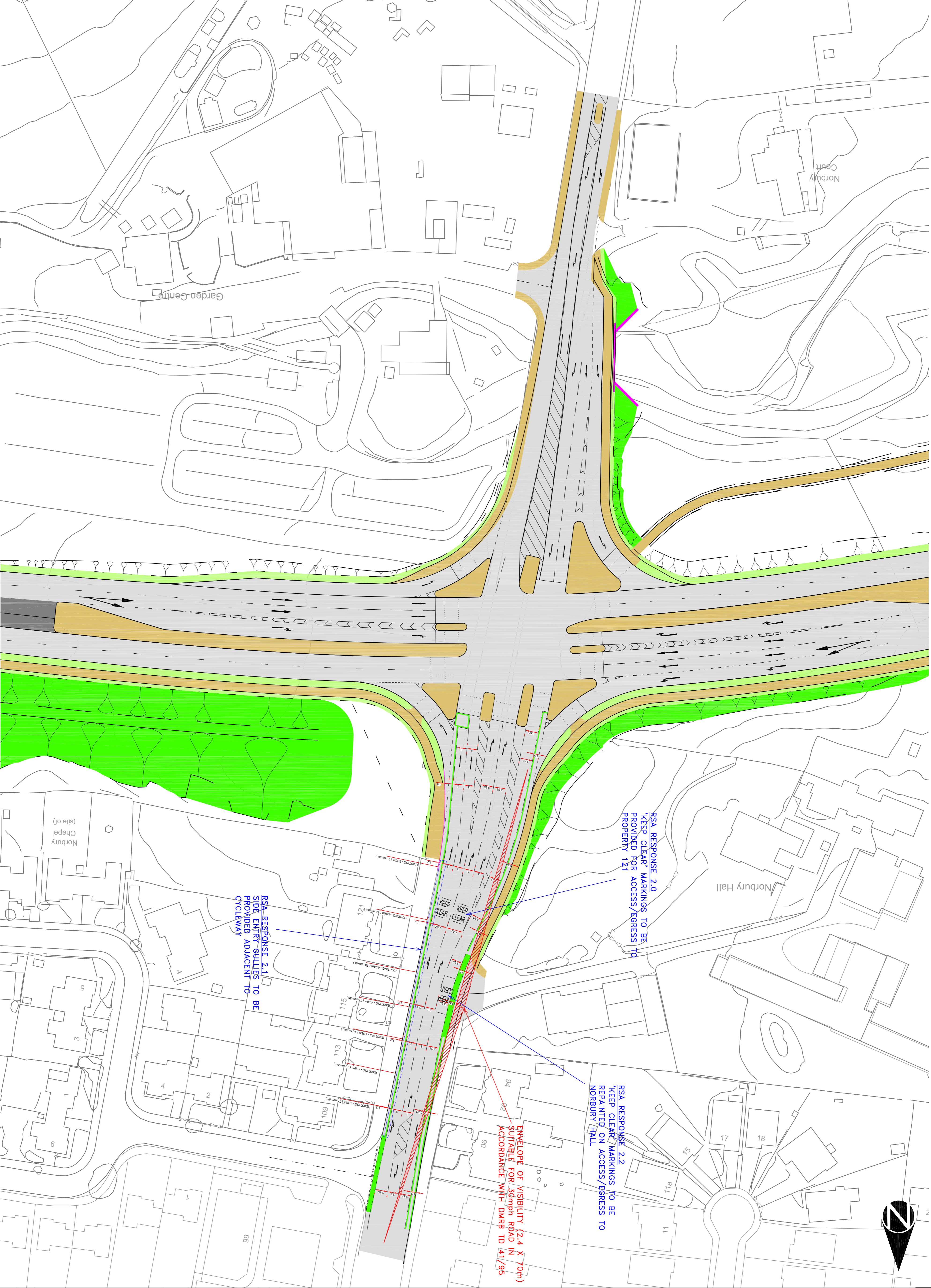
Head of Legal and Democratic Governance

The Metropolitan Borough Council of Stockport

Corporate and Support Services

Town Hall, Stockport SK1 3XE

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



RSA RESPONSE 2.0
KEEP CLEAR MARKINGS TO BE PROVIDED FOR ACCESS/EGRESS TO PROPERTY 121

RSA RESPONSE 2.2
KEEP CLEAR MARKINGS TO BE REPAINTED ON ACCESS/EGRESS TO NORBURY/HALL

ENVELOPE OF VISIBILITY (2.4 X 70m)
SUITABLE FOR 30mph ROAD IN ACCORDANCE WITH DMRB TD 41/95

RSA RESPONSE 2.1
SIDE ENTRY GULLIES TO BE PROVIDED ADJACENT TO CYCLEWAY

Rev.	Drawn	Checked	Date	Revision Details
C	JW	NH	22/09/14	NON-VISIBILITY SPALL SHOWN ON EXIT TO
B	JW	NH	16/09/14	AMENDMENTS FOLLOWING RSA 1
A	SEB	NH	16/07/14	LARGER AREA SHOWN

STOCKPORT HIGHWAY CONSULTANTS
 15, 17 & 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 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2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 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