

25 SEP 2014

Secretary of State for Transport
Department of Transport
National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle Upon Tyne NE4 7AR

53 Beechfield Road
Stockport
Cheshire
SK3 8SX

21st September 2014

Dear Sir/Madam,

Metropolitan Borough of Stockport A6 to Manchester Airport A555 Side Roads Order and Compulsory Purchase Order and Certificate Public Inquiry - 30th September 2014

I am writing to object to the proposed A6 to Manchester Airport A555 road, which is being considered at the above public inquiry, for the following reasons:

1. It will cut through greenbelt land, leading to ribbon development on countryside which has been protected from development for a very good reason: to stop the urban sprawl of the Greater Manchester conurbation. Landscape that has taken many years to evolve will be totally destroyed. The Environmental Scoping Report of 3rd February 2010 states that "Parts of the corridor retain a strong sense of their relationship to the agricultural landscape of the Cheshire Plain" (4.4.4) and that "Whilst the visual quality of the open space and countryside within the corridor is variable, it constitutes a local resource which adds value to the environmental quality for the communities and individual residents located within and in the vicinity of the corridor" (4.4.7). This scheme will have a detrimental effect on my quality of life, as I am a frequent user of the rights of way within the corridor. It is still possible to get a sense of tranquillity in the areas to be affected, in spite of conclusions to the contrary in an early environmental assessment (encl.).
2. It will cause destruction and possible deterioration of ancient woodland, namely Carr Wood. I believe the Woodland Trust has objected to the scheme for this reason.
3. It is being brought in piecemeal, with part of the road already built, which, in my opinion, has been done in order to reduce the potential opposition. This, in my opinion, is disingenuous. If this road is completed, it will lead to more congestion and calls for previous discontinued schemes to be reinstated, such as the link to the M60 through the beautiful Goyt Valley and the Disley bypass. The SEMMMS Final Report of 2001 concludes that "constructing only one or two but not all of the A6(M), the Poynton Bypass and MALRW to the design previously proposed would simply amplify the existing traffic

related problems experienced in the Hazel Grove, Poynton, Woodford, Bramhall, Handforth and Heald Green areas, the areas affected depending on the combination of schemes" (6.43).

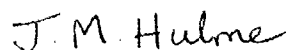
4. It will cause an increase in traffic on the very minor roads on which I cycle, as motorists try to find an alternative way to reach the new road, avoiding the A6 through Disley and High Lane, which will become even more congested than it is now.

5. In terms of access to the airport, it is not needed: there are enough ways to get to the airport already. There are frequent trains and buses to the airport, and the new Metrolink tram line to the airport is due to open quite soon. The airport is also already served by the existing motorway network.

6. It will result in an increase in traffic in the long run, when we should be trying to find alternatives to providing for ever-increasing traffic, and when more people are choosing other options like train travel and cycling. Even back in 2001, in the SEMMMS Final Report of that year, it was noted that "The results of the survey have shown that a strategy with the majority of expenditure on non-road travel has achieved overwhelming support. It has also showed that even more expenditure in this area would be supported" (9.49). For the current scheme, I do not think that the published figure of 69% of overall respondents supporting the proposals, during the first phase of the consultation process, constitutes a large enough endorsement.

I have enclosed extracts from the relevant documents to support my arguments.

Yours faithfully,

A handwritten signature in cursive script, reading "J. M. Hulme".

Joanna Hulme (Mrs)

Appendix C – NATA Worksheets

Environment: Landscape


Features	Description	Scale it matters	Rarity	Importance	Substitutability	Impact	Additional Mitigation
Pattern	To the east of the study corridor the landscape pattern is represented by irregular shaped fields bounded typically by hedgerows and linear belts of shrubs and trees. To the west the landscape pattern becomes less coherent as a result of frequent interruption by urban fringe land uses. These include golf courses, green houses, formal and informal recreational land uses along with significant transport corridors and the open landscape of the airport.	The landscape pattern matters at the local scale with pockets of farmland comprising a largely discordant landscape particularly to the west as pattern becomes largely irrelevant.	The landscape pattern as it exists is considered commonplace and typical of the mixed agricultural landscape that extends to the south of Stockport and Manchester.	Areas of open countryside where a landscape pattern is discernable is best described as of low importance at a local level.	Landscape pattern of irregular shaped fields and elements of mature planting would be replaceable through the formation of hedgerows and small copses.	The landscape pattern of irregular shaped fields generally lacking coherence has the capacity to effectively accommodate a new linear route, the resulting impact is considered no greater than slight adverse.	Opportunities for integration with existing / ongoing Local Planning Authority initiatives to reinforce landscape pattern beyond the footprint of the scheme.
Tranquillity	The area is represented by typically urban fringe features and as a result have no perceptible sense of tranquillity with frequent disruptive elements e.g. roads, rail corridors, airport and urban development. At a very local level contrasting features such as Ladybrook Valley have a sense of isolation in part however perception of the wider setting results in no definable sense of tranquillity.	No definable sense of tranquillity therefore the scale it matters is not considered relevant.	No definable sense of tranquillity therefore rarity is not considered relevant.	No definable sense of tranquillity therefore relative importance is not considered relevant.	The lack of a sense of tranquillity means that levels could not be adversely impact by the introduction of the proposed scheme therefore substitutability is not considered relevant.	The lack of any perceptible sense of tranquillity means that levels could not be adversely impacted by the introduction of the proposed scheme.	To be confirmed
Cultural	The landscape displays few cultural associations with the open countryside comprising a relatively disturbed and heavily modified agricultural landscape. Several buildings within the study corridor are listed and their settings have the potential to be modified by the proposals – most notable of these is Norbury Hall, although the setting is heavily degraded by	Notable locations e.g. Norbury Hall which is locally listed, and a generator house at Barlowfold which is Grade II listed, has some historical influence at the very local level. Historic field boundaries and areas of ancient woodland important at the local scale as a representation of	Cultural features are considered to be commonplace and of local importance.	Elements of the cultural landscape are considered to be of medium importance at a local level e.g. listed buildings and their settings along with areas of ancient woodland.	Loss of ancient woodland would be a negative impact associated with the proposed route, in addition the proposed route is anticipated to have a limited negative impact on the setting of some of the locally important buildings. Inclusion of woodland planting would over a	Mitigation planting will serve to assist in reducing the impact on the setting of certain structures adjacent to the study corridor and replacing/replicating former field boundaries, resulting in an impact considered to be slight and adverse.	To be confirmed



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assessment team and cross reference to the Cheshire classification to ensure the baseline description and evaluation of sensitivity is consistent.

- 4.3.14 The evaluation of the significance of impacts for all three aspects will involve quantification and description of the magnitude of impact relative to direct impacts, impacts on the setting of resources and impacts on the relationships between resources and the value/sensitivity of the resources as recommended in Annexes 5, 6 and 7 of HA208/07. Magnitude will be reported as being adverse and major, moderate or minor or negligible and value as being very high, high, medium, low or negligible.
- 4.3.15 The resultant significance of impacts will be guided by reference to the ratings, recommended in the Annexes, using the matrices provided for combining value and magnitude, and applying professional judgement.
- 4.3.16 The establishment of a mitigation strategy to address predicted/potential impacts will involve review of the strategies relevant to resources previously identified and agreed with the County Archaeologists, validation or modification of the strategies with the County Archaeologists and inclusion of further measures subject to the emergence of newly identified sites or areas of potential during the assessment.

4.4 Landscape

- 4.4.1 The DMRB recognises that the introduction of major roads schemes, such as that proposed, will generally have an impact on the landscape character of the area within which they are located and on views experienced by residents and visitors to the area. The guidance accordingly includes recommendations relating to the assessment of impacts and their resultant effects on the landscape character and visual context of areas within which major road schemes are located.

Existing Environment

- 4.4.2 The landscape associated with the preferred scheme corridor comprises a composition of land use and urban and rural features and components, which has established a sequence of areas of varying character and quality.
- 4.4.3 In common with many such urban fringe areas there are areas where urban development in a number of forms is dominant. Housing of varying age and style abuts and influences perception of the neighbouring countryside throughout much of the area. Industrial, commercial and institutional development evokes a sense of urbanisation of the countryside, particularly along the A34 and in the vicinity of Manchester Airport. Stylised landscapes, such as those associated with the many golf courses located within this fringe to the conurbation contrast with areas of continuing agricultural activity in which there is clear evidence of long established field patterns and evidence of changing practice as boundary fences have increasingly replaced traditional hedgerows.
- 4.4.4 Parts of the corridor retain a strong sense of their relationship to the agricultural landscape of the Cheshire Plain. Other areas, such as that associated with and surrounding Styal, constitute significant examples and early evidence of the emergence of designed and industrial landscapes within the countryside.
- 4.4.5 Substantial sections of the corridor are designated greenbelt (Figure 2D), which not only serves its primary function of preventing coalescence of settlement but provides an important visual link with the countryside that surrounds the conurbation.
- 4.4.6 Landscape quality and visual context varies from the higher quality areas at the eastern end of the corridor associated with the Norbury Brook and Ladybrook Valleys to ordinary relatively open undulating, landscapes south of Woodford and further west towards Manchester Airport. There are poor quality areas such as at Heald Green and localised higher quality features such as the locally prominent Wigwam Wood.

- 4.4.7 Whilst the visual quality of the open space and countryside within the corridor is variable, it constitutes a local resource which adds value to the environmental quality for the communities and individual residents located within and in the vicinity of the corridor.

Potential Impacts

- 4.4.8 The introduction of the proposed new sections of dual carriageway at the eastern and western ends of the corridor, crossing the established radial pattern of existing infrastructure will serve to sever existing compositions of landform, planting structure, settlement and land use which contribute to existing landscape character. Construction of the proposed scheme will involve the loss of established landscape components such as hedgerows and other planting and will require modifications to existing landform. The presence of the road and its associated traffic within parts of the corridor which are currently not heavily influenced by roads and traffic, will have a potential impact on perceptions of the areas. The new sections of road and its associated traffic will also constitute a new, and potentially discordant, component in views experienced by numbers of residents and users of the rights of way network within the area.

Proposed Assessments and Methods of Assessment

- 4.4.9 The review of previous studies, of information relating to existing landscape character and the visual context of the proposed scheme corridor, and of the scale and form of the currently proposed scheme, indicate that an assessment of impacts on landscape character and views experienced by receptors associated with the area should form part of the assessments required to inform the ES.
- 4.4.10 The assessment will be undertaken in accordance with the guidance contained in DMRB Volume 11 Section 3 Part 5, Landscape Effects, and the Guidelines for Landscape and Visual Impact Assessment' (GLVIA) published by the Landscape Institute and Institute of Environmental Management and Assessment (2002). Reference will be also made to guidance for landscape character assessment in the Countryside Agency published 'Landscape Character Assessment' (2002).
- 4.4.11 The assessment will address landscape and townscape character as an integrated approach; the dominant element in this instance being landscape character.
- 4.4.12 Establishment of the baseline for landscape character will involve a review of the previous assessment relating to regional, sub-regional and local character areas. Further desk-based and field validation surveys will be undertaken to identify any changes in landscape components and their composition. Descriptions relating to quality, value and sensitivity of the areas to the form of proposed development will be updated to reflect the findings of the review.
- 4.4.13 The previously plotted visual envelope for the relief road will be re-plotted to reflect the currently proposed horizontal and vertical profiles for the scheme and the schedule of originally identified visual receptors will be reviewed and updated following a preliminary site survey.
- 4.4.14 Winter and summer visual impact surveys will then be undertaken and the need for landscape proposals to address specific visual impacts will be identified.
- 4.4.15 The assessment of significance for the landscape and visual impact assessments will involve an evaluation of the sensitivity of landscape character areas and visual receptors and the magnitude of change predicted to result from the introduction of the proposed scheme. Significance will be defined on a seven point scale ranging between substantial, moderate, or slight, adverse or beneficial or no change where there is no discernable deterioration or improvement.
- 4.4.16 The assessment of significance and description of residual effects will take into account the landscape measures which will be developed to aid integration of the proposed scheme into the local environment and to address impacts relative to specific receptors.

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twenty year period. It is believed that any additional public transport expenditure to that in the strategy would be difficult, if not impossible, to fund and implement in a twenty year period. What the survey illustrates is that there is now an onus on the implementing authorities and Government to ensure the delivery of the whole strategy.

Wider Reference Group

- 9.50 The Wider Reference Group was also consulted on their views about the study's recommended strategy. Wider Reference Group members were sent details of the study's recommendations (in the form of a draft of Chapter 7 of this report) and feedback was invited.
- 9.51 The feedback from the WRG members who responded was supportive of the public transport, management and transport change elements of the strategy. Concern was expressed, however, about the degree of road construction included within the strategy. This concern was expressed notwithstanding that the roads are to be implemented at a reduced scale to those remitted to the study.
- 9.52 The concern about, and in some cases opposition to, the inclusion of the bypass proposals in the strategy is significant. While it is believed the local bypasses are a essential component of the strategy and that their environmental impacts are not as significant as WRG members have suggested, it shows that the implementing authorities will need to take care that the public is fully consulted during their development phase, and that they respond and are seen to respond to concerns raised in that consultation process. It will be very important that the benefits as well as impacts of the schemes are elucidated clearly.

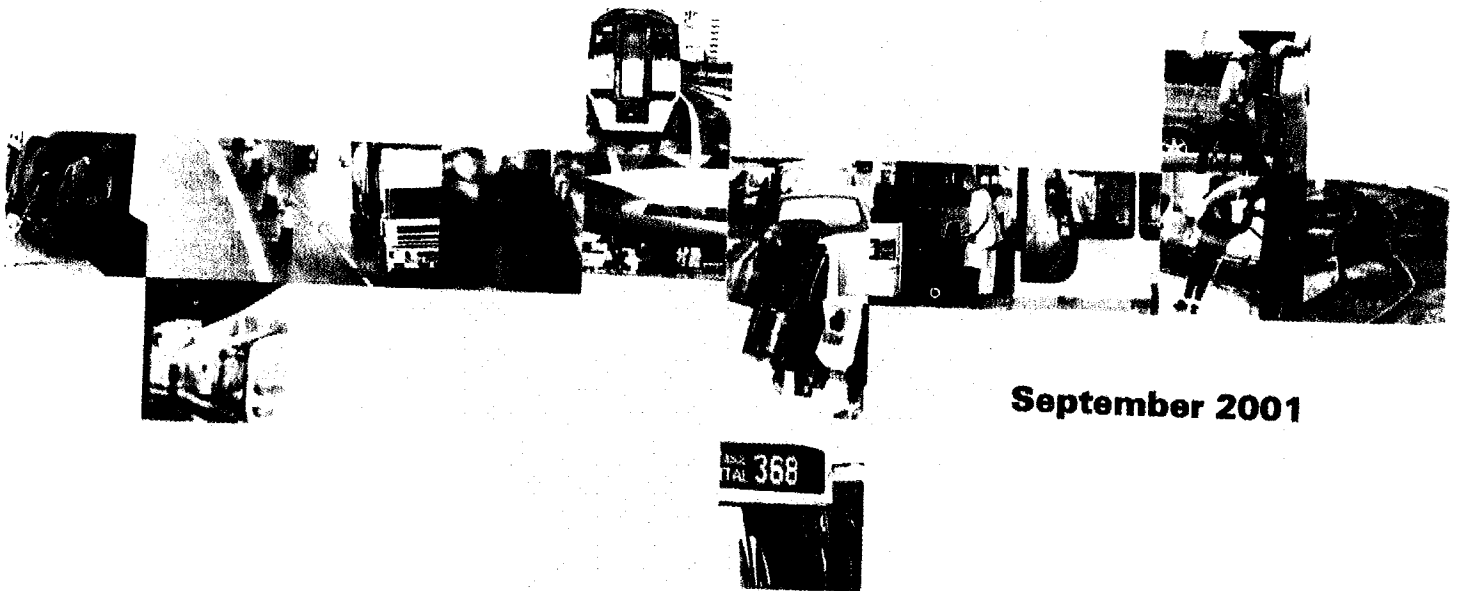
Third Newsletter

- 9.53 Like the two newsletter produced as part of the Phase 1 participation and consultation programme, the third newsletter was distributed to each residential and business address in the study area. Newsletter distribution commenced on 27 August 2001 and was completed in a three week period. The vast majority of newsletters were distributed by the Royal Mail, but in and around Alderley Edge the Royal Mail was unable to distribute the newsletter in the required timescale and distribution was undertaken by inserting the newsletter in a local free newspaper.
- 9.54 The third newsletter was also posted directly to MPs, MEPs and councillors prior to its wider circulation. It was also sent directly to members of the study's Wider Reference Group and the Key Priority Group on Planning, Environment and Transport of the North West Regional Assembly.
- 9.55 The third newsletter (illustrated in Figure 9.1) included:


- a short summary of the study process;
- a non-technical description of the recommended strategy;

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September 2001

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of the key decision areas related to the role of road proposals along the alignments of the three schemes removed from the Highways Agency's programme. For each of the on-hold schemes, the A6(M) Stockport North South Bypass, the A555/523 Poynton Bypass and the A555 Manchester Airport Link Road West (MALRW), five broad options were defined. These were:

- the do-minimum, i.e. do not construct any road along the alignment;
- construct the road as proposed at the time that the scheme was put on hold;
- construct a road but to a lower specification than previously proposed. For example, this could be an at-grade single carriageway road as opposed to a grade separated dual carriageway;
- construct a scheme that had provision for both private cars as well as dedicated facilities for goods vehicles and/or public transport. The latter could be rail or road based. Keeping the proposals more or less within the protected alignments would mean that, by definition, such proposals would offer less road capacity than the original proposals now on hold;
- construct a scheme along the alignments that serviced goods and/or public transport traffic only. Such a scheme could be road or rail based.

6.43 Considering the road options in isolation, the compatibility assessment indicated that:

- constructing the A6(M), the Poynton Bypass and MALRW (i.e. all three schemes) was an option that should be considered as the current design of each was mutually compatible;
- constructing only one or two but not all of the A6(M), the Poynton Bypass and MALRW to the design previously proposed would simply amplify the existing traffic related problems experienced in the Hazel Grove, Poynton, Woodford, Bramhall, Handforth and Heald Green areas, the areas affected depending on the combination of schemes. As the impacts of traffic in these areas was one of the principal congestion-related problems identified during the course of Phase 1, such a result clearly acted against achieving the study's defined objectives;
- building lower capacity schemes along the alignments of the A6(M), Poynton bypass and MALRW was a viable combination of options. Here a lower capacity road scheme could be a conventional road or it could be a highway and dedicated freight and/or public transport facility adjacent to each other;
- it would be compatible to build a reduced scheme along the MALRW alignment and a reduced Poynton bypass without building any scheme along the A6(M) alignment. Careful traffic management in the Hazel Grove area would be required to ensure that the proposals do not exacerbate the traffic problems experienced in the locality;
- it would be compatible to build a reduced A6(M) proposal and not construct the Poynton bypass or MALRW. Again careful traffic management would be needed around Hazel Grove;

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Spending Balance

- 9.45 Respondents were asked, if they could change the balance of spending in the strategy, in which sectors would they like the balance changed. The majority of respondents said they would prefer to see more money spent on every aspect of the strategy, *except* road-building, where only 32% considered more should be spent.
- 9.46 This compares with as many as 70% who would like to see increased spending on pedestrian facilities, whilst 68% wanted more spent on facilities for cyclists. Increased spending on bus services and bus priorities was advocated by 69% of respondents. Increased rail spending received support from 64% and 58% supported more expenditure on Metrolink. Significantly, 65% were in favour of more expenditure to increase travel awareness.
- 9.47 When converted into an "index" (percentage wanting increased spending, minus those wanting reduced spending) this order of priority is retained. The spending balance indices are shown in Table 9.2

Table 9.2: Spending Balance Indices

Spending on	Percentage wanting increased spending minus percentage wanting reduced spending
Facilities for pedestrians	68
Bus and bus priority	66
Facilities for cyclists	63
Increasing travel awareness	62
Rail service improvements	59
Traffic management	59
Metrolink extensions	53
Road building	14

Summary

- 9.48 Overall, the recommended strategy received overwhelming support from those surveyed. The strategy includes significant investment in public transport infrastructure and measures to improve the service offered by public transport. It includes a significant package of behavioural change measures as well as measures to promote cycling and walking. When asked, respondents stated they would like to see even more expenditure on such measures. Those who would like to see more expenditure on public transport outweighed those who wished to see more expenditure on roads by 2 to 1.
- 9.49 The results of the survey have shown that a strategy with the majority of expenditure on non-road travel has achieved overwhelming support. It has also showed that even more expenditure in this area would be supported. The recommended strategy, however, has been developed to be one which is both attainable and fundable in a