

# Statement to be read at Public Enquiry

17 Mill Hill Hollow  
Poynton  
Cheshire  
SK12 1EQ  
2nd September 2014

RECEIVED LEGAL SERVICES	BUSINESS SERVICES DIRECTORATE
08 SEP 2014	
Ref	

Non-statutory objection to:

**The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013**

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

Statement of evidence for the inspector

I am a local resident of Poynton and I strongly object to the construction of an expensive and ineffectual dual carriageway through our precious greenbelt countryside.

This area is renowned for its rural character, rolling countryside and unparalleled views of the Cheshire and Derbyshire Peaks. The land this road will destroy is working agricultural land, and the loss of it will change the character and landscape of Poynton irreversibly, paving the way for further development along its route and closing up the narrow green space between the Greater Manchester conurbation and Cheshire East.

As an actively concerned member of the public, I have taken part in each of the public consultations and local liaison forums of last year and can attest to the fact that the whole process has been fraught with confusion and obfuscation.

To begin with, the fundamental purpose of building this dual carriageway is confused and contradictory. The scheme's stated purpose was to improve LOCAL traffic flow. Originally it was supposed to bypass Hazel Grove and connect the M60 and the M56 motorways. Now it stops at the A6 in Hazel Grove, causing considerably more problems than it solves. The additional traffic generated by the scheme, particularly in High Lane and Disley, does not support the claim that this road will ease local congestion. So if not, then why build it?

Secondly, the SEMMMS strategy is supposed to be a multi modal scheme of transport measures, only one of which was a road, and which was specifically intended to reduce local congestion. When the public were offered a choice of solutions to local traffic issues during consultation in 2004, the building of a road was far from the most popular choice. At the public consultations of 2013, no other choices were made available to the public and instead, they were presented with the road as a fait accompli, the consultations were only on which junctions the public preferred.

Alarming, the public consultations on this scheme in 2013 omitted vital information. Stockport Council was made aware of this information well ahead of the consultation period, and yet did not include it in their engagement with the public.

The first is that Carr Wood - an ancient bluebell woodland and local treasured beauty spot which is on the national inventory and legally protected - is in the path of the road and will be largely

destroyed. Because the SEMMMS project team originally misrepresented the ancient woodland as an SBI and inaccurately recorded its position on their map, any alternative route to avoid its destruction was not considered until very late in the process, was not disclosed during the public consultation period and was dismissed by SMBC.

The second is the fact that this road scheme is highly likely to cause a breach of the Air Quality Directive, generating increased levels of pollutants in an established AQMA at Disley and potentially pushing other areas over the current safe limits. The SEMMMS project team are predicting a 30% increase in traffic through Disley and yet claim only a 6% increase in pollutants. This seems highly unlikely and has not been explained. The measurement details provided by SMBC are vague and insufficient and the SEMMMS team have failed to explain how they plan to reduce the 3 exceedences they do recognise to within limits stipulated by the Directive.

The mitigation measure for reducing the 30% traffic increase brought about by the building of this road have not been made clear to the public, despite persistent and repeated requests. As far as anyone can make out, the best solution the project team have offered is that local traffic will be dissuaded from using the new road, due to the heavy traffic on it, and instead will find ways of avoiding it by driving much longer distances through villages in and around the area. I would like someone to explain to me how this constitutes a value for money scheme which is supposed to ease local congestion?!

With such obvious and fundamental flaws in this proposed scheme, I implore the inspector to halt its impending construction until these issues have been properly investigated and resolved and before our local community is devastated both environmentally and financially.

Yours sincerely

Julie Waddicor

A handwritten signature in black ink, appearing to read 'Julie Waddicor', with a long horizontal flourish extending to the right.