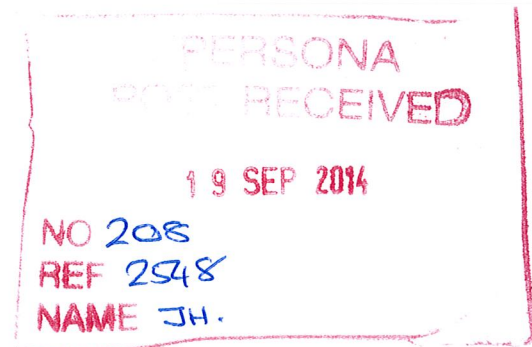


8 Howard Close
Romiley
Stockport
Cheshire
SK6 3BH

Mr John Hill
Legal Services
Stockport Town Hall
Stockport
By Hand



Tuesday, September 16, 2014

Dear Mr Hill

I wish to object to the compulsory purchase orders to facilitate the "Cheadle Constituency Link Road"

<http://www.politicshome.com/uk/story/36543/>

or the A6 to Manchester Airport Link Road as it is sometimes known.

I object because the Chair of the Planning Committee, Councillor Grice, failed to declare a pecuniary interest in the planning application, as he works for Manchester Airport and apparently committed a criminal offence in not declaring a pecuniary interest, leaving the meeting and not taking any further part in it. How could he not have known how important this proposal was to his own employer? I can only assume he hadn't read the documents pertaining to the application, in which case the planning decision was an unsafe one, and certainly not on one which people's land and businesses can be forcibly removed from their possession.

I object on the illegalities regarding air quality, the faulty traffic modelling and I enclose some newspaper reports detailing the traffic problems which will be caused as a result of the construction of the road. No work has been done on the final section of the road to the M60 since it was last shelved many years ago due to the cost rising to £1billion - a FoI request established that fact. There isn't a spare £1 billion pounds hanging around to complete the scheme, so the traffic problems the A6 MARR would create

in Bredbury, Hazel Grove, Dan Bank etc would remain for many, many years. We are due to have a Metrolink station; Metrolink would be the ideal solution to our local traffic problems, and the SEMMMS Final Report 2001 stresses any roads must be for local traffic only and not for strategic traffic, as Mr McMahon admits in his submission to this inquiry:

"The study recommends that these roads should be designed to provide relief for the study area communities affected by inappropriate through traffic, but not to provide a new strategic route of regional and potentially national significant." (Volume 1, 4.2) This road is admitted by Stockport Council to be a road to aid airport expansion amongst other things. (Vol 1, 4.9 of Mr McMahon's proof of evidence)

It is certainly worth reading the SEMMMS Final Report 2001 to see what the people of Greater Manchester wanted, which is certainly not what they are now getting.

<http://www.semmms.info/140683/433764/semmmsstrategyreport>

- 3.56 "The findings of the questionnaire analysis supported and were consistent with findings from the series of focus group undertaken in Phase 1 and the consultation with the Steering Group and Wider Reference Group. This created confidence in the study process. The public response to the questionnaire was much higher than anticipated, showing the importance of transport issues in South East Manchester."
- "8.75 The construction of the Metrolink extension to the Airport, forms part of the Metrolink Single Contract for which Government support has been committed. GMPTE has commenced a tender process for the delivery of the project. The current timetable indicates that a contract will be signed in Spring 2003. During the implementation plan period GMPTE intends to submit a Transport & Works Act Order application for the further extension of Metrolink from Hough End on the Airport extension to Stockport Bus Station." (Please see attached newspaper clipping - we are now getting a Metrolink-ready bus station).

- 6.19 "In the course of the Phase 1 study, proposals were made to extend Metrolink further. The broad options identified were:
 - beyond Stockport, to the east towards Brinnington/Bredbury and/or to the south along the A6 corridor;
 - beyond the Airport towards the east following, at least initially, the protected alignment of the Manchester Airport Link Road West."
- 6.20 "A pre-feasibility assessment was undertaken to inform the definition of Metrolink options to be considered by the study. Based upon this work, the defined options for consideration are given in Table 6.3. It should be noted that the pre-feasibility work identified a further option to those noted above linking Stockport to the Airport using for part of its length the (committed) Airport and (proposed) Stockport extensions and this too was included in the Metrolink options considered by the study.

Table 6.3: Metrolink Options

ML1 Stockport - stand alone

ML2.1 Beyond Airport version 1 = Airport - MALRW - Wilmslow

ML2.2 Beyond Airport version 2 = Airport - MALRW - Poynton

ML3.1 Beyond Stockport version 1= to Rose Hill via Brinnington/Bredbury

M3.2.1 Beyond Stockport version 2 = to Hazel Grove via A6

M3.2.2 Beyond Stockport version 2 = to Hazel Grove via New Mills to Heaton Mersey Line

ML4 Stockport - Airport Extension (Wythenshawe Loop) via New Mills to Heaton Mersey Line "

- 6.21 "In terms of option compatibility, clearly it is not possible to develop a Metrolink line beyond Stockport prior to the completion of the line from Hough End to Stockport."

Options ML3.1, ML3.2.1 and ML3.2.2 therefore comprise option ML1 as an integral component. Other than that, extensions beyond Stockport and the Airport are compatible with each other and as such can be assessed independently. "

ML 1 is an integral component!!!! - definition being an essential part (of); intrinsic (to)

- Only 26% of the people questioned for the SEMMMS 2001 report wanted building new roads:-

3.51 "Generally, the measures can be described as either 'carrots' or 'sticks'. Not surprisingly, the 'carrot' measures proved to be the most popular. The measure with most support was better maintenance of roads and footpaths (46%). The next was extending Metrolink (35%). Better bus services (28%), cheaper bus and rail fares (28%), building new roads (26%), and increasing the capacity of existing roads (21%) were also popular measures. It is notable that building new roads received a high response, but other items were more favoured."

I enclose some newspaper clippings showing the reaction of my fellow Stockport residents to plans to deal with the congestion this proposed roadscheme would cause. It even involves the local MP, Andrew Stunell, who is massively in favour of this roadscheme, insulting council officers in the press for trying to come up with a solution the problems his pet roadscheme would create.

We are not getting what the SEMMMS Final Report suggested - nothing like it:-

"The point here is that they were supported as a result of using traffic models that predicted very high traffic growth some of which has not materialised and with the absolute condition that they were part of a

package. However only parts of the SEMMMS package are now going ahead. The argument that SEMMMS can act to avoid a consideration of alternatives which complies with national appraisal guidance (and thus requires a full Options Report) is completely flawed."

<http://www.mtru.com/mtru%20publications/Strategic%20transport%20SM%20EChesh.pdf>

Yours sincerely

A handwritten signature in black ink, appearing to read "Sheila Oliver". The signature is written in a cursive style with a large initial 'S' and 'O'.

Sheila Oliver

Encs

End of the road for old bus station

STOCKPORT is set to get a new 'Metrolink-ready' transport interchange.

The borough has been handed £41.8m for a new transport hub, replacing the old bus station and linking to the train station.

The investment is part of a £115m Growth Deal between the government and the Greater Manchester Local Enterprise Partnership. Across the region £470m will be invested in science, skills and transport.

The current bus station, which is more than 30 years old, will be demolished and replaced with a 'Metrolink-ready' transport interchange with improved links to Stockport station and the town centre. A number of tram routes are being discussed, including from East Didsbury through Heaton Mersey.

A town hall development plan says the new Stockport Interchange will play an important role in wider town centre regeneration.

Council bosses say the interchange will connect bus and rail travel and allow for the 'future extension' of the Metrolink into the town centre - which is still being discussed.

The new bus station will have better security, lighting and CCTV. Work is set to start in 2016/17.

Deputy council leader Iain Roberts said: "We've been working on these designs for some time. To now have funding for them is fantastic.

"This will allow us to build a modern transport interchange to replace the bus station, with improved links to the train station and town centre."

<http://www.manchestereveningnews.co.uk/news/stockport-a6-road-plans-thrown-7418349>

Councillors have welcomed news that a 'crazy' plan to narrow one of the region's busiest roads in a bid to solve congestion has been binned.

A report looking at ways to ease congestion on the A6 in Stockport considered measures to improve traffic flow before the road becomes even busier with congestion generated by proposed housing developments in Derbyshire and Cheshire East.

High Peak, Cheshire East, Derbyshire and Stockport councils, in conjunction with Transport for Greater Manchester, were involved in the joint study.

One of the suggestions was to reduce the road from four lanes to three in Hazel Grove between Torkington Road and Bramhall Moor Lane after the Manchester Airport Relief Road is built.

There would be a single lane in each direction with a shared third lane for right turns with traffic 'displaced' onto nearby smaller roads - Jacksons Lane and Marple Road.

The report said the measure would result in a 'notable reduction in traffic'. But it was immediately branded 'crazy' by now Stockport Mayor, Hazel Grove councillor Kevin Hogg.

The proposal has now been removed from the report after opposition from councillors and residents.

Tory Hazel Grove councillor William Wragg said: "I am pleased that common sense appears to have prevailed. This could have had a devastating effect on Hazel Grove - increased congestion, more pollution and a threat to local business. I'm glad this barmy plan has been dropped."

Hazel Grove MP Sir Andrew Stunell said: "The idea seems to have been dreamt up behind the scenes by officers on Cheshire East and Stockport councils.

"The Lib Dems in Hazel Grove spoke out against it immediately and forced the council to drop the plans."

Deputy council leader Iain Roberts said: "There were a number of ideas, including taking the A6 down to three lanes.

"Hazel Grove councillors argued strongly against it and the recommendation has now been removed from the report."

'Crazy' scheme to narrow A6 binne

TODD FITZGERALD

todd.fitzgerald@menmedia.co.uk
@TFitzgeraldMEN

COUNCILLORS have welcomed news that a 'crazy' plan to narrow one of the region's busiest roads in a bid to solve congestion has been binned.

A report looking at ways to ease congestion on the A6 in Stockport considered measures to improve traffic flow before the road becomes even busier with traffic generated by proposed housing developments in Derbyshire and Cheshire East.

High Peak, Cheshire

a shared third lane for right turns with traffic 'displaced' onto nearby smaller roads - Jacksons Lane and Marple Road.

The report said the measure would result in a 'notable reduction in traffic'. But it was immediately branded 'crazy' by now Stockport Mayor and Hazel Grove councillor Kevin Hogg.

The proposal has now been removed from the report after opposition from councillors and residents.

Tory Hazel Grove councillor, William Wragg, said: "I am pleased that common sense appears to have prevailed. This could have had a devastating effect on Hazel Grove - increased congestion, more pollution and a threat to local business.

"I'm glad this barmy plan has been dropped."

Hazel Grove MP Sir Andrew Stunell said: "The idea seems to have been dreamt-up behind the scenes by officers on Cheshire East and Stockport councils.

"The Lib Dems in Hazel Grove spoke out against it immediately and forced the council to drop the plans."

Deputy council leader Iain Roberts said: "There were a number of ideas, including taking the A6 down to three lanes.

"Hazel Grove councillors argued strongly against it and the recommendation has now been removed from the report."



● The A6 at Hazel Grove

'I'm glad this barmy plan has been dropped'

East, Derbyshire and Stockport councils, in conjunction with Transport for Greater Manchester, were involved in the joint study.

One of the suggestions was to reduce the road from four lanes to three in Hazel Grove between Torkington Road and Bramhall Moor Lane after the Manchester Airport Relief Road is built.

The idea was for a single lane in each direction with

YOUR VIEWS

Also you can follow pictures to flickr.com/cr

IT he tries to justify the crazy idea that is removal of lanes on the A6 once the relief road is in place. What utter madness.

Trying to make a case for lane reductions by stating people will relocate further out of the town and will therefore quickly fill the lanes back up insults intelligence. The right time to consider this reduction is after we have the relief road completed through to Bredbury.

Once that is in place then Hazel Grove could be considered for this and I think everyone would agree the area would benefit hugely from pedestrianisation and a single lane along the A6.

Reducing lanes before the relief road is fully completed will just swap one bottleneck for another. Why do we have these people trying to 'educate' us when it is all too clear to begin with that this defies common sense entirely and treats the townsfolk with contempt.

The council do not need congratulating they need to learn about what common sense dictates and give the A6 some respite from queues, put their efforts into making arrangements for the completion of the relief road as soon as possible and then look at closing lanes on the A6 - but not before.

There are far better candidates for money being spent than this barny scheme.

Jamie Evans
Mile End

ROAD PLAN IS JUST NONSENSE

ALTHOUGH I've no wish to drag this correspondence out further than necessary, I cannot let Dr



● Our letter writer says taking lanes out on the A6 in Hazel Grove would be 'madness'

Nick Cavill's response pass without comment.

With respect to Dr Cavill, his letter is typical of the 'study group' type of outcome that abounds in the national press, often devoid of the realities of modern day living.

He notes as traffic flow is eased, people tend to live further away (often in nearby countryside) which in turn restores 'congestion.'

But what about the people and businesses already in the area now having a major route out of Stockport reduced in such an absurd fashion?

This type of carriageway reduction nonsense has already been carried out in Manchester without any benefit whatsoever.

I would suggest Dr Cavill drives down Barlow Moor Road (heading towards Chorlton) with HGVs, stopping buses, and funeral processions (to Southern Cemetery) often reducing traffic flow to walking pace.

Dr Cavill asserts that 'evidence' shows widening roads doesn't improve traffic flow, in which case the government is obviously wrong in introducing the use of the hard shoulder

as an additional lane on several motorways.

He also appears to believe the High Lane/Manchester Airport Relief Road is somehow going to magically whisk away most of the traffic on the A6 in the area, but I'm sure local residents and businesses would disagree.

I stand by my original comment that creating single carriageways such as this benefit no one and must be resisted at all costs. As I noted previously, stopping buses, HGVs, and even learner drivers will reduce traffic to a crawl on what will still be a major and vital route.

Sadly, 'study groups' such as this seem to lack any element of common sense, let alone the acceptance that busy traffic on major routes such as the A6 is here to stay.

Congratulate the council? I don't think so.
Paul R Walker
Heald Green

BID TO CAUSE CONGESTION?

DID I read that right? (In Defence of the A6 Plan, Four Views, 22/5/02).

It is planned to cause congestion on the A6 through Hazel Grove to discourage new commuters taking advantage of the A6 being empty due to the SEMMs? That's indeed what it sounds like.

I actually believe it to be a fallacy that the SEMMs will make any difference at all to traffic on the A6.

Anyone travelling from the north of Stockport for the airport does not use the A6, they will use the motorways or Kingsway, the same applies to traffic to the airport from the east of Stockport.

Traffic for the airport from the east of Hazel

Grove will still have to get on to the A6. I even contest just how much traffic heading through Hazel Grove is for the airport, anyway. The A523 out of Hazel Grove and onwards is comparatively quiet at the worst of times, and traffic to airports does not cause 'rush-hours'.

A lot of traffic on the A6 is tourists heading for the beautiful Peak District. Millions of people a year. There's no alternative routes.

I recall the SEMMs first being considered as a by-pass to take traffic away from all the narrow, winding country lanes passing through many small villages, part of which was built. It was not called the SEMMs then.

I do not recall the airport being mentioned. The traffic actually

included holiday rushes to Wales via Chester, or to Chester itself, and possibly still does, not to mention general commuters lucky enough to live in rural Cheshire.

Another by-pass was also on the cards, a major one that would have removed most of the traffic on the ancient A6 in the area. The Woodley to Whaley Bridge one.

After 40 years of discussions it was shelved under government cut-backs, not because it was not needed.

While on such a subject, how about by-passes for the A626, the A627 and the B6104? Well, one can dream.

Incidentally, the letter I refer to was written by what is more or less an anti-car group with, in my opinion, a name that

makes them sound otherwise.

What such groups always seem to want is not improved flow of traffic, and so cutting down on pollution (of which traffic causes a small part, around 90 per cent being industrial) but to create congestion to dissuade people from travelling.

What I often wonder, however, is how do these people think that the goods they buy from shops get there? Or even items they buy online.

And how do they get to their homes?

**K Lomas
Romiley**

DITCH THIS BARMY SCHEME

I REFER to the letter from Nick Cavill in the May 14 edition of the Express. In

YOUR VIEWS

Also you can follow pictures to flickr.com/gro

numbers, as well as the poor condition of the buildings that would cost too much to refurbish.

The solution? Push all the pupils from this school into surrounding schools thus causing disruption.

The next insult to the people of Offerton was the refurbishment of the Vernon Building to become Castle Hill Special School.

Now don't get me wrong, I have no problem with Castle Hill but what is really annoying to me is the amount of money that is being poured into this project. Why is it the council can find all this money for Castle Hill but not for the pupils of Offerton High School?

There are lots of stories about what is to happen with the rest of the land and it will be interesting to see what this will be but I don't think it's hard to guess.

I really do think this is disgusting. When all the primary school children in classes of 30-plus come to go to high school I wonder where they are going to put them all?

Carol Walsh
The Fairway
Offerton

IDEA FOR A6 IS PIE-IN-THE-SKY

THE last time I heard about traffic volumes through Hazel Grove the figure was approaching 60,000 vehicles a day, which surprisingly divided at the Rising Sun into half on the A6 and



● A6 at Hazel Grove

half on the A523.

The proposed A6 airport link road may well reduce traffic from the Buxton side but will have little effect on the traffic coming from Stockport.

The idea of a single lane each way through Hazel Grove is a lovely one, provided the pavements were widened to give pedestrians more room on the lines of the shared access scheme in Poynton.

However, I suggest it is a flying pig in the sky dream until all through traffic is eliminated from the Grove.

Most people would support James Evans' letter when he asked that people should fight these proposals and the idea postponed for consideration at a much later date.

Wouldn't it be helpful if some councillor with full knowledge of the matter wrote to you giving us the arguments in favour of their idea, instead of the council just announcing from a great height that 'We want to do this or that', but that's just

another pie-in-the-sky fantasy.

G J Davey
Hazel Grove

ONE LANE IDEA A DISASTER

I HAVE just come home through Hazel Grove from Buxton, after going the opposite way early in the afternoon.

My outward journey from Heaton Chapel to the Rising Sun took almost half an hour due to roadworks in Great Moor and a large vehicle parked just after Commercial Road which reduced the road to one lane in two places.

I came home alright, but the outward traffic was backed up from Mersey Square to High Lane. What on earth it would be like if was one lane all through Hazel Grove I dread to think, as a lot of traffic is going to the supermarkets in Hazel Grove, as well as Stepping Hill Hospital.

Judith Adshead
Heaton Chapel

See page 9 for the latest on the A6 scheme.

Be united to fight plans for A6

WITH reference to the letter from Vicky Bluff in the June 18 edition of the Express.

As one of the three writers Vicky seems to be complaining about I would like to remind her that all three letters tended to support the residents of Hazel Grove in refusing to accept the quango's findings and recommendations to the council regarding closing the A6 down to one lane once the first stage of the bypass is in place.

I would also advise her that I live within half a mile of the boundary with Hazel Grove, I shop in the village and my council tax will go towards paying for any modifications after the bypass is built so I believe I have just as much right as anyone to make my stand over what is or what isn't spent on the A6 in this area.

picture looming large and no amount of tinkering with traffic lights will solve this problem if the council gets its way.

It would be far better for us to be united in rejecting this proposal rather than be bickering about who should and should not have a say based on petty boundaries. And please try to recognise support when it is offered.

James Evans
Mile End



● The A6 at Hazel Grove

The A6 is a major trunk route through the town and not just some local cut through, as she puts it, and what happens after the bypass is in place is very important, especially in view of the fact that our council is hell bent on congestion creation so as to presumably provide an argument for road tolling. This is a major issue for the whole of Stockport, not just Hazel Grove. Just consider that this bypass will reduce current traffic by around 10 to 15 per cent at best until we have it completed through to Bredbury. Then consider what is being proposed, which is to immediately close the A6 down to one lane in either direction.

You think you have traffic problems now but this scheme will choke the village to a standstill and will surely put many businesses at risk in Hazel Grove. The letters were about a very much bigger

Has this Park + Ride Scheme been taken into account?



● At the groundbreaking ceremony were Mayor and Mayoress of Stockport, Councillor Kevin Hogg and Mrs Kathleen Hogg Coun Andrew Fender, chairman of Transport for Greater Manchester, and members of Stockport Community Cycling Club

Work starts on new park-and-ride facility

WORK has started on Greater Manchester's first bus-based park and ride service.

Dignitaries gathered at the Hazel Grove site, between Macclesfield Road and Buxton Road, which is getting a £3m revamp from Stagecoach

Manchester.

Scheduled to open in 2015, it will provide free parking for 400 cars and storage for 30 bicycles, so Stockport commuters and visitors can get into the centre of Manchester.

Christopher Bowles, managing director of

Stagecoach Manchester, said: "Once complete, Hazel Grove park and ride will provide an excellent facility for Stockport, reducing congestion on the A6 into Manchester and making travel easier for commuters."

Services will run from

Hazel Grove every 10 minutes with extra limited-stop trips during peak periods. It will open 20 hours a day.

At the groundbreaking ceremony were the Mayor and Mayoress of Stockport, Coun Kevin Hogg and Mrs Kathleen

Hogg and Coun Andrew Fender, chairman of Transport for Greater Manchester.

Representatives from Stockport Community Cycling Club also attended and viewed plans for cycling provision.

We need Motrolink not a road to improve the air quality in our town

Town's biggest killers are revealed in study

Accidental death toll

'EXTERNAL factors' contributed to 156 deaths last year in Stockport - most of which were accidents.

The majority of these were caused by falls (65), accidental poisoning due to drugs or alcohol (21), and transport related accidents (seven)

The other 15 deaths were caused by accidents including drowning, suffocation and fire.

Dr Stephen Watkins, director of public health, says accidental deaths have fallen since the last decade.

He said: "Accidents are one of the leading cause of deaths for people aged under 45, accounting for 20 per cent."

Self-harm accounted for 42 deaths, including 22 from hanging and seven from intentional self-poisoning. Six died from medical complications.

MATTHEW DAVIS
matthew.davis@ninemedia.co.uk
@mtdavis14

CANCER and heart disease are the biggest killers in Stockport, according to a new study.

The two diseases contributed to 57 per cent of the 2,750 deaths in the borough last year.

The study was commissioned by the council's director of public health, Dr Stephen Watkins, as part of the annual public health report.

Overall, deaths in Stockport have fallen in the last 20 years with 3,323 deaths registered

in 1993 and 2,897 in 2003.

Dr Watkins said: "Long-term trends show that mortality rates and numbers are falling, with some in year variation due to the relatively low numbers involved."

The study found that 547 deaths were classed as preventable including cancers, heart disease, accidents and self-harm.

The majority of deaths were in the over-75s with 835 deaths classed as early deaths.

The deadly top ten

1. Cancer 806 - 29.3%
2. Heart disease 762 - 27.7%
3. Lung disease 375 - 13.6%
4. Mental health 228 - 8.3%
5. External factors (accident, self-harm) 156 - 5.7%
6. Digestive
7. Nervous system (Parkinson's, Alzheimer's) 117 - 4.3%
8. Genito-urinary disease 44 - 1.6%
9. OTHER (old age) 32 - 1.2%
10. Endocrine (diabetes) 28 - 1%

one of the biggest individual causes of death, claiming the lives of 226 people, and the disease is on the rise due to alcohol abuse.

and heart diseases are falling.

He said: "They are both strongly linked to lifestyle issues such as smoking; low fibre high fat diets; lack of exercise; alcohol misuse and stress; as well as other factors such as genetic predisposition."

"Digestive cancer includes a range of cancers, many of which are associated with low fibre diets or by physical inactivity."

Dr Watkins says heart disease and cancer death were both strongly linked to people's lifestyle. But he added that the mortality rates of cancer

deaths classified as mental health are related to dementia, so this is strongly associated with our ageing population.

"As people live longer the types of health problems they face change, as heart disease falls the proportion of people living long enough to experience dementia will increase."

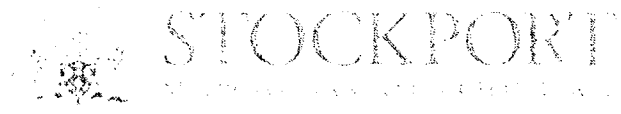
"All of these cancers are also predisposed to by excessive consumption of alcohol or certain kinds of food."

Dr Watkins went on to say: "The majority of

Go online for more on this story
Stockport
express.co.uk

It was a criminal offence for Chair of Planning meeting which approved the road scheme application to have failed to declare an interest. He should have left the meeting and not chaired it. He works for Manchester Airport

LOCALISM ACT CHAPTER 7 S 29



REGISTER OF MEMBERS' INTERESTS

Note: "Member" ('M') includes a member and/or co-opted member of Stockport Metropolitan Borough Council.

I, (full name) (capitals) LEONARD GRICE

a Member / Co-opted Member of the Stockport Metropolitan Borough Council

GIVE NOTICE, as I am required to do under S29 of the Localism Act 2011, that I have the following disclosable interests: (please state "none" where appropriate)

The interest relates to either my own, my spouse or my civil partner or someone with whom I live with as if they were my spouse or civil partner.


(i)	Any employment, office, trade, profession or vocation carried on for profit or gain
	MANCHESTER AIRPORT GROUP

(ii)	Sponsorship – Any payment or provision of any other financial benefit (other than from the Council) made or provided within the relevant period in respect of any expenses incurred by 'M' in carrying out duties as a member, or towards the election expenses of 'M' <i>This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992(a)</i>
	CHEADLE HULLING LIBERAL DEMOCRATS

SENSITIVE INTERESTS

I ~~have~~ have not got any Sensitive Interests as defined by S32 of the Localism Act 2011 and the Monitoring Officer considers that disclosure could lead to the risk of violence or intimidation (*delete as appropriate*)


MEMBER'S SIGNATURE

Date	17.6.2013
Member's Name (Full name in capitals)	LEONARD GRICE
Member's signature	

NOTIFICATION OF CHANGE OF CIRCUMSTANCES

A Member must, within 28 days of becoming aware of any change to the interest specified above, provide written notification to the Monitoring Officer of that change at Stopford House, 2nd Floor, North End, Piccadilly, Stockport, SK1 3XE.

RECEIPT BY MONITORING OFFICER

Date received by the Council	27.6.13
Signature of the Monitoring Officer	
Print Name	