

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) Compulsory Purchase Order 2013 (Side
Roads) Order 2013

PROOF OF EVIDENCE HELEN HARRISON

Mill Farm Riding School Wellington Road
Woodland at Norbury Brook South East of Mill Lane
1 Red Row Buxton Road
Hazel Grove

PROOF OF EVIDENCE HELEN HARRISON

**Mill Farm Riding School Wellington Road
Woodland at Norbury Brook South East of Mill Lane
1 Red Row Buxton Road
Hazel Grove**

I am Helen Patricia Alexandra Harrison and am the tenant of Mill Farm Riding School & woodland at Norbury Brook which I have occupied since 2003 to run the riding school. I hold a secure tenancy and have sent evidence of this to Stockport Council representatives. I am also the freehold owner of 1 Red Row, Buxton Road which adjoins Mill Farm but will be severed by the proposed new road. (Exhibit A)

Mill Farm Riding School is a Pony Club Centre and is proud to be rated as the Number 1 riding school in the country on a highly recognised public review centre. (Exhibit B)

The riding school provides various activities to a wide range of clients from the very young to the not so young in a safe friendly environment, professional tuition with lessons ranging from beginners to advanced.

We have approximately 150 to 200 clients per week and have enjoyed a fabulous growth over the years and have increased the financial turnover by 20 times from 2003 to present. At Mill Farm we have also a livery arm to our business- Mill Farm Liveries which caters for 18 livery clients. We have a waiting list of horse owners waiting for a livery stable to come available.

We are registered with Stockport Council and provide work experience through the Education Department and have in one year up to 9 young people obtaining valuable and enjoyable experience in the work place; as well as university graduates from Cambridge, Manchester and Liverpool Universities and the Royal London Veterinary College.

We employ in total 7 staff and several volunteers. Many young disabled people attend the riding school weekly to be around the horses and they benefit from this greatly, we do not charge for this service but volunteer this within our community. We have also 10 or so teenagers who also come to the riding school on a regular basis who are not from privileged homes but have a real love of horse and no charge is made for their attendance.

I am concerned that, due to the lack of communication from Stockport Council and the apparent indifference to our plight, that many of the older horses will have to be destroyed as to sell or re home elderly horses is almost impossible. Furthermore Mill Farm Riding School is not only my passion but my future as I have invested not only money but many years to secure a retirement pension.

We need to maintain our growth and our turnover to care for our horses and ponies and if the new road goes ahead it will disrupt our business and have an enormous impact on our ability to maintain the growth of both Mill Farm Riding School and Mill Farm Liveries.

I object to the draft Compulsory Purchase Order on the following grounds: I refer to Appendix 5 and 4 of Stockport Council's Statement of Case dated 16th May 2014 (Exhibit C) and in the number order:

Access to and from the property.

5.02 The closure of Wellington Road even for short periods of time is unacceptable as access is required at all times for animal welfare and health & safety. The Animal Welfare Act 2006 requires keepers of livestock to be readily available 24 hours per day. The Council have not provided sufficient detail of the timing and length of closures; the details of access during construction of the new A6 or Wellington Road.

5.03 The provision of access to Mill Lane and Old Mill Lane and into the woodland during construction is unclear and not addressed by the Council.

5.04 There is only a footpath the east of the proposed road shown on the designs which links to footpath 109, which will be unsuitable for tractors to access the woodland at Norbury Brook which is part of my tenancy. I will need to have a right of access via a proper suitable track to get to the woodland area, which does not appear to have been provided on the proposals between points A and B on the plan (Exhibit A)

5.05/5.06 The provision of only a pedestrian landing area at the new junction at Norbury Hollow Road should be upgraded to be suitable for equestrian users. The use of this junction will not be solely for my use but also other equestrian users who may wish to cross the junction from the south; especially as the Council has stated at 5.03 that it wishes to upgrade bridle paths in the vicinity. The Council stated at a meeting with me held on 22nd October 2013, (Exhibit D) that they would look into the provision of a 'Pegasus' Crossing and warning signs on the highway at this point.

5. 07. Loss of valuable grazing land at Mill Farm Riding School. The Council representatives at the meeting on 22nd October 2013 (Exhibit D) agreed to look into the possibility of providing land in the vicinity for me to purchase or lease to make up for the loss of land. This has not progressed at all since the meeting and we would request that the Council help in this.

5.08/5.09 Impact on rider safety and animal welfare insufficient information has been provided by the Council into the mitigation measures to be provided on the impacts on horses during construction, for example horses and riders jumping and cantering in close proximity to the road are likely to be adversely affected by inhaling dust and frightened by construction activities. The Environmental Statement Mouchel 2013 Page 103 (Exhibit E) details the high risk of dust emission when property is in close proximity to construction

boundary. The provision of opaque noise attenuation fencing may help alleviate some of the impacts both during construction and on scheme completion. The Council have not progressed discussions about any accommodation works with me.

5.10/5.11 The Council states that my horses are already accustomed to nearby traffic noise; however the new road will be much closer to the stables, with a likelihood of a greater volume of traffic and with the loss of the substantial thick hedge (which at present provides a good barrier between the road and the horses) it is not a matter that can be easily resolved by monetary compensation. The Environmental Statement Mouchel 2013 Appendix 10E acknowledges that the 'loss of hedgerow to the south will open up views of traffic' (Exhibit F)

5.14 The proposed timing of the construction now revised to Spring 2015 is still of great concern to me, especially as the Council have not followed up on the matters of concern raised by me at our meeting on 22nd October 2013 as already mentioned.

Appendix 4 Page 8 of Stockport Council's Statement of Case dated 16th May 2014 and in the number order: (Exhibit C)

4.01 In respect of my home at 1 Red Row, Buxton Road- I purchased this house due to its immediate proximity to Mill Farm Riding School and this proximity is now to be severed by the new road affecting my enjoyment of the property by being located between two highways.

4.03 The Council have admitted that there will be an increase in the amount of artificial lighting. There is also likely to be an increase in road noise and pollution from a heavier volume of traffic.

The Environmental Statement Appendix 10E produced by Mouchel in 2013 for the SEMMMS project acknowledges that there will be a Large and Adverse impact to the views during construction and even Moderate Adverse after 15 years. (Exhibit G)

Helen Harrison 2nd September 2014

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) Compulsory Purchase Order 2013 (Side Roads) Order 2013

PROOF OF EVIDENCE HELEN HARRISON

Mill Farm Riding School Wellington Road
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1 Red Row Buxton Road
Hazel Grove

LIST OF EXHIBITS:

A Plan of scheme showing location of Mill Farm Riding School Norbury Woodland and 1 Red Row

B Internet Review Site Top 5 Riding Schools

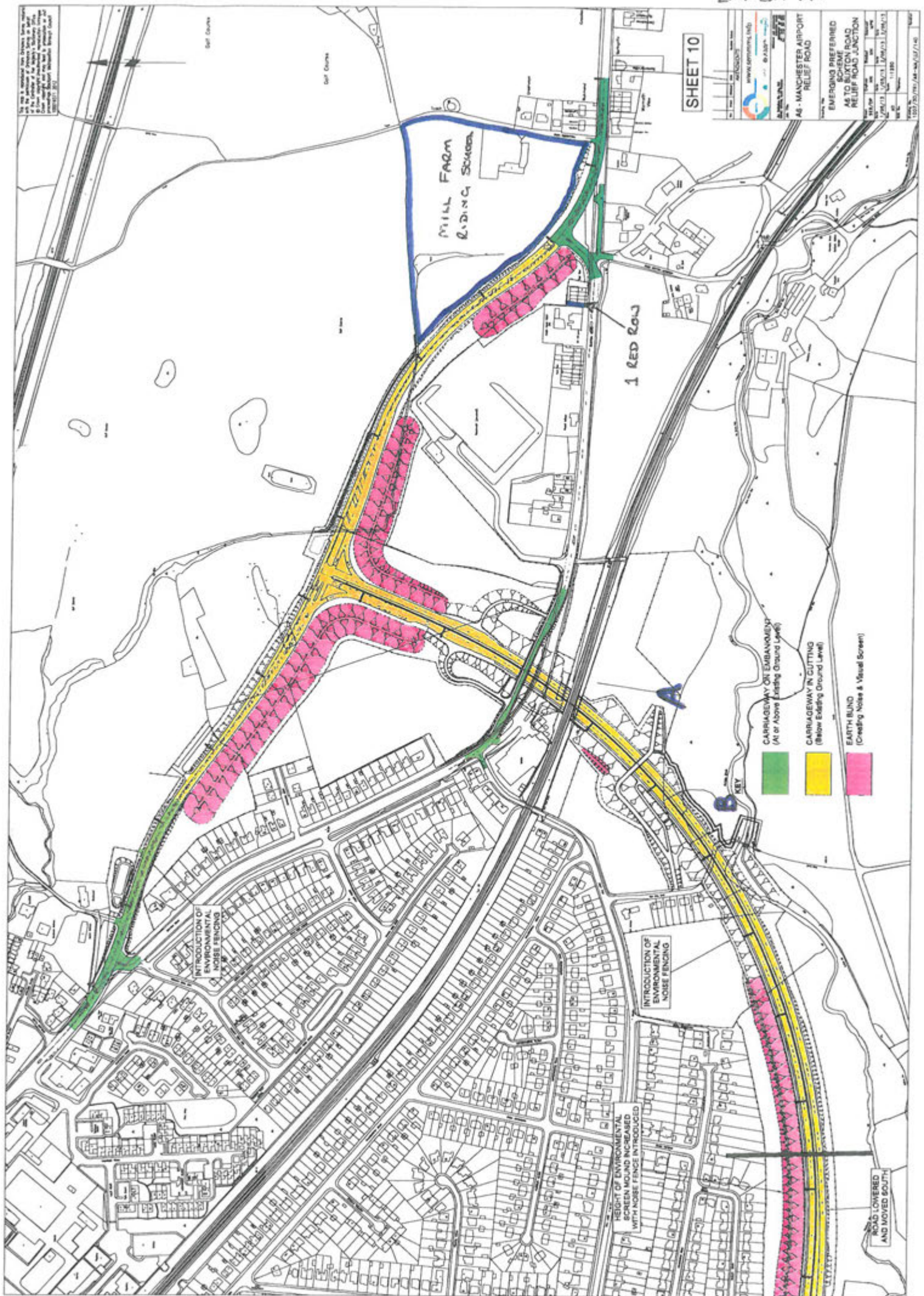
C Metropolitan Borough of Stockport: Appendix to Statement of Case 16th May 2014

D Minutes of meeting held 22nd October 2013 at Mill Farm Riding School

E SEMMMS Environmental Statement Page 103 Dust related emissions

F SEMMMS Environmental Statement Appendix 10 E Visual Impact tables

G SEMMMS Environmental Statement Appendix 10 E Visual Impact tables



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**THE HIGHWAYS ACT 1980
THE ACQUISITION OF LAND ACT 1981**

**APPENDIX
to
STATEMENT OF CASE**

of objections lodged to the

The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013

-and-

The Metropolitan Borough of Stockport (Hazel Grove(A6) to Manchester Airport A555 Classified Road) (Sides Roads) Order 2103

incorporating a response by
The Metropolitan Borough Council of Stockport on its behalf
and on behalf of
Manchester City Council and Cheshire East Borough Council

**Parveen Akhtar
Head of Legal and Democratic Governance
The Metropolitan Borough Council of Stockport
Stockport Legal Services
Corporate and Support Services
Stopford House, Piccadilly,
Stockport. SK1 3XE.**

APPENDIX 4

4: Helen Harrison

1 Red Row, Buxton Road, Hazel Grove, Stockport, SK7 6ND

CPO Plots: 1/4E 1/4F

Agent:

Steer Ethelston Rural Ltd

Estate Office, Deer Park Farm, Kermincham, Crewe, Cheshire, CW4 8DX

4-01	Objection	The Side Roads Order proposes to stop pedestrian access to numbers 2-5 Red Row this is of concern to my client as this will sever the pedestrian access from 1 Red Row to the Mill Farm Riding School mentioned above.
	Response	Pedestrian access will continue to be provided between Red Row and the Mill Farm riding school throughout construction and once the road is completed. The Council and its contractor will liaise with you to ensure that your client can access the riding school in the way that she needs to.
4-02	Objection	The maintenance of vehicular access to the property is also unclear, especially during construction.
	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact.
4-03	Objection	The proposals will create a position where the above property is situated between two road with the impact of extra noise dusting and lighting not only during construction but when the proposed road is in operation and will therefore considerably affect our client's enjoyment of the property.

Response

The scheme has been designed in order to minimise the effect on neighbouring properties, both throughout construction and once the road is completed. Your client will be compensated for any losses arising as a result of the scheme in accordance with the compensation code. The ES for the proposed scheme identifies a range of mitigation measures focused on the control of dust and noise during construction. They are measures which are routinely adopted for the construction of major road schemes and which recognise the nature of the principal activities associated with the generation of dust and construction related noise. The planning consents for the project include conditions requiring the implementation of the commitments made in the ES. It will be a requirement of the contracts for the construction of the proposed scheme that the measures are formalised in a project specific Construction Environmental Management Plan (CEMP). Dust will not be an issue once the proposed scheme is in operation. The assessment undertaken relating to traffic-related noise during operation has indicated that levels will be lower than those currently experienced from the property as traffic is relocated from the immediate front facade of the property to a point some 50m from the rear facade of the property and beyond a planted mound which has been introduced to reduce the immediate visual impact of traffic on the new section of the A6 and which will also reduce traffic related noise. The assessment has indicated the reduction in average daily levels will be of the order of 20 dBA (decibels).

Road-related lighting will comprise full cut-off luminaries which will contain the lighting within the carriageway areas and minimise light spill and upward glare. The introduction of a light source to the rear of your property, albeit contained within the new road corridor, will be discernible.

APPENDIX 5

5: Helen Harrison

Mill Farm Riding School, Wellington Road, Hazel Grove

CPO Plots: 1/4E 1/4F

Agent:

Steer Ethelston Rural Ltd

Estate Office, Deer Park Farm, Kermincham, Crewe, Cheshire, CW4 8DX

5-01 Objection The draft Compulsory Purchase Order in respect of land forming part of the land comprising Mill Farm Riding School does not appear to include a notice of her interest a secure tenant of Mr M Simpson Ms K Livesey, detailed on Site Plan No 1 of the Draft Order.

Response This was not picked up in the Land Referencing so please provide us with a copy of the lease. Discussions to date with yourself and your client have not resulted in forthcoming details regarding the lease.

5-02 Objection The Side Roads Order (Page 8 number 21s) proposed to stop up vehicular access to Wellington Road. This is the only form of vehicular access into the Mill Lane Riding School. This will render the property unusable if no right of vehicular, equestrian and pedestrian access is properly provided at all times. Our client is unclear as to the detail of how both safe vehicular and horse/ pedestrian access is to be provided and maintained both during construction of the proposed highway and on completion.

Response Access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact. A new Private Means of Access will be created permanently as noted in the Side Road Order (Page 8 number 33 and Site Plan 1 Inset C).

5-03 Objection Our client at present crossed the existing Buxton Road with horses and ponies and is able to ride down Mill Lane, onto Old Mill Lane and into the semi natural ancient woodland. Part of this woodlands is to be lost to the proposed scheme and this part severs this only access into the woodland for our client. It is unclear as to how this access will be maintained during construction of the proposed road scheme. In addition horses are grazed in the woodland and vehicular access for farm machinery is required into the wood to feed/ look after the ponies and horses.

Response		Your client will be able to enjoy the same route once the scheme is complete. Buxton road will become much quieter as a result of realigning the A3. Buxton Road will accommodate equestrians via a new bridge which will provide equestrian height parapets. Old Mill Lane is proposed to be adopted highway and a further bridge is proposed over the relief road. This will cater for farm vehicles and again equestrian height parapets have been specified. A bridge specification bridge is proposed over the brook and the council wishes to upgrade various footpaths in the vicinity of the ancient woodland to a bridleway status as complementary to the A6MARR scheme.
5-04	Objection	The proposed completed scheme provides a bridge across the proposed road however the track is insufficient to cater for vehicles/ tractors to the east of the bridge thus severing access for the above use, unless the above track is upgraded to one sufficient to provide farm/ vehicles access.
	Response	Permanent situation allows for an accommodation bridge, 4m wide between 1.8m high parapets, all suitable for equestrians. The bridge is 3m wide between kerbs and ramps suitable for agricultural vehicles. The track gradients have been specifically designed for farm vehicles in terms of gradients, widths and radii.
5-05	Objection	There appears to be no provision on the proposed road for safe crossing for horses at the new proposed junction immediately to the north of the start Norbury Hollow Road.
	Response	There are pedestrian landing areas although there are no specific equestrian measures in this location. A crossing of this nature is not usually provided for a business although the Council will show that a thorough safety and risk assessment has informed the design of the scheme to ensure the safety of all road users including equestrians.
5-06	Objection	The proposed new road is likely to carry a greater volume of faster moving traffic and without proper infrastructure in place it will render the access to both areas of our client's property more dangerous to use than at present.
	Response	A thorough risk and safety assessment has informed the scheme design and the Council will be able to demonstrate that the road is a safe as it can be. Visibility sight lines from Wellington Road have been maintained hence the widened highway verges. With the installation of traffic signals to the west of the junction of Wellington Road /A6 platoons of traffic are expected which will enable more windows of opportunity to access from the riding school. A pedestrian refuge island is also proposed in this section of the A6.
5-07	Objection	Approximately one third of the grazing land is likely to be lost to the scheme. The loss of this land would require replacement land elsewhere or a reduction on the numbers of horses kept. Reducing the number of horses would mean that some of the older horses (estimated 10 to 12 animals) would need to be sold and there is a very poor or non-existent.
	Response	The scheme has been designed in order to minimise land take where possible. Your client will be compensated for any loss to their business as a result of the scheme in line with the compensation code. The scheme has also been redesigned in this area to relocate proposed ecological mitigation works (ponds and other habitats) away from here thus reducing the land requirements.
5-08	Objection	Our client has considerable concerns about the impact on the horses and rider safety both during construction and use of

		the proposed road.
5-09	Response	Every effort will be made to minimise disruption during construction and once the scheme has been completed. The specification and details of the boundary fencing can be determined as part of the agreed accommodation works.
	Objection	Heavy excavators, plant, machinery and lorries working within a few yards are very likely to frighten the horses/ ponies and create a safety issue.
	Response	The ES for the proposed scheme identifies a range of mitigation measures focused on the control of dust and noise during construction. They are measures which are routinely adopted for the construction of major road schemes and which recognise the nature of the principal activities associated with the generation of dust and construction related noise. The planning consents for the project include conditions requiring the implementation of the commitments related to the ES. It will be a requirement of the contracts for the construction of the proposed scheme that the measures are formalised in a project specific Construction Environmental Management Plan (CEMP).
5-10	Objection	Our client is also concerned about the noise, dust and air quality impacts both in the construction phase and afterwards on the safe operation of the site. No provision for these matters appears to have been made in the scheme proposals.
	Response	The implementation of all works, including measures focused on 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 contracts for the construction of the proposed scheme. Dust will not be an issue once the proposed scheme is in operation. With regard to traffic-related noise where the horses are already accustomed to nearby traffic noise and the characteristics of the increased noise will not be different from that which is currently experienced. The assessments undertaken relating to local air quality once the proposed scheme is in operation have indicated increases in levels of $2\mu\text{g}/\text{m}^3$ for nitrogen dioxide and less than $1\mu\text{g}/\text{m}^3$ for particulates (PM_{10}) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 14.8 and $14.4\mu\text{g}/\text{m}^3$ respectively. Both are beneath the $40\mu\text{g}/\text{m}^3$ stipulated in the national air quality standards as an indicator relative to human health. The removal of the hedge and the construction of the proposed road will create a much less attractive environment for the users of the facilities.
5-11	Objection	Environmental and social mitigation works will be carried out as part of the scheme. If your client suffers a loss as a result of the scheme then they will be compensated for that loss in line with the compensation code.
	Response	
5-12	Objection	The removal of part of the semi natural ancient woodland as above and the listed old Norbury Corn Mill which is situated in this woodland area will again impact on the pleasure of the use of this woodland for riders from Mill Farm. The loss of the corn mill and its associated features does constitute a significant impact in the context of the scarcity of such important remains in Greater Manchester.

Response	The scheme has been designed to minimise the impact on this type of land and property, but the Council will demonstrate that this is the right alignment for the road. The proposals will involve the loss of a small area of the ancient woodland at Carr Wood. They also provide for the planting of woodland to mitigate the loss, though it is not possible to replace ancient woodland. It is acknowledged that, notwithstanding these measures, there will be an impact on the amenity value for users of the area, including horse riders, by virtue of the presence of the proposed road and its traffic. The corn mill has previously been the subject of on site investigation and recording and the removal of features. The impacts on the mill site and remaining features have been the subject of assessment and have been reported in the ES for the project. The information was taken into account by the planning authority when it determined the planning application in light of that information and responses from consultees responsible for the listing and safeguarding of such features.	
5-13	Objection	My client has 40 horses and ponies on the properties. She is concerned that the maintenance of mains supplies of water may have been overlooked with the resulting animal welfare issues should such supplies be severed.
	Response	Any existing water supplies will be maintained by United Utilities.
5-14	Objection	The proposed timescale for the CPO and construction are also of great concern as the loss of facilities potentially as early as Autumn 2014 are likely to have huge impact on animal welfare and the therapeutic value to the riders as well as impacting on the efficient functioning of the business. We consider this timescale too tight to establish any sensible strategy with the council for the mitigation of the severe impacts of this scheme on our client's interest in the property.
	Response	The programmed start date for construction of the scheme is now early 2015. We will work with you regarding the timing of our taking possession of the land which you tenant in order to mitigate the impacts on the welfare of the animals and the business operation

MILL FARM RIDING SCHOOL
HAZEL GROVE

Note of Meeting
Held 22nd October 2013 at Mill Farm Riding School

Present
Helen Harrison (HH)
Michael Branson (MB)
Naz Huda (NH)
Ian Keyte (IK)
Sue Steer (SS)

Apologies
Mandy Clarke (MC)

The meeting was convened to discuss the SEMMMS proposed road scheme and the impact on the riding school and business.

NH confirmed the proposed timescale for the road:

Early November 2013 Planning application to be submitted; 16 week determination period.

Spring 2014- Planning Inquiry (possibly) and CPO Inquiry

Autumn 2014 Start on site for environmental mitigation

Autumn 2015 Start on site for construction

HH outlined her concerns generally about the severe impact of the road on every aspect of the riding school business. A list of these impacts was discussed and outlined below:

1. Access to and from the premises.

HH explained that as well as vehicular access she takes horses onto the A6 for two reasons firstly to the trekking area which she runs close to the edge of Lyme Park (involves turning left out of the present entrance) and also she takes horses across the A6 from the present lower entrance across the road to access woodland for riding and extra grazing. The latter is going to be considerably more difficult and dangerous in the new scheme and it was suggested that an access is provided at the new crossroads with a 'Pegasus' crossing to enable horses to cross the road safely and onto the old section of the road. Provision of some triangular horse signs on the new carriageway also may be helpful. NH promised to look into this matter and consider a justification for this provision.

NH explained that Stockport Council is keen to upgrade the local footpath networks where appropriate to bridle paths. It was suggested that if FP no 15 was upgraded to a bridle path to link with the Middleton Way then this would be very helpful as it would mean that a new crossing provided as above and the bridle path would enable access to the trekking area without having to take horses onto the A6 at all

2. Loss of perimeter ride around Mill Farm

There is an astro turf all weather ride which follows the boundary of the land and provides safe and visible off road riding throughout the year. The proposed route of the new road would sever this ride and most likely make it uneconomic to recreate as it would be insufficient in length. At present HH is able to charge £17 per half an hour slot to use the ride. SS suggested it may be necessary to deal with the matter as compensation.

3. Loss of valuable grazing land close to the stabling

Approximately one third of the grazing land is likely to be lost to the scheme. Land intensively grazed at present as labour available on site to remove dropping from fields. The loss of this land would require replacement land elsewhere or a reduction in the numbers of horses kept. There are practical difficulties in this as unless the grazing is contiguous the horses would need to be transported. Reducing the numbers of horses would mean that some of the older horses would need to be sold and there is a very poor or non existent market for such horses and the loss of these, who still earn their keep, would mean a reduction in income for the business. IK to inform SS if any grazing land is likely to become available, in the vicinity. MB to make enquiries, about possible extra grazing with his contacts locally.

4. Impact on rider safety and animal welfare during construction

HH has considerable concerns about the impact on the horses and rider safety during construction of the road. The area used for schooling and jumping at the present time is affected by the road. HH feels she will be unable to use this area as heavy plant machinery and lorries working within a few yards are very likely to frighten the horses and create a safety issue. HH also concerned about the noise impacts both in the construction phase and afterwards on the safe operation of the site. NH confirmed that a quiet noise surface would be laid on the new road. SS suggested that perhaps some extra noise attenuation fencing during construction could be erected NH to consider. This area is also used as a winter turnout and used for competitions and Pony Club teaching and practice. When the road is completed this area will be affected partly by land take and it will be too close to the edge of the new highway to be safely operated.

5. The business at present offers the following

- a. Riding lessons in the outdoor school
- b. Riding lessons in the jumping area as in 4 above

- c. Show jumping and competitions including pony club and games in area in 4 above
- d. All weather track rides and cross country from the stables
- e. Hacking
- f. Trekking
- g. Woodland rides Old Mill Lane Woods
- h. Grazing on land adjoining stables and land near railway
- i. Pony club activities including annual camp
- j. Liveries
- k. Lessons for children of all ages and abilities in a safe environment

Most of these activities will be impacted by the new road proposals to a lesser or greater degree. The business will not be able to offer a whole range of activities and will therefore affect the marketing and resulting potential loss of customers.

6. The impact on the aesthetics of the site

The environment is pleasant at present with good views. The road is likely to render the use of the site less attractive. Sympathetic landscaping will be important.

7. Proposals for mitigation

It was advised that HH should consider in view of the impact of the proposed road scheme on the riding school and business her vision and objectives for how she would like to see the business operating post the construction of the new road. This would enable a scheme to be put in place for mitigation and submitted to the acquiring authority for discussion. HH confirmed she would do this. SS could then seek some quotations / costings around this vision for further discussion with IK.

8. Other matters

SS to send HH 'Authority to Act' on her behalf in respect of the proposed SEMMMS Scheme. IK confirmed that the authority would cover SS professional fees and costs



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and north-west of the working areas, downwind of the prevailing south-easterly winds associated with the area, are the most susceptible.

- 8.5.31 The numbers of receptors classified according to type and categorised relative to risk, taking into account the two risk evaluation criteria of dust emission class and distance from the working areas in bands up to 350m, are scheduled in Table 8-23.

Table 8-23 Risk of dust-related nuisance relative to receptors

Distance from construction boundary (m)	Risk Level for Potential Dust Emission Class "Large"	Sensitive Receptor Count		
		Residential	School/Nursery	Medical
<20	High Risk	165	1	-
20-50	High Risk	277	-	-
50-100	Medium Risk	568	2	-
100-200	Medium Risk	1,539	1	-
200-350	Low Risk	2,540	-	-

- 8.5.32 The number of vehicles accessing the site, which may track out dust is currently unknown. However, given the size of the scheme there could be times when up to 100 vehicles movements could occur accessing or exiting the site, with some travelling over potentially dusty surface materials and unpaved roads.
- 8.5.33 The locations of receptors in the vicinity of proposed site access points are shown in Figure 8.21. All are residential receptors. The numbers of receptors subject to the relative risk ratings adopted for evaluating potential dust impacts are presented in Table 8-24.

Table 8-24 Risk of dust-related nuisance associated with trackout

Distance from construction site boundary (m)	Risk Level for Potential Dust Emission Class "Large"	Residential Receptors
<20	High Risk	63
20-50	Medium Risk	115
50-100	Low Risk	234

Proposed mitigation

- 8.5.34 The proposed measures focus on mitigation of construction phase related dust and the described below will be implemented by the contractor through the Construction



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Receptor Ref Code & Fig Number	Receptor Details	Receptor Quantity	Sensitivity	Proximity to Proposals (meters)	Existing Visual Outlook	Views Relative to Development and Magnitude of Impact	Views During Construction	Winter Year of Opening	Winter 15 Years	Summer 15 Years
R09 (Sheet 1 of 9)	Bungalows on Wellington Road	3	High	32	Bungalows set along Wellington Road are partially screened by boundary hedgerows. A further hedgerow on the western side of Wellington Road further encloses the views to the grazing pasture and stables beyond. Views to the rear are of grazing land and the edge of the golf course planting.	Views are largely screened by the existing hedgerows in the area, traffic will be glimpsed above but will not form a major element within the views as the grounds falls away to the west. The magnitude of impact will be in the order of Minor/Moderate.	Slight/Moderate Adverse – Noticeable changes to views to the front of the property during construction phase	Slight Adverse – Traffic beyond existing hedgerows moved into view. Top of HGVs just visible above the screening. Ground falling away so gradually disappearing.	Slight Adverse – Views of traffic remain just visible above hedgerow. Most traffic largely screened by hedgerows. Top of HGVs just visible.	Slight Adverse – Views of traffic remain just visible above hedgerow. Most traffic largely screened by hedgerows. Top of HGVs just visible.
R00 (Sheet 1 of 9)	Stables, Wellington Road	1	Low	58	Set on the end of Wellington Road, the stables are surrounded by grazing pasture. To the north views are enclosed by trees to the edge of golf course. More extensive views to the west with views of traffic on the existing A6 set beyond hedgerows.	The new alignment will bring the A6 into the extensive views to the west. Traffic will be clearly visible and noticeable within the views. Loss of hedgerow to the south will open up views of traffic. The magnitude of impact will be in the order of Moderate.	Moderate Adverse – Noticeable changes to views from the receptor during construction phase as road corridor is moved closer.	Slight/Moderate Adverse – New element of traffic is noticeable new feature within previously attractive views. Low sensitivity means that impact is not as great. Loss of hedgerows opens up views.	Slight Adverse – Replacement hedgerows along new alignment will screen most views of lower level traffic. HGVs remain visible above screening. Hedgerows replaced within views to south and west.	Slight Adverse – Replacement hedgerows along new alignment will screen most views of lower level traffic. HGVs remain visible above screening. Hedgerows replaced within views to south and west.
R01 (Sheet 1 of 9)	91-93 (odds) Mill Lane	2	High	55	Rear overlooks gardens to railway on embankment. The front looks over side road and bridge. Views are largely screened by hedgerow to paddocks and fields beyond. Woodland frames views in the middle distance.	Views mainly from the front upper floors will have some views of the main alignment set within a combination of cutting and false cutting. Oblique views of proposed footbridge set on embankment. Most views of traffic screened. The magnitude of impact will be in the order of Moderate / Minor.	Moderate Adverse – Initially construction work would be noticeable within views from upper floors gradually diminishing as construction of cuttings is progressed and new overbridge obscures views to the south west.	Slight/Moderate Adverse – Views of road are mainly within cutting, route corridor and overbridge are visible but moving traffic screened. Loss of agricultural landscape.	Slight Adverse – Woodland planting establishing along false cutting will further screen route corridor, woodland is existing element within view and is brought closer to receptor.	Slight Adverse – Road alignment across views remains perceptible. Traffic is screened from view by earthworks and woodland planting.
R02 (Sheet 1 of 9)	153-159 (odds) Chalforth Road	4	High	43	Views to the front are of front gardens with mature vegetation and amenity trees set within grass verges. Views along Mill Lane are bounded by hedgerow and mature ash tree. Beyond are more restricted views of grazing pasture, semi detached housing on Old Mill Lane and the edge of woodland planting in Norbury Brook.	Views of the route corridor from the upper floors set within extensive cutting and oblique views of proposed overbridge. Summer views largely screened by existing vegetation. The magnitude of impact will be in the order of Minor.	Slight/Moderate Adverse – Some loss of woodland to Norbury Brook and exposure of views particularly from upper floors would initially appear noticeable.	Slight Adverse – Views from the upper floors will be of the false cutting along the edge of the route corridor and proposed overbridge. Traffic is largely screened from view although alignment is still perceptible.	Neutral – Views are screened by existing and establishing planting. Woodland planting to the edge of the cutting will screen views and establish new boundaries to the views.	Neutral – A combination of existing road side planting, hedgerows and establishing woodland planting will screen views of the new route, without altering the balance of the overall view.



A6 to Manchester Airport Relief Road

Volume 1 - Environmental
Statement – Main Text
1007/6.15.2/189

October 2013

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R02 (Sheet 1 of 9)	1.5 Red Row	5	Medium/High	0	The front of the receptors face directly onto the busy A6. The rear face open grazing pasture gently falling to the north west to woodland edge along the southern boundary of the golf course. There are few disruptors to the views.	The rear of the properties will be affected by the large earth mounding to form a false cutting beyond which the road is set. More minor adjustments to link with the existing A6 are proposed to the side of number 5. Impacts are offset by the reduction in traffic to the front of the properties. The magnitude of impact will be in the order of Major.	Large Adverse - Close proximity to the rear of the property would be clearly visible and significant. Views would be partially screened as the false cutting is formed.	Moderate/Large Adverse - Attractive views of pasture are lost to the rear, replaced with engineered embankment. Views to the north west are restricted. External spaces to the rear will be aware of traffic to the side of the property as the road is realigned.	Moderate Adverse - Tree and shrub planting establishing to the rear and disguising engineered embankment. Planting to the side of No. 5 will filter views of revised road layout. Views lost are still noticeable.	Moderate Adverse - Summer foliage to the rear will screen views and disguise engineered embankment. Planting to the side of No. 5 will screen views of revised road layout. Views lost are still noticeable.
R03 (Sheet 1 of 9)	Gable Cottage, Robin Cottage and Clock Tower	3	High	51	Set back from the existing A6 and along a lane, the receptors are set within farmland between the railway line and the A6. Vegetation around the boundary to the property screens low level views of the existing A6. Views from upper floors and the Clock Tower are more noticeable and broad reaching.	From upper floors views are gained of the revised layout of the new alignment with the existing A6. Traffic will remain visible but reduced as the existing A6 will have reduced levels of traffic. The magnitude of impact will be in the order of Minor.	Slight Adverse - Perceptible changes to views of the construction activities beyond existing hedges. Set within the context of the existing road corridor.	Slight Beneficial - Although glimpses of the revised layout will exist, interruption of views by traffic will be reduced as main bulk of traffic will disappear behind earth mounding and housing to the north of the A6.	Slight Beneficial - Increased planting around the revised layout will provide some additional screening. Views of traffic will remain just visible in winter.	Slight Beneficial - Summer foliage will provide some additional screening. Traffic is now largely screened from views. Other elements such as the existing A6 will remain largely unchanged.
R04 (Sheet 1 of 9)	Beechwood House	1	Medium/High	0	The front of the property overlooks a front garden to the existing A6 immediately beyond. The rear overlooks pasture and an assortment of shed type buildings.	Front elevations will have views of the new alignment as it rejoins the existing A6. This will result in the traffic being moved slightly further away from the original alignment. Tall hedgerow will be partially removed on the opposite side of the A6. The magnitude of impact will be in the order of Minor/Moderate.	Large Adverse - Substantial changes to the front of the property would be noticeable however considered in the context of the existing A6 corridor.	Slight Beneficial - Traffic and revised road is new element but is offset by the road having been moved away from its original location and further away from the receptor. Hedgerow opposite will continue to provide some screening.	Slight Beneficial - Existing A6 traffic has been moved slightly further away from the dwelling, but still constitutes main element of view to the front.	Slight Beneficial - Mitigation planting will provide little additional screening so impact remains the same.