

31 JAN 2014

Our Ref: JCH/C/0002

john houston consulting

Commercial Property Consultants and Chartered Surveyors  
Licensed and Leisure Specialists  
82 King St, Manchester M2 4WQ  
T: 0161 935 8226  
F: 0161 935 8001  
M: 07889 649050  
E: john@johnhoustonconsulting.co.uk

30 January 2014

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

Dear Sir

**Re: The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013 and The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 ("the Schemes")**

**Our Client: Harrisson Developments Holdings Limited**

I act on behalf of Harrisson Developments Holdings Limited ("the Company"), who are the freehold owner of the site edged red on the attached plan, Reference MAN26126 ("the Property"). The Company acquired the Property in 2005 for the purposes of carrying out residential development, for which the Company has planning permission, and has a right of way over Occupiers Lane, shown shaded green on the attached plan.

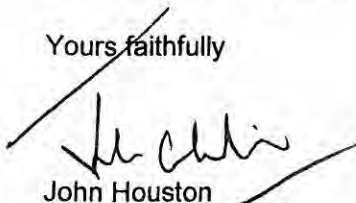
The Company has not been served with any notices in connection with the Schemes, and a director of the company, Mr John Harrisson, only came across the Schemes by chance.

I confirm that the Company objects to the Schemes. It is evident the Schemes will have an adverse impact on the Property, specifically with respect to access.

In order to avoid any detrimental impact upon the Property (and its value) and to ensure continued ease of access, the cul-de sac to be formed to the south of Easter Cottage will need to be extended westwards along Occupiers Lane, past the boundary of the Property with Easter Cottage.

Please acknowledge receipt of this objection.

Yours faithfully

  
John Houston

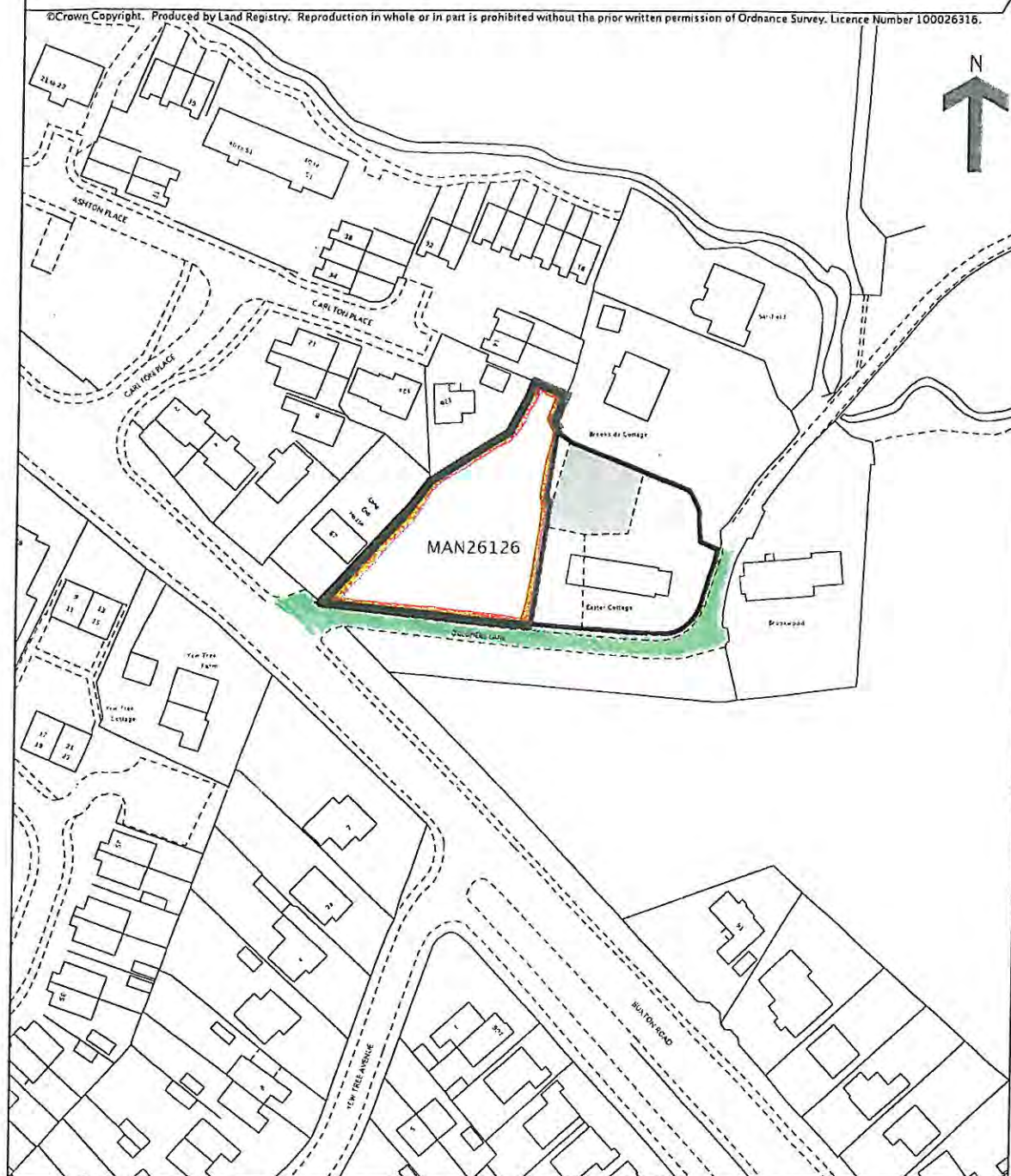


# Land Registry Current title plan

Title number **GM838851**  
Ordnance Survey map reference **SJ9386SW**  
Scale **1:1250**  
Administrative area **Greater Manchester :**  
**Stockport**



©Crown Copyright. Produced by Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number 100026316.



This is a copy of the title plan on 24 JUL 2013 at 11:10:32. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the title plan. An official copy of the title plan is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

The Land Registry endeavours to maintain high quality and scale accuracy of title plan images. The quality and accuracy of any print will depend on your printer, your computer and its print settings. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. See Land Registry Public Guide 19 - Title plans and boundaries.

This title is dealt with by Land Registry, Fylde Office.

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 1/4, 1/4A-1/4K & 2/9, 2/9A-2/9AB

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Owners of Plots 1/4, 1/4A, 1/4B, 1/4C, 1/4D, 1/4E, 1/4F, 1/4G, 1/4H, 1/4I, 1/4J, 1/4K, 2/9, 2/9A, 2/9B, 2/9C, 2/9D, 2/9E, 2/9F, 2/9G, 2/9I, 2/9J, 2/9K, 2/9L, 2/9M, 2/9N, 2/9O, 2/9P, 2/9Q, 2/9R, 2/9S, 2/9T, 2/9U, 2/9V, 2/9W, 2/9X, 2/9Y, 2/9Z, 2/9AA, 2/9AB as listed in Schedule 1 to the CPO ("the Plots"). The Trustee owners are Michael E Simpson and Mrs K O Livesey.

They make the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on two substantial parts of the Plots as shown edged/coloured in green on the attached plans. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of



constructing thereon a highway, namely the Road, and its cuttings and embankments.

2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objectors believe that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after temporary use, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for temporary use.

4. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.

5. No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of the said lands for agricultural and development purposes.
6. The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of the said lands for agricultural and future development purposes (regular approaches have been made by national house builders/developers in connection with residential development on the land).
7. The extension of the westerly footway/shared use facility/bridleway, on the land to the north of the A6, in particular exacerbates the impact of land take.
8. There is no satisfactory access arrangement to the land to be retained, at the northern end of the land holding. The proposed access arrangement involves excessive travel for farm machinery.
9. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.
10. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Trustee Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 1/4, 1/4A-1/4K & 2/9, 2/9A-  
2/9AB

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 1/5, 1/5A-1/5E

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013



---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order (“CPO”) and Side Road Order (“SRO”) as set out hereafter on behalf of the Owners of Plots 1/5, 1/5A, 1/5B, 1/5C, 1/5D, 1/5E as listed in Schedule 1 to the CPO ("the Plots"). The owners are United Utilities Plc.

They make the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on a substantial part of the Plots as shown edged/coloured in green on the attached plan. Accordingly such part as is not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.
2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not

required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objectors believe that the Acquiring Authorities' proposed taking the part of the Plots identified on the attached plan for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after temporary use, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the part of the Plots required only for temporary use.

4. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently. Nor should it be used for tipping of permanent spoil which will severely prejudice existing and future operational use.

5. Acquisition and/or use of the land in the CPO will damage existing and planned operational assets unless there is a formal agreement with United Utilities detailing appropriate protective measures including easements and/or protective corridors.

6. The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, compromising the future uses of the land.

7. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

8. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 1/5, 1/5A-1/5E

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

30 JAN 2014

STEER ETHELSTON RURAL LTD



CHARTERED SURVEYORS

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

Estate Office  
Deer Park Farm  
Kermincham  
Crewe  
Cheshire CW4 8DX

Tel. +44 (0) 1477 532188

Fax. +44 (0) 1477 544638

Website. [www.steerethelston.co.uk](http://www.steerethelston.co.uk)

27<sup>th</sup> January 2014.

Dear Sirs,

**Re: 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**

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

We act on behalf of Helen Patricia Alexandra Harrison who is the tenant of the above property. 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 as a secure tenant of Mr M Simpson Ms K Livesey, detailed on Site Plan No 1 of the Draft Order. I enclose a copy of the plan attached to Ms Harrison's tenancy agreement for your information.

Ms Harrison runs an established and successful riding school on the property affected by the draft Compulsory Purchase Order (CPO). It provides many children and adults, some with special educational needs, a good facility with professional tuition, as well as employment for seven people. The facilities are used for the following:

1. Riding lessons in an outdoor ménage
2. Riding lessons, competitions, pony club activities and gymkhana games in a show jumping area
3. All weather track ride and cross country
4. Hacking from the property
5. Woodland rides
6. Grazing of horses and ponies
7. Pony Club activities and annual pony club camps
8. Pony/ horse liveryes
9. Lessons for children of all ages and abilities in a safe environment
10. Stabling and associated facilities



1

Susan J. Steer MRAC FRICS FAAS  
Rebecca P. Jam BSc (Hons) MRICS  
Martin N. Steer HND Ag CDEM

A Limited Company. Registered in England & Wales. Registered Number: 4748657





Ms Harrison resides and is the freehold owner of a cottage at present adjoining the Mill Farm Riding School at No 1 Red Row Buxton Road Hazel Grove. She at present is able to access the Mill Farm Riding School easily and safely from the cottage through an existing access directly to the Riding School land.

On behalf of Ms Harrison we object to the draft CPO as follows:

a. **Access to and from the property.**

The Side Roads Order (Page 8 number 21s) proposes 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. The pedestrian access from 1 Red Row to the Mill Farm Riding School mentioned above will also be severed. In the case of an emergency or animal welfare issue, at present our client is able easily and quickly to access the property on foot.

Our client at present crosses 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 (which is part of Norbury Brook Site of Biological Importance) being also part of our client's tenancy. Part of this woodland is to be lost to the proposed scheme and this part severs the 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. 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/ vehicle access.

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. We would consider that proper warning signage and a safe crossing with lights should have been included in the proposals which are suitable for equestrian use linked into a pedestrian/ equestrian access into our client's property.

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.

**b. Loss of valuable grazing land at Mill Farm Riding School**

Approximately one third of the grazing land is likely to be lost to the scheme. The land is intensively grazed at present as labour is 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 and ponies (estimated 10 to 12 animals) would need to be sold and there is a very poor or non existent market for such horses. The loss of these, who still earn their keep, would impact on the functioning of the riding school. Some discussion with the representatives of the Council has been undertaken in respect of possible replacement land but no firm proposals or offers have been made to our clients.

**c. Impact on rider safety and animal welfare**

Our client has considerable concerns about the impact on the horses and rider safety both during construction and use of the proposed road. The area used for jumping and other activities (2) and (3) above at the present time is back from the existing road and is additionally protected by a high thick hedge along the existing road (which will be removed to facilitate the proposed road scheme and which Stockport Council has instructed Ms Harrison to maintain since the commencement of her tenancy). The area is partly impacted by the draft CPO and the proposal is, in this vicinity, for the carriageway to be on an embankment (at or above existing ground level). If the proposed road is constructed this area will be too close to the edge of the new highway to be safely operated for its present use.

Additionally heavy excavators, plant, machinery and lorries working within a few yards are very likely to frighten the horses/ ponies and create a safety issue. The majority of the clients are children and are novice riders and those with special needs and safety is imperative at all times. 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.

**d. Impact of the road on the landscape, ecology and listed building**

Mill Farm Riding School at present has a pleasant outlook and is largely protected from the existing A6 by a mature hedge. 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. 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. The proposals do not appear to propose any mitigation.

e. Services

My client has up to 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.

The proposed scheme and CPO impacts both our clients business and linked residence as explained above. This is creating considerable stress for Ms Harrison who is additionally worried that her existing clients already are questioning the operation of the facilities. The present 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 a huge impact on animal welfare, employment and the therapeutic value to the riders as well as impacting on the efficient functioning of the business. We consider this timescale is 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.

Yours faithfully

*Steer Ethelston Rural Ltd.*

Steer Ethelston Rural Ltd







30 JAN 2014

STEER ETHELSTON RURAL LTD

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

23<sup>rd</sup> January 2014.

Dear Sirs,

Estate Office  
Deer Park Farm  
Kermincham  
Crewe  
Cheshire CW4 8DX  
Tel. +44 (0) 1477 532188  
Fax. +44 (0) 1477 544638  
Website. [www.steerethelston.co.uk](http://www.steerethelston.co.uk)

**Re: 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**

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

We act on behalf of Helen Patricia Alexandra Harrison who is the owner of the above property.

Ms Harrison resides in the above property and also is the tenant of Mill Farm Riding School. We have written to you separately about this latter property. She at present is able to access the Mill Farm Riding School easily and safely from the cottage through an existing access directly to the Riding School land.

On behalf of Ms Harrison we object to the draft CPO as follows:

**a. Access to and from the property.**

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. In the case of an emergency or animal welfare issue our client is able easily and quickly to access the latter property on foot.

The maintenance of vehicular access to the property is also unclear, especially during construction.

**b. Dust, noise and artificial lighting.**

The proposals will create a position where the above property is situated between two roads with the impact of extra noise dust and lighting not only during construction but when the proposed road is in operation and will therefore considerably impact on our client's enjoyment of her property.

Yours faithfully

*Steer Ethelston Rural Ltd.*  
Steer Ethelston Rural Ltd

Susan J. Steer MRAC FRICS FAIV  
Rebecca P. Jam BSc (Hons) MRICS  
Martin N. Steer HND Ag CDFM



A Limited Company. Registered in England & Wales. Registered Number: 4748657





10 JAN 2014



PEAK GAS HOLDINGS LTD  
PEAK GAS LTD  
PEAK GAS SERVICES LTD  
PSE ELECTRONICS LTD  
LANGTON PROPERTY INVESTMENTS  
M.T.S. (INCORPORATED)  
SHEPLEY LANE PARTNERSHIP

## GROUP OF COMPANIES

*Commercial Property Owners/Developers*

---

**Registered and Head Office:** Goyt Mill, Upper Hibbert Lane, Marple, Cheshire SK6 7HX  
**Telephone:** Office: 0161 449 0214 **Accounts:** 0161 449 8616 **Facsimile:** 0161 449 9768  
**Website:** [www.peakholdings.co.uk](http://www.peakholdings.co.uk) **e-mail:** [headoffice@peakholdings.co.uk](mailto:headoffice@peakholdings.co.uk)

---

Our Ref : KJG/PVG

Date: 9<sup>th</sup> January 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

Dear Sirs,

**Re : Hazel Grove (A6) to Manchester Airport A555 Relief Road**

Further to my numerous conversations, letters and emails with Mr Ian Keyte, Estates Projects on behalf of Manchester Airport relief road, I would like to reiterate the major effect on my multi tenanted business. The reason for this being that all my car parking will disappear and several of my tenants will lose their units.

We were led to believe by Mr Ian Keyte that alternative land for Simpsons would be allocated for the tenants. He also led us to believe the old wooden building which has been occupied by one of our tenants for over ten years would be rebuilt elsewhere upon the site together other several tenants that also occupy the same land, the land in question has a small rent roll of £15,646.35 per annum.

Mr Keyte has recently apologised but cannot carry out any of his promises as he has been over ruled.

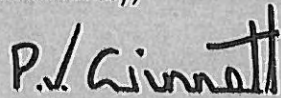
This therefore puts my company in an impossible position in trying to run a multi tenanted business due to the site being landlocked plus loss of buildings and rent, hopefully this matter can be resolved without litigation being involved.

It would be most helpful if you could look into this major problem.

Your acknowledgement of the receipt of this correspondence would be greatly appreciated.

DIRECTORS: P.V. GWINNETT, M.A. GWINNETT, K.T. GWINNETT  
(SERVICES DIVISION) R.M. GWINNETT, K.S. GWINNETT  
Peak Gas Ltd. Registered in England No. 3716272  
Peak Gas Services Ltd. Registered in England No. 3377646  
Peak Gas Holdings Ltd. Registered in England No. 707828  
PSE Electronics Ltd. Registered in England No. 3946023

Yours Sincerely,

A handwritten signature in dark ink, appearing to read 'P. Gwinnett'. The signature is fluid and cursive, with a large initial 'P' and a stylized 'G'.

Paul Gwinnett

**Group Managing Director**

CC. Barry Khan LLB (Hon)

28 JAN 2014



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

Desk 01/C/0223,  
Manchester Square One,  
4 Travis Street,  
Manchester. M1 2NY

Tel: +44 (0) 161 880 3591  
Fax: +44 (0) 161 880 3987  
*Roger.Brighthouse@networkrail.co.uk*

Your Ref:  
Our Ref: RB/Styal/S09460  
Date: 27<sup>th</sup> January 2014

**Recorded Delivery**

Dear Sir,

**Re: The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 – Plots 1/7, 4/4, 9/8, 9/8B, 9/8C & others**

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

I refer to the above mentioned proposed Compulsory Purchase Order and Side Roads Order and I write to formally object to both Orders on behalf of Network Rail Infrastructure Limited, of Kings Place, 90 York Way, London, N1 9AG, on the grounds that operational railway land is adversely affected.

I reserve the right to provide additional and further grounds of objection when further details of the Orders and the affects upon Network Rail are available. I have also made representations to the Rail Sponsorship Division of the Department for Transport in accordance with Schedule 3 Part II of the Acquisition of Land Act 1981 and a copy of my letter is enclosed for your information.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Roger Brighthouse', written over a horizontal line.

**Roger Brighthouse MRICS  
Senior Surveyor**



# Network Rail

Rail Sponsorship Division  
Department for Transport  
Local Government & Regions  
Zone 3/33  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR

Desk 01/C/0223,  
Manchester Square One,  
4 Travis Street,  
Manchester. M1 2NY

Tel: +44 (0) 161 880 3591  
Fax: +44 (0) 161 880 3987  
*Roger.Brighthouse@networkrail.co.uk*

Your Ref:  
Our Ref: RB/Styal/S09460  
Date: 27<sup>th</sup> January 2014

## Recorded Delivery

Dear Sir,

**Re: The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 – Plots 1/7, 4/4, 9/8, 9/8B, 9/8C & others**

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

Operational land of Network Rail is adversely affected by the above mentioned proposed Compulsory Purchase Order and Side Roads Order. An objection has therefore been lodged to the proposed Orders a copy of which is enclosed.

In the circumstances I am making representations to you under Schedule 3 Part II of the Acquisition of Land Act 1981 and would request that the Compulsory Purchase Order and Side Roads Order not be confirmed as drawn.

I can advise that it is the intention to enter into discussions with the Acquiring Authority to see if an agreement can be reached to enable Network Rail to withdraw its objection and I will of course keep you advised of these discussions.

Yours faithfully



**Roger Brighthouse MRICS  
Senior Surveyor**

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 1/4, 1/4H-1/4J, 2/5, 2/5A-2/5B, 2/9, 2/9A-2/9N, 2/9AA-2/9AB

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013



---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Tenant/Occupier of 1/4, 1/4H, 1/4I, 1/4J, 2/5, 2/5A, 2/5B, 2/9, 2/9A, 2/9B, 2/9C, 2/9D, 2/9E, 2/9F, 2/9G, 2/9H, 2/9I, 2/9J, 2/9K, 2/9L, 2/9N, 2/9AA, 2/9AB as listed in Schedule 1 to the CPO ("the Plots"). The Tenant/Occupier is Mrs Janet Shirt.

She makes the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on part of the Plots as shown edged/coloured in green on the attached plan. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments. Mrs Shirt is the occupier of this land and its loss, even on a temporary basis, combined

with the extent of land take on the other land she rents will severely prejudice the functioning and viability of her equestrian business.

2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objector believe that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after temporary use, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for temporary use.

4. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.

5. No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of the said lands for equestrian, agricultural and development purposes.
6. The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of the said lands for equestrian, agricultural and future development purposes.
7. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.
8. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Tenant/Occupier

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 1/4, 1/4H-1/4J, 2/5, 2/5A-2/5B,  
2/9, 2/9A-2/9N, 2/9AA-2/9AB

---

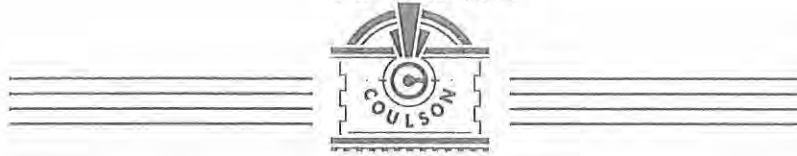
**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

29 JAN 2014



## COULSON PROPERTY SERVICES LTD

28 January 2014

Our Ref: IC/HK

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

**SENT BY POST AND E-MAIL**

Dear Sir/Madam

**The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555  
Classified Road) Compulsory Purchase Order 2013  
The Highways Act 1980 and The Acquisition of Land Act 1981**

We write on behalf of our Client, Klondyke New Limited of Beancross Road, Pulmont, Falkirk  
FK2 0XS to object to the making of the above Order.

Our Clients are the owners of the freehold interest in the land identified being as plot numbers  
2/3, 2/3A and 2/4d on Site Plan No.2 which is occupied for use as Brookside Garden Centre.  
They were served with a Notice in accordance with The Highways Act 1980 and The Acquisition  
of Land Act 1981 on 10 December 2013 and they make these representations as a statutory  
objector to the Order.

Our client lease the land to William Strike Ltd who operates the business of Brookside Garden  
Centre from its site off London Road North and in respect of which plot numbers 2/3, 2/3A and  
2/4D on Site Plan No.2 have been included in the proposed Order.

The proposed Order includes land which proposes to take possession of the two existing  
vehicular and pedestrian access points into our Client's property from London Road North. This  
means that the Council, if the Order is confirmed in its present form, will remove all of our  
Client's access points and render their retained land inaccessible and landlocked. Plot number  
2/4D also removes a substantial part of land which is used for essential car parking in  
conjunction with the running of our Client's tenants business in this location. Our client tenant  
operates a garden centre business from its land to include a number of ancillary uses all of which  
will be rendered worthless if the current scheme proposals proceed.

COULSON PROPERTY SERVICES LTD

124 Wellington Road North  
Stockport, Cheshire SK4 2LL

Telephone: 0161 476 5511

Facsimile: 0161 476 5599

Web: [www.coulsonpropertyservices.co.uk](http://www.coulsonpropertyservices.co.uk)

Registered in England 2427703

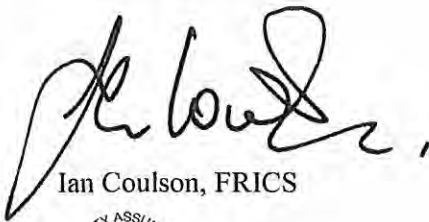
Preliminary discussions have taken place with the Local Authority's Highway Engineers but as yet, these have not yet reached a satisfactory conclusion and in any event the proposals discussed thus far involve the demolition of substantial, fully occupied buildings within our Client's retained land, which includes an existing café/restaurant premises, aquatics centre, a pottery and model railway business. These premises generate a large part of the income for our clients tenant which makes our Client's site in this location viable and there is no alternative location for relocating the existing buildings on our clients retained land if an alternative vehicular and pedestrian access solution could be found.

The amount of car park remaining after the proposed land take will severely restrict the number of visitors to our Client's premises and thereby substantially affect the ability of our Client to maintain the running of its business from this location successfully in the future.

Accordingly, our Clients do not believe that the above Order, as submitted, can be made by the Secretary of State if he believes, as the garden centre would strenuously contend, that the promoter of the Order should come forward with more detailed proposals to deal with the issues relating to the damage caused to our Clients' remaining land ownership in this area if the scheme was to proceed as drafted.

For the reasons stated above, we object on behalf of our Client, to the making of the Compulsory Purchase Order as proposed by the Metropolitan Borough of Stockport, on its behalf in acting under an agreement with Cheshire East Borough Council and Manchester City Council and request that the Secretary of State refer these objections for consideration at a public local inquiry.

Yours faithfully



Ian Coulson, FRICS



**RICS**  
Registered Valuer

29 JAN 2014



## COULSON PROPERTY SERVICES

28 January 2014

Our Ref: IC/HK/STRIKE/SEMMMS

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

**SENT BY POST AND E-MAIL**

Dear Sir/Madam

**The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555  
Classified Road) Compulsory Purchase Order 2013  
The Highways Act 1980 and The Acquisition of Land Act 1981**

We write on behalf of our Client, William Strike Limited of The Roundabout, Meadowfields, Stokesley, Cleveland, TS9 5HJ to object to the making of the above Order.

Our clients were served with a Notice in accordance with The Highways Act 1980 and The Acquisition of Land Act 1981 on 10 December 2013 and they make these representations as a statutory objector to the Order. Our Client operates the business of Brookside Garden Centre from its site off London Road North and in respect of which plot numbers 2/3, 2/3A, and 2/4D on Site Plan No.2 have been included in the proposed Order.

The proposed Order includes land which proposes to take possession of the two existing vehicular and pedestrian access points into our Client's property from London Road North. This means that the Council, if the Order is confirmed in its present form, will remove all of our Client's access points and render their retained land inaccessible and landlocked. Plot number 2/4D also removes a substantial part of land which is used for essential car parking in conjunction with the running of our Client's business in this location. Our client operates a garden centre business from its land to include a number of ancillary uses all of which will be rendered worthless if the current scheme proposals proceed.

COULSON PROPERTY SERVICES LTD

124 Wellington Road North  
Stockport, Cheshire SK4 2LL

Telephone: 0161 476 5511

Facsimile: 0161 476 5599

Web: [www.coulsonpropertyservices.co.uk](http://www.coulsonpropertyservices.co.uk)

Registered in England 2427703

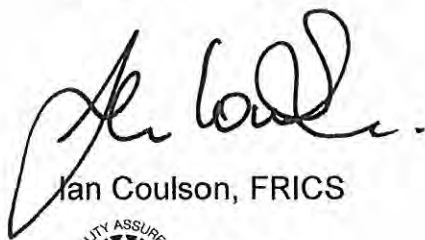
Preliminary discussions have taken place with the Local Authority's Highway Engineers but as yet, these have not yet reached a satisfactory conclusion and in any event the proposals discussed thus far involve the demolition of substantial, fully occupied buildings within our Client's retained land, which includes an existing café/restaurant premises, aquatics centre, a pottery and model railway business. These premises generate a large part of the income which makes our Client's site in this location viable and there is no alternative location for relocating the existing buildings on our clients retained land if an alternative vehicular and pedestrian access solution could be found.

The amount of car park remaining after the proposed land take will severely restrict the number of visitors to our Client's premises and thereby substantially affect the ability of our Client to maintain the running of its business from this location successfully in the future.

Accordingly, our Clients do not believe that the above Order, as submitted, can be made by the Secretary of State if he believes, as the garden centre would strenuously contend, that the promoter of the Order should come forward with more detailed proposals to deal with the issues relating to the damage caused to our Clients' remaining land ownership in this area if the scheme was to proceed as drafted.

For the reasons stated above, we object on behalf of our Client, to the making of the Compulsory Purchase Order as proposed by the Metropolitan Borough of Stockport, on its behalf in acting under an agreement with Cheshire East Borough Council and Manchester City Council and request that the Secretary of State refer these objections for consideration at a public local inquiry.

Yours faithfully



Ian Coulson, FRICS





14 JAN 2014

FAO Secretary of State

Mr and Mrs Gilchrist

111 Macclesfield Road  
Hazel Grove  
Stockport  
SK7 6DT

Dear Secretary of State

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

**Property: - 111 Macclesfield Road, Hazel Grove, Stockport, SK7 6DT**

**Subject: - Objection to both Options for the SEMMMS Scheme and in particular the Side Road Order**

I write in response to the letter received from Barry Khan, Stockport Metropolitan Borough Council Dated 10<sup>th</sup> December 2013 (Ref: SRO\_41) to confirm my official objection to the following:-

- Objection to both Option 1 and Option 2 of the SEMMMs scheme
- Objection to the subsequent Side Road Order

Please note that we have directly notified SMBC throughout this process of our objection to both schemes due to the fact that none of the "Consultations" or Surveys provided an option to object to both as we both wished, only an option to vote for "Option 1" or "Option 2".

It is becoming increasingly evident that the chosen Option for this scheme is "Option 1". This Option has continually been depicted as the less appealing option throughout this process for many reasons, some of which I detail below and all of which affect us directly as a resident on Macclesfield Road.

**Option 1 will be a large junction focussed on one location**

This is undoubtedly the least aesthetically pleasing of the 2 options and will directly affect the view from our property, destroying long established green belt. Aside from the disruption while constructing which will be close to our home it will pose significant restrictions on access to our property (to be detailed later in this letter).

The disruption will without doubt affect our property price and indeed our ability to sell our property should we wish throughout the construction phase, it is yet to be seen the longer term affects this will pose to our ability to sell or retain our property value.

**There will be 2 lanes of traffic on our side of Macclesfield road**

Our home is positioned immediately after Ashbourne Road (see enclosed map). The proposed Option 1 specifies that there will be 2 lanes of traffic and a cycle lane directly in front of our property. This severely restricts access to the property as it will be impossible to turn into our drive

from 2 lanes of traffic (we would need to be on the inside lane and would not be able to turn at the angle required to access our property). Apart from the significant threat to our safety, the proposed 2 lanes will prevent us from reversing into our drive as we do currently to allow for easy exit into the flow of traffic. I would also welcome your view on how I will be able to reverse out of my drive into 2 lanes of traffic and turn right towards Hazel Grove, the route I take each day to work.

I am confident if such plans were proposed for entry and exit to properties on a new estate like this it would be declined for health and safety reasons and, quite frankly, common sense.

### Side Road Order

In December, we were subjected to further distress when we received the letter referred to in the opening paragraph relating to the Side Road Order. This was new information and had not been highlighted at any point throughout the consultation process. Having already lived so close to a main road for many years, I do not relish the fact that the increased traffic flow will be brought closer to our property. Having met with a representative from SMBC before Christmas, we now understand that the proposed scheme will impose a further (yet to be confirmed) distance of up to 1.8m towards our property. Given my previous points relating to restricted access this is deeply distressing to learn at such a late stage and I would like to request a review of this requirement given the fact residents' views on their preferred scheme or objections appear not to have been considered.

### Parking Restrictions

It is quite evident that such a scheme will result in the enforcement of parking restrictions on part, if not all, of Macclesfield Road. This will again have a detrimental effect to the residents in that visitors will be unable to park, it will also make deliveries to the property impossible. I therefore request personal consultation on any proposed restrictions being considered to ensure there is not further detrimental effect on our lives through the lack of consideration the Council has shown throughout this whole process.

I have been informed that my official objection to both schemes and the elements above, in particular the Side Road Order, will be registered by sending this letter. Please confirm this is the case or alternatively advise of the actions I am required to take in order to object and be consulted going forward on the impact of this scheme.

The proposed scheme will detrimentally affect our lives irreversibly and will destroy established greenbelt. It concerns me greatly that this will progress despite local residents' objections and pleas to be consulted in the process. There is no evidence to support the fact this scheme will achieve any of the historical stated objective to relieve traffic in the surrounding areas yet it will negatively affect our access to the property and the value of our property.

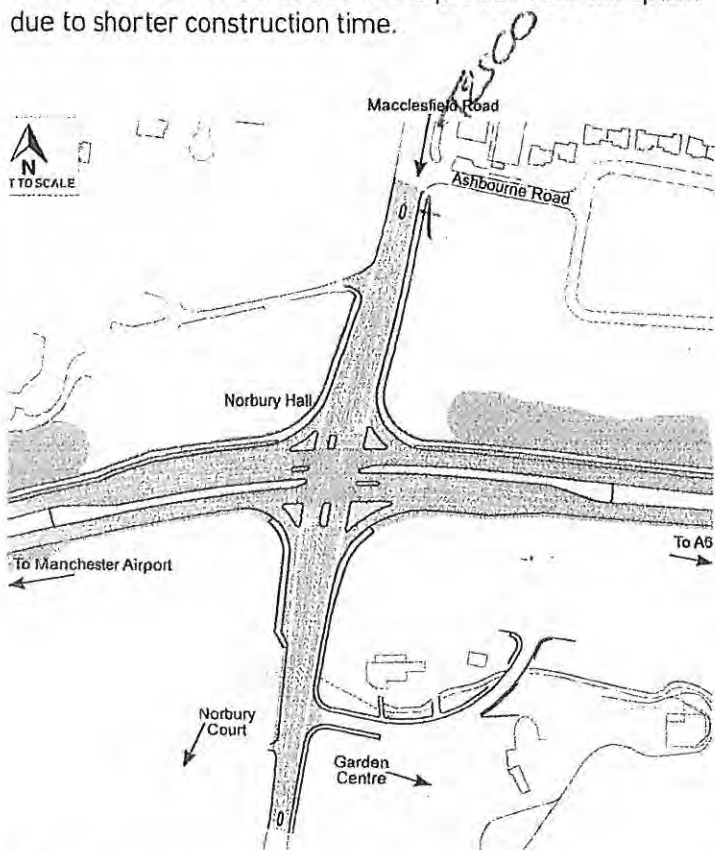
Please confirm receipt of this letter and next steps.

Yours sincerely

A handwritten signature in dark ink, appearing to be 'J. H. H. H.', written in a cursive style.

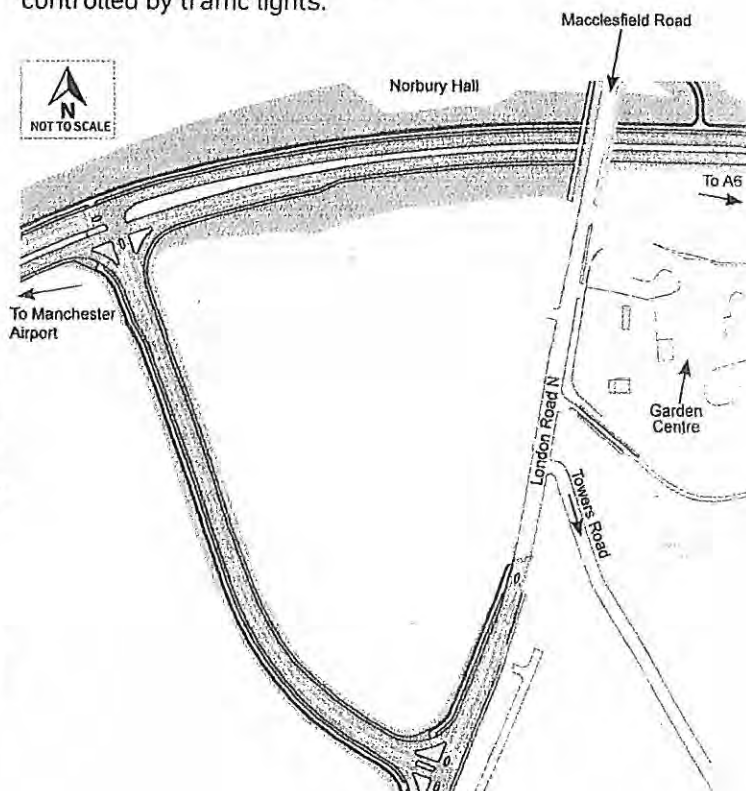
## Option 1: Traffic lights controlled cross roads.

The scheme has a junction with Macclesfield Road, controlled by traffic lights. The scheme would be more visible for local residents but would provide less disruption due to shorter construction time.



## Option 2: Link road connection between Macclesfield Road and the scheme.

The scheme passes under Macclesfield Road which is on a bridge. A new link road, would have a shared cycleway/footpath, will connect the scheme to London Road South. The new link road would have junctions on either side controlled by traffic lights.



### Options Summary Table

#### Option 1:

- Is a large junction but is focused in one location;
- Is the simpler option to construct reducing construction time;
- Has a greater visual impact; and
- Has a lower construction cost.

#### Option 2:

- Has a junction that requires construction of a link road, increasing the amount of land required;
- Is located away from a larger residential area and business properties but introduces an additional junction;
- Has less visual impact;
- Has a higher construction cost;
- Has greater impact on the landscape and ecology due to the link road crossing Norbury Brook; and
- Crosses and impacts on Ladybrook Valley Trail.

### Key for the junction plans on pages 12, 13 and 14

Carriageway	Bridge / Structure
Central Reserve	Pedestrian / cycle crossing
Shared footway / cycleway of bridleway	On carriageway cycle lane
Landscape / embankment	Water

All maps are reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Stockport Metropolitan Borough Council 100019571 2012

X = MY PROPERTY

AS YOU CAN SEE ENTRY & EXIT  
WILL BE VERY DIFFICULT / IMPOSSIBLE  
WITH 2 Lanes OF TRAFFIC +  
A CYCLE LANE, PLUS TRAFFIC LEAVING  
HONES ON ASBOURNE ROAD &  
TRAFFIC LEAVING TESTO PETROL  
STATION & FOOD STORE

30 JAN 2014

Mr Krystek and Mrs Krystek-Walton  
113 Macclesfield Rd  
Hazel Grove  
Stockport  
SK7 6DT  
[carlkrystek@icloud.com](mailto:carlkrystek@icloud.com)

The Secretary of State for Transport  
Department of Transport  
National Transport Casework Team  
Tyneside House  
Skinnerburn Rd  
Newcastle Business Park  
Newcastle Upon Tyne  
NE14 7AR

26<sup>th</sup> January 2014

Dear Secretary of State,

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

**Property:-** 113 Macclesfield Rd, Hazel Grove, Stockport, SK7 6DT

**Subject:-** Objection to both Options for the SEMMMs Scheme and in particular the Side Road Order

We write in response to the letter from Barry Kahn, Stockport Metropolitan Borough Council dated 10<sup>th</sup> December 2013 (Ref: SRO\_41) to confirm our official objection to the following:

- Objection to both Option 1 and Option 2 of the SEMMMs scheme
- Objection to the subsequent Side Road Order

Please accept this letter as notification that we wish to object to the proposed SEMMMs Scheme as listed above, the reasons for objection are listed below:

- Lack of consideration to the Council's residents throughout the planning period.
- Disruption to the local residents; in particular our children, neighbours children and the large number of families who use the pavement to access a number of popular walks in the local area, both during the construction phase and on completion of the proposed SEMMMs scheme.
- Restricted access to our property during and after the completion of the scheme.
- Limited parking for visitors and restrictions for delivery vehicles.
- Increased risk when gaining access to and from our property due to increase in traffic lanes and traffic volume.
- Increase in traffic noise, light and air pollution.
- Destruction of established greenbelt areas including ancient woodland area.

Please can you confirm receipt of this letter and advise us of any further actions we need to take.

Yours faithfully

Carl Krystek and Ursula Krystek-Walton



15 JAN 2014

FAO Secretary of State

Mr and Mrs *A J Deen*

117 Macclesfield Road  
Hazel Grove  
Stockport  
SK7 6DT

Dear Secretary of State

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

**Property: - Macclesfield Road, Hazel Grove, Stockport, SK7 6DT**

**Subject: - Objection to both Options for the SEMMMS Scheme and in particular the Side Road Order**

I write in response to the letter received from Barry Khan, Stockport Metropolitan Borough Council Dated 10<sup>th</sup> December 2013 (Ref: SRO\_41) to confirm my official objection to the following:-

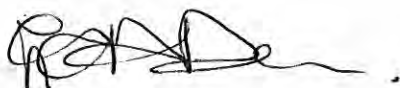
- Objection to both Option 1 and Option 2 of the SEMMMs scheme
- Objection to the subsequent Side Road Order

Please accept this letter as notification that I wish to object to the proposed Semmms scheme that is listed above, the reasons I wish to object are listed below.

- Lack of consideration to the Council's residents throughout the planning period.
- Disruption to the local residents during the construction period.
- Accessibility to my property will be restricted during and after completion of the scheme.
- Limited parking for visitors and restrictions for delivery vehicles.
- Increase of traffic noise and pollution.
- Destroying established greenbelt areas

Please can you confirm receipt of this letter and advise me of any further actions I need to take.

Yours faithfully



14 JAN 2014

FAO Secretary of State

Mr and Mrs C R BARSON

119 Macclesfield Road  
Hazel Grove  
Stockport  
SK7 6DT

Dear Secretary of State

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

**Property: - Macclesfield Road, Hazel Grove, Stockport, SK7 6DT**

**Subject: - Objection to both Options for the SEMMMS Scheme and in particular the Side Road Order**

I write in response to the letter received from Barry Khan, Stockport Metropolitan Borough Council Dated 10<sup>th</sup> December 2013 (Ref: SRO\_41) to confirm my official objection to the following:-

- Objection to both Option 1 and Option 2 of the SEMMMs scheme
- Objection to the subsequent Side Road Order

Please accept this letter as notification that I wish to object to the proposed Semmms scheme that is listed above, the reasons I wish to object are listed below.

- Lack of consideration to the Council's residents throughout the planning period.
- Disruption to the local residents during the construction period.
- Accessibility to my property will be restricted during and after completion of the scheme.
- Limited parking for visitors and restrictions for delivery vehicles.
- Increase of traffic noise and pollution.
- Destroying established greenbelt areas
- LACK OF INVESTIGATION AS TO WATER TABLE ARISING TO FLOODING ISSUES.

Please can you confirm receipt of this letter and advise me of any further actions I need to take.

Yours faithfully



16 JAN 2014

FAO Secretary of State

Mr and Mrs HADFIELD

121 Macclesfield Road  
Hazel Grove  
Stockport  
SK7 6DT

Dear Secretary of State

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

**Property: - Macclesfield Road, Hazel Grove, Stockport, SK7 6DT**

**Subject: - Objection to both Options for the SEMMMS Scheme and in particular the Side Road Order**

I write in response to the letter received from Barry Khan, Stockport Metropolitan Borough Council Dated 10<sup>th</sup> December 2013 (Ref: SRO\_41) to confirm my official objection to the following:-

- Objection to both Option 1 and Option 2 of the SEMMMs scheme
- Objection to the subsequent Side Road Order

Please accept this letter as notification that I wish to object to the proposed Semmms scheme that is listed above, the reasons I wish to object are listed below.

- Lack of consideration to the Council's residents throughout the planning period.
- Disruption to the local residents during the construction period.
- Accessibility to my property will be restricted during and after completion of the scheme.
- Limited parking for visitors and restrictions for delivery vehicles.
- Increase of traffic noise and pollution.
- Destroying established greenbelt areas

Please can you confirm receipt of this letter and advise me of any further actions I need to take.

Yours faithfully

Natalie Hadfield  
Ph [Signature]

16 JAN 2014

FAO Secretary of State

Mr and Mrs Hunt

88 Macclesfield Road  
Hazel Grove  
Stockport  
SK7 6DT

Dear Secretary of State

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

Property: - 88 Macclesfield Road, Hazel Grove, Stockport, SK7 6DT

Subject: - Objection to both Options for the SEMMMS Scheme and in particular the Side  
Road Order

I write in response to the letter received from Barry Khan, Stockport Metropolitan Borough Council  
Dated 10<sup>th</sup> December 2013 (Ref: SRO\_41) to confirm my official objection to the following:-


- Objection to both Option 1 and Option 2 of the SEMMMs scheme
- Objection to the subsequent Side Road Order

Please accept this letter as notification that I wish to object to the proposed Semmms scheme that is  
listed above, the reasons I wish to object are listed below.

- Lack of consideration to the Council's residents throughout the planning period.
- Disruption to the local residents during the construction period.
- Accessibility to my property will be restricted during and after completion of the scheme.
- Limited parking for visitors and restrictions for delivery vehicles.
- Increase of traffic noise and pollution.
- Destroying established greenbelt areas

Please can you confirm receipt of this letter and advise me of any further actions I need to take.

Yours faithfully





~~14 Dec~~ 20 JAN 2014  
14 January 2014

MR & MRS BURKE  
90 Macclesfield Rd  
Hazel Grove  
Stockport SK7 6DT.

Dear Secretary of State

Re: Borough of Stockport (Hazel Grove) A16 to  
M/ce Airport A555 Classified Rd (Sides Road order 2013)  
90 Macclesfield Road Our House.

objection to Semmms scheme / Side Road Order

We write in response to Barry Khams (Stockport  
MBC) dated 11 Nov and Dec 16<sup>th</sup> 2013 (Ref/Sko 41)  
to confirm our objection to the above.

We wish to object to the SEMMMS scheme  
in general but in particular to Option ① at  
junction ⑥ which was pushed through by a Stockport  
Council Meeting by 6 votes to 5 votes with total  
disregard to the peoples wishes who live  
in the immediate vicinity of the proposed  
junction 6. Why do we need (junction 6 at all)  
it is only approx 1 mile to the end of the Relief  
Road going EAST.

There has been a complete lack of  
consideration to the residents throughout  
planning period.

2  
We have now received a Side Road Order dated 12 Dec 2013 which had never previously been discussed - to use a compulsory purchase power at our property 90 Maerlesfield Rd. Access to our property will be restricted during the construction of the scheme and on completion will make life difficult to enter and leave our property where we have lived for 40 years approx.

Other problems with the scheme are increase in noise and pollution.

Green Belts area being destroyed.

Please confirm you have received this letter.

Yours faithfully

Carole & Edmund Burke.

27 JAN 2014

FAO Secretary of State

CLAYTON  
Mr and Mrs HAYWARD.

94, Macclesfield Road  
Hazel Grove  
Stockport  
SK7 6DT

Dear Secretary of State

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

**Property: - 94, Macclesfield Road, Hazel Grove, Stockport, SK7 6DT**

**Subject: - Objection to both Options for the SEMMMS Scheme and in particular the Side Road Order**

I write in response to the letter received from Barry Khan, Stockport Metropolitan Borough Council Dated 10<sup>th</sup> December 2013 (Ref: SRO\_41) to confirm my official objection to the following:-

- Objection to both Option 1 (and Option 2) of the SEMMMs scheme
- Objection to the subsequent Side Road Order

Please accept this letter as notification that I wish to object to the proposed Semmms scheme that is listed above, the reasons I wish to object are listed below.

- Lack of consideration to the Council's residents throughout the planning period.
- Disruption to the local residents during the construction period.
- Accessibility to my property will be restricted during and after completion of the scheme.
- Limited parking for visitors and restrictions for delivery vehicles.
- Increase of traffic noise and pollution.
- Destroying established greenbelt areas

Please can you confirm receipt of this letter and advise me of any further actions I need to take.

Yours faithfully

D. J. Clayton  
S. Hayward

The Secretary of State For Transport  
Department of Transport  
National Transport Case Work Team  
Tyneside House  
Skinnerburn Road  
Newcastle Business Park  
Newcastle Upon Tyne NE4 7AR

RECORDED DELIVERY

28 January 2014

Dear Sirs

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

**Compulsory Purchase of Land & New Rights in the Metropolitan Borough of Stockport, The Borough of Cheshire East and City of Manchester**

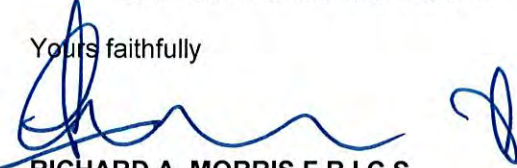
We act on behalf of the owners of Norbury Hall, Norbury Hall Cottages and adjacent farm land located at Macclesfield Road Hazel Grove Stockport SK7 6DT. The property owners, Ella Dawn Cartwright, Maria Perry, Edward Perry and Carol Kan Hai jointly own the property and site under Title No. GM839196 and GM873758.

The owners have instructed me to lodge a formal objection to the compulsory purchase order 2013 which has been made pursuant to Section 8 of the Highways Act 1980.

The objections are as follows:-

1. The line of the proposed road will adversely affect Norbury Hall and the adjacent cottages and will have a serious impact on the building.
2. The proposed land included within the CPO is considered excessive and extends beyond the land necessary to create the road link.
3. The proposed plans for the junction of the new relief road and the A523 Macclesfield Road is considered dangerous as it impacts on the access road to Norbury Hall cottages and farm land and will create a dangerous junction particularly when taking into account slow moving farm vehicles and trailers which enter the site.

Yours faithfully



**RICHARD A. MORRIS F.R.I.C.S.**

Our ref: RAM/CA/Norbury

**Impey & Company Limited**

88 Lower Hillgate, Stockport SK1 3AL

Telephone: 0161-477 0444

Facsimile: 0161-477 7019

Email: [property@impey.co.uk](mailto:property@impey.co.uk)

[www.impey.co.uk](http://www.impey.co.uk)



■ Chartered Valuation Surveyors

■ Industrial & Commercial Estate Agents

■ Property Consultants

Industrial & Commercial Property Sales,  
Lettings, Acquisitions, Valuations, Rating,  
Management, Rent Reviews, Landlord and  
Tenant Negotiations.....

Registered Office:  
88 Lower Hillgate, Stockport SK1 3AL  
Registered in England No. 3972662



30 JAN 2014

CHARTERED SURVEYORS  
AUCTIONEERS & VALUERS



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

PJA/JN

29<sup>th</sup> January 2014

Dear Sirs,

**RE: Letter of Objection to the Metropolitan Borough of Stockport**  
**(Hazel Grove (A6) to Manchester Airport A555 Classified Road)**  
**Compulsory Purchase Order 2013**  
**Our Client Mrs D R Mills**

We are acting on behalf of Mrs D R Mills of Barlow Fold, Poynton who is affected by the proposed road scheme and Compulsory Purchase Order.


We have previously objected to the planning application on the grounds that too much of her land is being taken. She has a smallholding and every piece of ground is extremely important to her. In our view it is not necessary to take as much land as is currently proposed.

The other matter that is of particular concern is the right of way that our client has which goes across the line of the new road. It is essential that this right of way is replaced with as little disruption as possible to a standard that allows vehicles to gain access underneath the road.

We are also concerned at the alignment of the proposed road. The line currently shows a bend and in our view the bend is unnecessary and if the road were to be straightened out this would reduce the amount of land taken from our client and in our view would reduce the cost of constructing the road.

We should be grateful if you could please give the above further consideration and look forward to hearing further from you in due course.

Yours faithfully,

 **Frank Marshall LLP**

CONTACT

MARSHALL HOUSE  
CHURCH HILL  
KNUTSFORD  
CHESHIRE, WA16 6DH

TEL: 01565 653284  
FAX: 01565 652341

marshallhouse@frankmarshall.co.uk

OFFICES

BUXTON  
CHELFORD  
KNUTSFORD  
NORTHWICH  
INCLUDING  
KNUTSFORD AUCTION SALEROOMS  
CHELFORD AGRICULTURAL CENTRE  
ASSOCIATED OFFICE  
WIGAN  
(FRANK MARSHALL GARSWOOD LTD.)

SERVICES

CHARTERED SURVEYORS  
VALUERS  
AUCTIONEERS  
FINE ART & ANTIQUES  
ESTATE AGENTS  
LETTING AGENTS  
COMMERCIAL  
PROPERTY CONSULTANTS  
AGENTS FOR AMC PLC.

PARTNERS

ALAN LANE FRICS, FAAV  
NICK MARSH FRICS, FAAV  
PETER ASHBURNER FRICS, FAAV  
GWYN WILLIAMS BSC, MRICS, FAAV, FLAA

CONSULTANTS

ROY BRERETON FRICS  
ROGER LEE FRICS

PARTNERSHIP ACCOUNTANT

ROY SMITH MBA, MCIM

ASSOCIATES

JONATHAN FARRALL FDS, FLAA  
NICK HALL NAVA  
NICK TOMLINSON  
ROY WALLER

AUCTIONEER

NIGEL ASHLEY

FRANK MARSHALL IS THE TRADING  
NAME OF FRANK MARSHALL LLP.  
REGISTERED IN ENGLAND AND WALES  
(NUMBER OC 375418).  
REGISTERED OFFICE: MARSHALL HOUSE  
CHURCH HILL, KNUTSFORD, WA16 6DH  
A LIST OF MEMBERS IS AVAILABLE AT THE  
REGISTERED OFFICE.

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 3/4, 3/4A-3/4U

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Owners and Occupier of Plots 3/4, 3/4A, 3/4B, 3/4C, 3/4D, 3/4E, 3/4F, 3/4G, 3/4H, 3/4I, 3/4J, 3/4K, 3/4L, 3/4M, 3/4N, 3/4O, 3/4P, 3/4Q, 3/4R, 3/4S, 3/4T, 3/4U as listed in Schedule 1 to the CPO ("the Plots"). The owners are Janet Elsie Bourne, Jill Elizabeth Zeiss, Anne Elizabeth Lomas, Hazel Margaret Mort. The occupier is Mr David Ralph Hall.

They make the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on a part of the Plots as shown edged/coloured in green on the attached plan. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.



2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objectors believe that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after temporary use, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for temporary use.

4. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.

5. No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of the said lands for agricultural and development purposes.

6. The extent of permanent land take to provide for bunding and environmental and ecological mitigation works is excessive, severely prejudicing the future use of the said lands for agricultural and development purposes.

7.1 In connection with the proposed new accommodation bridge (structure reference BOO6), a detailed submission has already been put to the Acquiring Authorities containing the Objectors' proposal to relocate the accommodation bridge to the line taken by the existing Poynton – with – Worth Footpath No.37, and for the reasons set out in the attached letter dated the 28<sup>th</sup> June 2013 to the SEMMMS Project Team. No detailed response has been made by the Acquiring Authorities to this submission, or assessment of impact on the land holding by an agricultural consultant. The agricultural impact assessment that has been carried out by Mouchel classes the impact of the road scheme on this land holding as “major” (Agricultural Data Sheet – Farm ID 20) during and after construction, and in terms of residual effect.

7.2 It is clear from the description of the function of the proposed bridge BOO6 that farming does not feature highly in terms of priorities “the purpose of the accommodation bridge is to divert Footpath FP31 over the proposed Relief Road and provide access for pedestrians, cyclists, equestrians and farm vehicles”. Quite clearly farm vehicles are an existing user, whereas cyclists and equestrians will be introduced to the land.

7.3 It appears that the conflict between farm traffic and other users of the bridge has not been fully considered, and we consider that the potential for harm is significant, given the need for large agricultural machinery to accelerate up the incline, and the sharp turning circles involved. This

potential safety hazard is contrary to one of SEMMMS key objectives, which is to improve the safety of road users, pedestrians and cyclists.

7.4 It is not clear as to whether the bridge design is adequate for the weight and dimensions of modern farm machinery, or the increases in weight and size that will inevitably arise in the future.

7.5 The Acquiring Authorities have not carried out any proper consultation with the affected landowners and occupiers as to the siting of the accommodation bridge. The location appears to respond to concerns about impact on residential interests.

7.6 The proposed route of the accommodation bridge is unacceptable to the Objectors, but this part of the objection would be withdrawn if the alternative route proposed by the Objectors is incorporated into the scheme.

8. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

9. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners and Occupiers

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 3/4, 3/4A-3/4U

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

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

30<sup>th</sup> January 2014

Dear Sirs,

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)  
(Side Roads) Order 2013

I, Michael Kingsley of Woodleigh Chester Road Poynton Cheshire, make these representations on my own behalf and on behalf of the Estate of Marques Kingsley Dec'd, of which I am the Personal Representative.

We own substantial land in the scheme area which is affected as well as land, referred to by Stockport Metropolitan Borough Council in their recent letter as SMBC References 117, 113, 115, 506 and 511 respectively which they seek to acquire for the scheme and as such, believe that we have a qualifying interest.

I have been in consultations with various design teams in respect of the proposed scheme for a period of over 15 years and more recently in particular in the last few years, with the design team at Stockport, headed by Mr Jim McMahon.

I have attended meeting after meeting with that team to fully identify our requirements in respect of the scheme, but despite assurances that our requirements would be accommodated, that has not proved to be the case.



With regard to land acquisition and compensation, I was told that the acquiring authority wished to commence acquisition of the land needed for the scheme by agreement in early 2012 and was referred to Mr Ian Keyte of the NPS Group who was to negotiate acquisition on their behalf.

I have indicated that I am a willing seller in respect of all of the land needed for the implementation of the scheme, but despite meeting with Mr Keyte on many occasions throughout the period and providing him with all of the information which he requested, there has been no attempt at all from their side to initiate or progress any meaningful negotiations.

No suggestions have been made in respect of values, no offers have been made, nor have there been any heads of terms. At the same time, I have checked with a number of other affected parties and/or their agents and am able to confirm that to date, nobody can say that meaningful negotiations have been commenced, or that any land has in fact been acquired, even though everyone is willing to sell.

It would therefore appear that it has never been the intention of the acquiring authority to acquire land by agreement, since it has not done so to date. If it can obtain these Orders, it will instead use compulsory powers to enter or vest the land in its ownership and carry on with its scheme, leaving claimants to contest adequate compensation through a difficult process, at their own expense, in circumstances where there is currently no interest being paid and contrary to the advice in Circular 06/2004 and the claimant's rights and legitimate expectations.

We must therefore object to the above Orders being made and ask that you kindly accept this letter as our formal objections to the above Orders on *inter alia* the following grounds:-

1. Confirmation of the Orders should in any event be denied since the acquiring authority has failed to demonstrate that it has sought to acquire all or any of the land by negotiation but that those negotiations have failed, nor have they demonstrated that any such negotiations as it may have had were likely to fail, or that the Orders are necessary as a last resort.
2. The proposed scheme has in any event not been adequately designed to fulfil its intended function, which is to relieve congestion within the area and provide a safe and satisfactory alternative east/west route to Manchester Airport, Airport City, the M56 and on to the M6.

3. In the absence of the contemporaneous addition of the proposed Poynton Bypass link road, the scheme will in fact add to the congestion in Poynton, contrary to its intended function and/or the recommendations of SEMMMS.
4. The scheme has not been adequately designed to be future proof in that its design does not make allowances for or take into account traffic which will be generated from anticipated development within the area.
5. Its design does not adequately integrate transport with development, as recommended, but is instead designed to inhibit future development.
6. There is limited capacity allowed for in the scheme's design, such that even without any allowance for further development, it will be up to or over its designed capacity upon its opening.
7. The western and eastern sections of the scheme will not integrate with the existing central section, since they are intended to be restricted to 50 mph and have traffic light controlled junctions, whilst the central section is grade separated and has a speed limit of 70 mph instead.
8. The scheme also fails to take into account the proposed extension of the road from the A6 to the M56 at Bredbury or the potential impact thereof and will, in its present form, be unable to accommodate that extension.
9. The design provides for traffic light controlled junctions instead of roundabouts, thereby impeding the free flow of traffic and fails to include slip roads to the east at its junction at Woodford Road Bramhall, thereby necessitating adverse traffic flows within the area as a whole.
10. The design is unsafe in that it provides for toucan pedestrian crossings at junctions, instead of overhead walkway bridges and so impedes traffic flow.
11. The design also fails to allow for the addition of the Poynton Bypass and the Order does not include the land within Stockport which is required for it.
12. The design of the proposed junction to Chester Road should not be by a traffic light controlled junction, but should have a roundabout, which would require less land and enable a more free traffic flow.

13. The proposal to have a bridge over Woodford Road Poynton instead of connecting Woodford Road into the scheme, adds unnecessarily to the land take and leaves our land without access and completely land-locked.
14. The design of the crossing for Poynton with Worth footpath 31 fails to adequately accommodate existing rights and thereby takes more land than is necessary as a result of its inadequate and inappropriate design.
15. The Order wrongly seeks to acquire rights of drainage from the scheme to a pool to the south of the scheme [3/2L on Plan 3], when the drainage goes from that pool to the north. At the same time, whilst the scheme severs our drainage to the north, no provision is being made for any alternative drain.
16. The order incorrectly describes Clay Lane as a restricted byway [no 87 on Plan 8] when the first 100 metres (or thereabouts) of Clay Lane are in fact adopted. As such, we enjoy unrestricted rights of access along it to the southern leg of the double dumbbell roundabout on the B5358, in common with all others.
17. In addition, our land fronts up to Clay Lane along that full length and we have absolute rights along it, granted in our title to Grange Farm. We also were given undertakings that Clay Lane would be kept open for our benefit, in accordance with the recommendations of the Inspector in respect of the central part of the scheme, [paragraph 22 (v) of his report of the 3<sup>rd</sup> December 1992 refers along with the Secretary of State's views expressed in paragraph 26 (b) (vi) thereof] and as a result, Clay Lane was kept open and remains open, to date.
18. Contrary to those undertakings, Clay Lane is proposed to be closed, without providing us with a commensurate access into the scheme.
19. At the same time, the manner in which the slip roads and junction of Clay Lane and the access of adjoining occupiers is proposed to be accommodated is both inadequate within design terms and unsafe.
20. The currently proposed land take is therefore potentially insufficient for a safe and proper design but excessive for its current design since it takes more land than is necessary for the scheme, thereby severing our access.

21. The land takes proposed at 4/10 on Plan 4 and 8/4L on Plan 8 fail to include all of our land, leaving areas severed, unusable and land locked.

22. At the same time, there is no provision made within the scheme (or Orders) for amended drainage from our land, at Clay Lane or elsewhere.

In summary therefore, we object to the granting of the Orders because the scheme as currently proposed is neither safe nor fit for purpose, not in line with guidance, takes more (or less) land than necessary, has an unacceptable impact on the environment and specifically on the current and future use of our land.

Further, there are alternatives which could result in greater or lesser land takes, which would require amendments to the Orders and the scheme.

The Orders intend to acquire all interests in the Order Land, including all rights etc otherwise than expressly stated [par 2.7 of the Statement of Reasons refers] but at the same time does not list or expressly state any. There is accordingly no provision for the protection of our current rights within the scheme.

These defects cannot be satisfied by the payment of compensation and it is accordingly for all of the above reasons that we ask the Secretary of State to decide that the Orders should not be confirmed.

In the alternative, we ask that the Secretary of State have these matters dealt with by way of an Inquiry and ask for confirmation that these objections have been accepted as validly made, that we are now statutory objectors and that we will be given the opportunity of being heard at any future Inquiry.

We will elaborate at any Inquiry but if you require any further information or elaboration of our grounds of objection at present, do please let us know.

Yours faithfully,

(by e-mail)

Michael Kingsley

Woodleigh

Chester Road

Poynton

Cheshire SK12 1HG

Mobile 07836 354343

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 3/3, 3/3A-3/3E

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order (“CPO”) and Side Road order (“SRO”) as set out hereafter on behalf of the Owners of Plots 3/3, 3/3A, 3/3B, 3/3C, 3/3D, 3/3E as listed in Schedule 1 to the CPO ("the Plots"). The Owners are David Ralph Hall, Roger Graham Hall, Susan Wendy Allan and Douglas Charles Hall.

They make the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on a substantial part of the Plots as shown edged/coloured in green on the attached plan. Accordingly such part as is not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.



2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objectors believe that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after temporary use, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for temporary use.

4. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.

5. No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of the said lands for agricultural and development purposes.

6. The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of the said lands for agricultural and development purposes.

7. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

8. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 3/3, 3/3A-3/3E

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

# BERRYS



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

1 Brunel Court  
Rudheath Way  
Gadbrook Park  
Northwich  
Cheshire  
CW9 7LP

Tel: 01606 49200  
Fax: 01606 49333

**Our Ref:** NA10730/AGB/SK  
**Date:** 30<sup>th</sup> January 2014

enquiries@berrysbros.com  
www.berrysbros.com

**By Post and Email:** nationalcasework@dft.gsi.gov.uk

Dear Sir

**METROPOLITAN BOROUGH OF STOCKPORT  
HAZEL GROVE (A6) TO MANCHESTER AIRPORT (A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER  
OUR CLIENT: THE BRAMHALL GOLF CLUB LIMITED**

I act on behalf of The Bramhall Golf Club Limited whose address is Ladythorn Road, Bramhall, Stockport, SK7 2EY. My client owns land which is affected by the above mentioned scheme and subject to Compulsory Purchase proceedings. My client wishes to object to the CPO.

In order to assist you I can advise that my clients land is shown on site plan 4 and the plots are referenced 5, 5a, 5b, 5c, 5d, 5e, 5f, 5g and 5h.

My client advises in the first instance that they do not object to the scheme per se and appreciate the need for improved road links in the locality. However, they do have concerns in the scheme insofar as it affects land that they own.

My client's land is an area of land currently used for agricultural purposes east of the West Coast Mainline rail link and north of Woodford Road.

Through myself my client has been involved in constructive negotiations with Stockport Council and their agent regarding the disposal of the land in connection with the scheme, but notwithstanding those discussions, wishes to object on a number of points which have yet to be clarified.

By way of background the golf club owns the land with a view to, at some point in the future, extending or rearranging the golf course. They have previously had planning consent (now lapsed) for use of the land in connection with the golf course.

The scheme proposals will therefore limit the ability of the golf club to develop the course on an ongoing basis to accommodate growth and members' requirements.

The land is currently let for agricultural use to a local farmer and, in farming terms, provides a single and level field which is attractive from an agricultural perspective. The proposal will sever the land leaving two parcels, north and south of the road with a proposed underpass adjacent to the rail line. My client believes this will render the land less appealing to the agricultural tenant.

The tenant's ability to use large machinery on the land will be severely hampered, grazing by livestock will not be feasible and management will be further complicated by the proposal for the land to be sloped down from the new road.

Chartered Surveyors and Valuers

• Property and Business Consultants

• Chartered Town Planners

Partners - M R Anwyl Ltd, A G Bowcock Ltd, N D K Bowman Ltd, Jonathan Carpenter Ltd, A C Farnsworth Ltd, Christopher J Jones Ltd, J P Pridmore Ltd, D G L Scott Ltd, J C M Stables Ltd  
Associates - Peter Baron MRICS, S J Locke BSc (Hons) MRICS FAAV, Sarah Reece BSc (Hons) MRICS FAAV, A T B Tompson BA (Hons) MRICS  
Consultants - G F Allen Ltd, R S Conn FRICS, W A Gray FRICS

Offices in Cheshire, Northamptonshire and Shropshire



Notwithstanding the ongoing management difficulties my client also has concerns about screening of the road, noise and pollution.

Where the road crosses the West Coast Mainline this will be, so I understand it, approximately 8m above ground level. This will present a significant visual intrusion which will be clearly visible from certain holes on the golf course.

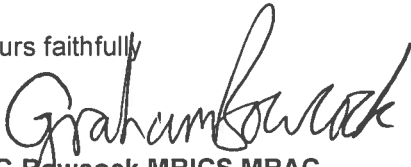
Besides the visual intrusion there will be undoubtedly noise pollution from the road. The existing road (Woodford Road) is essentially a country lane which is buffered from the golf course by the agricultural land. The new road will be at a much higher level, will be a much busier road and will be much closer to the golf course.

My clients also have concerns about drainage of the scheme. Recent wet winters and wet summers have compounded drainage in the areas and the golf course has, over many years, spent considerable amounts of money dealing with drainage issues. I hope that the need for good drainage on a golf course is accepted without question. My client is seeking confirmation that all highways drainage will be picked up as part of the scheme and not allowed to discharge on their land and that any regrading of the agricultural land is adequately drained away from the golf course.

With regards to the land take our client thinks it would be appropriate for the Council to acquire a larger area than that simply required by the road on the basis of their ongoing management difficulties.

I would reiterate my client is willing to continue with the constructive negotiations with the Council and their agent with a view to reaching agreement for sale of the required land to the Council. However, my client is clearly concerned about various aspects of the scheme which require clarification and provision of more detailed information. Based on a site meeting held on 29<sup>th</sup> January my client believes that the outstanding issues can be overcome but until such time as matters are considered in writing they would prefer their objections to remain on file.

Yours faithfully



**A G Bowcock MRICS MRAC**  
For and on behalf of Berrys  
**01606 818953**  
[graham.bowcock@berrybros.com](mailto:graham.bowcock@berrybros.com)

27 JAN 2014

203, Chester Road,  
Poynton  
Stockport  
Cheshire  
SK12 1DS  
24<sup>th</sup> January, 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

Dear Sirs

**Objection to Confirmation**  
**Of A6 to Manchester Airport A55 Side Roads Order**

1) It should be noted that the land area of the Relief Road Proposal that I am referring to in the points of this letter is right on the boundary of Cheshire East and Stockport Metropolitan Borough Council.

If my understanding is correct, in the Proposal, the Manchester Airport Relief Road will go under rather than have a junction with the Woodford Road which runs between Chester Road and Jacksons Lane; see General Arrangement sheet 4 of 9 of the Planning Application ([1007/3D/DF7/A6-MA/GA/204](#)) for the Woodford Road to which I refer; (for the sake of clarity, it should be noted that there are two Woodford Roads in the area and the one that I am referring to is **not** the one between Chester Road, Woodford and Bramhall Village). With no junction between the Relief Road and this Woodford Road, the volume of traffic coming down this Woodford Road towards Chester Road will not be reduced and therefore the Relief Road Proposal does nothing to resolve the accident black spot/traffic problems where this Woodford Road meets Chester Road.

There is already decelerating and accelerating traffic noise and standing traffic air pollution at this junction.

My proposal would be make this junction a traffic light junction and run the access road to the Manchester Airport Relief Road from this traffic light Junction rather than a few hundred yards up the road towards Woodford.

a) It should be noted that to my knowledge, in recent years, there have been a number of serious accidents at this junction requiring attendance by the emergency services. The chances are that there have been many other incidents that I have not noticed. My proposal should reduce the number of accidents at the intersection of this Woodford Road and Chester Road which is surely an aim that the Relief Road Proposal should cover.

b) My proposal should also improve the general flow of traffic, compared with the Relief Road Proposal, by not introducing a new junction a few hundred yards up Chester Road towards Woodford. At busy times of day, under the Relief Road Proposal, it is easy to predict that the traffic will build up on Chester Road from the traffic lights with the access road to the Relief Road, all the way back to the junction with the Woodford Road to which I am referring, making it very difficult to get out of Woodford Road on to Chester Road.

Indeed the Relief Road Proposal introduces traffic lights on to part of Chester Road where the traffic has flowed satisfactorily for many years. The geography of the Proposal should still give priority to the traffic flowing down Chester Road not the traffic leaving the Relief Road, so the traffic on Chester Road continues to flow as it has done for many years. Indeed why should the Relief Road proposal introduce a traffic-lighted right angle bend to Chester Road when what is required is a road arrangement that slows the traffic down leaving the Relief Road and gets the traffic used to being on ordinary main roads. That is to say that any new traffic arrangement should avoid introducing steep bends into Chester Road and retain its integrity as being a main road, even if it has to have traffic lights.

c) My proposal should reduce the amount of noise and air pollution for the overall Proposal.

ci) Currently at certain times of day there are long queues of traffic waiting to come out of Woodford Road onto Chester Road. This would be the same if the Relief Road Proposal goes ahead as currently proposed but in addition there will be more stationary traffic a few hundred yards up the road towards Woodford, leading to increased amounts of air and noise pollution.

cii) At the same time, my proposal could lead to less overall environmental impact on the farmers fields

d) Cheshire East have gone to considerable lengths to remove traffic lights in the centre of Poynton Village but work in this part of the Stockport Metropolitan Borough Council scheme introduces new traffic lights, not far up the road from the centre of Poynton Village. This could have been alleviated if the scheme stuck to the original plan which was on the drawing board when we moved into the area 20 years ago, when access to the Relief Road at this point was planned to be purely via a roundabout. However as the Proposal now introduces traffic lights at this point, it should be noted that my proposal will not increase the overall number of traffic lighted junctions in the Relief Road Proposal.

2) I would also make the point that if the Relief Road Proposal goes ahead as currently planned there appears to be considerable landscaping for noise bunding on the access road from Chester Road to the Manchester Airport Relief Road. When the Adlington to Manchester Airport Relief Scheme go ahead it appears to go straight through this bunding work meaning a significant sum of money is being wasted on nugatory work.

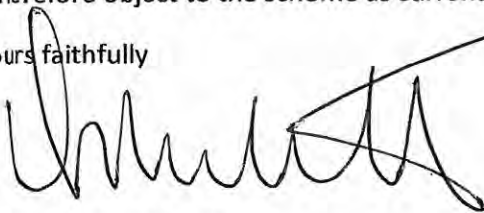
As mentioned in both 1 and 2 above, there is considerable work associated with this part of the Proposal which is on the border of Cheshire East and Stockport Metropolitan Borough Council boundaries. For this part of the overall Proposal, it appears that there is a lack of co-ordination between the two parties and it strikes me that to make sure that proper discussion takes place between the two parties, the Manchester Airport Relief Road work should not go ahead independent of the go ahead to the Adlington to Manchester Airport Relief Road scheme

I have attended meetings and written to both Councils but there has not been any response to my points. Indeed, no attempt has been made to canvass the Public's views on the Relief Road proposals other than to vote on one of two options that have been presented for each Relief Road junction. That is to say there has been no opportunity to build the Public's concerns into the Proposals, such as the accident rate at the junction of Chester Road with Woodford Road.

I would also like to point out that access to my property is listed as being affected by the Relief Road Proposals but the Proposers have not been able to tell me how access to my property will be attained, if the the Proposals go ahead.

I therefore object to the scheme as currently planned

Yours faithfully

A handwritten signature in black ink, appearing to read 'D. M. Westbrook', written over a horizontal line.

Mr. D. M. Westbrook



Our Ref: JRS/lg

Date: 29<sup>th</sup> January 2013

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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 4/3 4/3A-G, 5/8 & 5/8A-F

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road Order ("SRO") as set out hereafter on behalf of the owners of Plots 4/3, 4/3A, 4/3B, 4/3C, 4/3D, 4/3E, 4/3F, 4/3G, 5/8, 5/8A, 5/8B, 5/8C, 5/8D, 5/8E, 5/8F as listed in Schedule 1 to the CPO ("the Plots"). The owners are (1) Marcus John Quiligotti, (2) Simon Angelo Quiligotti, (3) Bruno Ricardo Quiligotti and (4) Lisa Gabriela Ward.

They make the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on two substantial parts of the Plots as shown edged/coloured in green on the attached plans. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.

2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objectors believe that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after spoil tipping, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required for spoil tipping only.

4. If, which is not accepted, the CPO contains powers to take parts of the Plots temporarily for the purpose of the deposit of surplus spoil from the carrying out of the road works then the Acquiring Authorities will not have power to permanently change by such deposit and profiling any land which is taken temporarily.

5. If, contrary to the above, the CPO does contain powers to take two parts of the Plots identified above temporarily, then using the same for

permanent tipping of spoil is inconsistent with the use of a temporary power of possession.

6. No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of the said lands for agricultural and future development purposes (representations have been made to Stockport MBC Allocations DPD in this connection in March 2012 and December 2013).

7. The extent of permanent land take to provide for bunding and environmental mitigation works and new foot/cycle/equestrian routes is excessive, compromising the future uses of the land.

8. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

9. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 4/3, 4/3A-G, 5/8 & 5/8A-F

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHESHIRE  
SK11 6LB

REF John Seed

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

Our ref: **MG0536**

Please reply to: **Manchester**

**Via Post and Email: [natinoalcasework@dft.gsi.gov.uk](mailto:natinoalcasework@dft.gsi.gov.uk)**

30 January 2014

Dear Sirs

**Re: The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Compulsory Purchase Order 2013**  
**Claimants: Mr P. R. Holmes, Moorend Farm, Woodford. Plot 39, Moorend Farm. Plot 38 Woodford Road.**  
**Mrs B. E. Holmes, Moorend Farm, Woodford.**

We act on behalf of the above Claimants in respect to the aforementioned Compulsory Purchase Order being promoted by The Metropolitan Borough Council of Stockport under Section 8, 239, 240, 246, 250 and 260 of the Highways Act 1980.

We can confirm that our clients wish to **oppose** The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Compulsory Purchase Order 2013. We would be grateful if you could accept this letter as an objection on their behalf.

In preparing this objection we have been mindful of the Statement of Reasons set out by The Metropolitan Borough Council of Stockport as justification for the making of the proposed Order. In summary, the grounds of objection are as follows:

## **1. The Justification for the Scheme**

### **i. Congestion**

The Statement of Reasons continually refers to the congestion which is currently experienced within the SEMMMS area. The Statement of Reasons states in Section 3: Need for the Relief Road that "there is no direct east-west transport link through South East Greater Manchester and East Cheshire", which is contributing "to congestion on a number of major and minor roads" resulting in an "overwhelming case to reduce congestion" (Paragraph 3.2 - 3.4).

It is stated in paragraph 19.1 that a "robust, detailed and extensive traffic modelling of the scheme" has been undertaken which "has identified a reduction in the level of traffic in almost all areas". No further information is provided to quantify this traffic reduction. As reducing congestion is one of the key justifications of the scheme, this is a critical point. In addition, we request further information as to the areas which will not benefit from traffic reduction as a result of the scheme and confirmation that these

areas will not be adversely affected. It is also noted in paragraph 21.8 that in some instances “driver stress would increase along certain sections of the strategic network due to high traffic flow and reduced speeds resulting in delays”. This increase in traffic conflicts with one of the overarching objectives of the scheme to “reduce congestion” (Paragraph 4). Paragraph 21.8 also states that local traffic in some areas would experience an increase in driver stress. Our clients are greatly concerned that this could lead to an increase in road traffic accidents. Information is requested to demonstrate the Council have given this due consideration including measures which will be put in place to prevent accidents.

## ii. Generation of Economic Growth

In Section 4: Relief Road Objectives of the Statement of Reasons it is stated that an objective of the relief road is to “increase employment and generate economic growth” through “improved connectivity from and between Manchester Airport, local, town and district centres, and key areas of development and regeneration (e.g. Manchester Airport Enterprise Zone)”.

Our concern relates to the widespread criticisms which Enterprise Zones have attracted including them being “ineffective at stimulating sustainable economic growth in depressed areas” (The Work Foundation, February 2011). One of the key weaknesses of Enterprise Zones is that they do “very little to promote lasting economic prosperity” (The Work Foundation, February 2011).

One of the key issues relating to the successful long term economic growth of this area is the challenge of both attracting and retaining new businesses. Enterprise Zones can stimulate rapid short term investment but there is evidence to suggest this is followed by “a long term reversal back into depression” (The Work Foundation, February 2011).

We would request further information from the Local Authority demonstrating how they intend to ensure the economic growth of the wider area, with due consideration having been given to the general criticisms which Enterprise Zones in particular have attracted. The Local Authority should also demonstrate what else they intend to do to both attract and, of critical importance, retain, new businesses within this area. Without further comprehensive evidence detailing how new businesses will be attracted and retained within the area, it is difficult to accept the justification for the subject Scheme.

## iii. Job Creation

The road relief scheme also has the objective to “promote fairness through job creation and the regeneration of local communities” by “reducing severance and improving accessibility to, from and between key centres of economic and social activity” (Paragraph 4).

With regards Enterprise Zone’s specifically, it has been criticised that most jobs they create are displaced from other areas – “evidence from previous Enterprise Zones suggest that up to 80% of the jobs they create are taken from other places” (The Work Foundation, February 2011). In order to successfully regenerate the area as a whole,



it is of paramount importance that the Local Authority take steps to ensure this does not happen.

As a wider point, and irrespective of the Enterprise Zone status, it is important for the Local Authority to also have measures in place to ensure that jobs created are not simply absorbed by non-locals.

## **2. Impacts of the Scheme**

### **i. Increased Traffic Noise**

It is noted that “the Environmental Impact (EIA) has demonstrated that there would be an increase in traffic related noise at the majority of sensitive receptors” (Paragraph 22.1). Paragraph 22.3 states that there are 55 residential properties that would potentially need insulation in accordance with the Noise Insulation Regulations 1975. Further information is requested regarding those properties that will be affected by an increase in traffic related noise and confirmation that there is a scheme in place to provide any additional insulation required.

### **ii. Emission and Air Quality**

Paragraph 3.2 of the Statement of Reasons states that the lack of direct East-West transport link through South East Greater Manchester and East Cheshire is contributing to congestion on a number of major and minor roads which in turn affects air quality. Despite the aim of the relief road to decrease these emissions paragraph 23.2 states that an assessment has demonstrated that the relief road is expected to result in a small increase in regional emissions. In fact in paragraph 23.3 states that “overall the relief road impact on air quality is significant”.

This decrease in air quality across certain areas of the scheme is a concern as it will be damaging to the local environment and the residents located in these areas. Please could you provide details of which sensitive receptors will experience “significant adverse air quality impacts” (Paragraph 23.3).

### **iii. Loss of Open Space, Recreational areas and Agricultural Land**

“The Relief Road corridor comprises open space and broader countryside. The land use pattern is mainly agricultural land, with recreational and sports areas, institutional grounds, residential, and industrial and commercial land uses” (Paragraph 20.5). It is a concern that the Relief Road will have a great impact upon Open Space within the area. This decrease in countryside and increase in emissions will be damaging to the local environment. It is also a concern that the Relief Road affects a number of recreational grounds, such as Moored Golf Course, Styal Golf Course and Woodford Recreation Ground. Our client feels that it is not in the public’s interest to decrease the amount of open space and recreational amenities within the area.

### **3. Extent of Land Take**

Our client considers that an excessive land take has been proposed by the local authority over and above their requirement for the scheme. If the Compulsory Purchase Order is confirmed we would request that the land take is altered to remove land to the north and south of the road line. By amending the land take my client has a better prospect of presenting his golf course albeit a significantly reduced course.

### **4. The Funding for the Scheme**

The Statement of Reasons summarised breakdown of costs and funding for the relief road in paragraph 24.1 is outdated. The cost analysis that has been undertaken is based on Q2 2010 prices which are nearly four years out of date. They also exclude allowances for inflation and risk. This is a concern as newer research has not been undertaken to quantify costs taking into account present day pricing. Further details are required to provide comfort that the Local Authority has factored in present day pricing and has sufficient funding in place in order to deliver the proposed Scheme.

### **5. CPO – The Last Resort**

As referred to in Paragraph 28.22, the ODPM Circular 06/2004 advises that a Compulsory Purchase Order should only be made where there is a compelling case in the Public interest to do so. We would question whether it is actually in the public's interest for this scheme to be authorised.

We would also argue that approaches to date have been insufficient to justify the makings of the Compulsory Purchase Order. The use of Compulsory Purchase Order powers in all cases should be a position of last resort. This has not been demonstrated in respect to our clients interest.

In conclusion, there is "no compelling case in the public interest" as required by National Policy to acquire the objectors' land.

The above represents our Clients' objection to the aforementioned Compulsory Purchase Order. We reserve the right to add to or expand our Clients' case upon sight of further evidence and information being made by the Acquiring Authority.

Yours faithfully



**Simon Cook BSc (Hons) MRICS**  
**Director**

Direct Line: 0161 817 3390  
E-mail: [simoncook@roger-hannah.co.uk](mailto:simoncook@roger-hannah.co.uk)

Hughes, Emma

---

From: Louise.Allan@TSB.co.uk  
Sent: 31 January 2014 13:24  
To: SEMMMS Relief.Road  
Subject: GM151925 Moorend Far, Woodford

Dear Sir / Madam,

Thank you for your letter dated 15th January 2014 regarding the Compulsory Purchase Order on this property.

As stated TSB hold a registered charge over this property. We are aware a letter was sent to Lloyds Bank initially on 10th December 2013 and therefore there was some delays in the Order reaching TSB. Therefore, due to the lack of time TSB have had to assess the documentation, we would wish to register an objection against this Order.

Would you at all be able to advise on the impact that the new relief road will have on this property / land?

Kind Regards

**Louise Allan | Relationship Manager | Business Banking | TSB**

 1st Floor, Excel House, 30 Sempole Street, Edinburgh, EH3 8BL

 Telephone: 0845 835 3858 (Network: 1344039)

 Email: [louise.allan@tsb.co.uk](mailto:louise.allan@tsb.co.uk)

TSB Bank plc. Registered Office: Henry Duncan House, 120 George Street, Edinburgh EH2 4LH.  
Registered in Scotland, number SC95237. Telephone: 0131 225 4555.

Authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority under registration number 191240.

This e-mail (including any attachments) is private and confidential and may contain privileged material. If you have received this e-mail in error, please notify the sender and delete it (including any attachments) immediately. You must not copy, distribute, disclose or use any of the information in it or any attachments. Telephone calls may be monitored or recorded.

TSB Bank plc is covered by the Financial Services Compensation Scheme and the Financial Ombudsman Service

19 DEC 2013

No. 5 Green Lane, SALE, Manchester M33 5PN  
Fax: 0161 962 0883  
Email: info@petercunliffe.com  
Tel 0161 962 0083



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

16<sup>th</sup> December 2013

Dear Sirs

**Metropolitan Borough of Stockport (Hazel Grove) (A6) Manchester Airport A55 Classified Road – CPO 2013 – Mr & Mrs Mpande Simumba - two plots of land off Moorland Golf Course, Woodford Road, Bramhall**

Further to the above matters we enclose herewith our clients Objection to the above scheme and would be very grateful to receive acknowledgement of safe receipt by return.

Yours faithfully

Peter Cunliffe, FRICS



COMPENSATION CONSULTANTS

INCORPORATING J.O.CUNLIFFE FSA & CO.

A THIRD GENERATION OF PROPERTY PROFESSIONALS

Peter F. Cunliffe FRICS MCLArb  
Michael J. Cunliffe MRICS AMIHT  
Consultants: G. Philip Wilson FRICS FCLArb  
Spencer A. Turner MSc MRICS ALandInst

## **OBJECTION**

**Metropolitan Borough of Stockport (Hazel Grove) (A6) Manchester Airport A55 Classified Road – CPO 2013 – Mr & Mrs Mpande Simumba - two plots of land off Moorland Golf Course, Woodford Road, Bramhall**

1. Please note that our above clients object to the above Compulsory Purchase Order.
2. Our clients object to this Order in the following grounds:-
  - a) The scheme is not needed as the existing roads are adequate for purpose and the proposed road would cause traffic blockage at the A6 and Woodford Road.
  - b) If the scheme is needed, then the previous site for the scheme, which avoided taking these two plots was perfectly adequate for the scheme and the former plans should be reverted to.
  - c) This proposed road, being so close to the houses in Albany Road, will create an unacceptable degrees of noise, vibration, artificial light, smell, smoke and fumes and discharge onto their sites of solids and fluids and for this reason alone the scheme should be moved away from this residential area.
3. We therefore respectfully request that the Inspector should decline to recommend this scheme in its revised form to the Secretary of State.
4. For the Inspectors convenience this Objection applies to both plots owned respectively by Mr & Mrs Simumba.

Dated...16<sup>th</sup> December 2013.

Signed.....  
Peter F Cunliffe, FRICS, as Chartered Surveyor  
For & on behalf of Mr & Mrs Mpande Simumba

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 5/11 & 511/A

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013



---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order (“CPO”) and Side Road order (“SRO”) as set out hereafter on behalf of the Owner of Plots 5/11, 5/11A as listed in Schedule 1 to the CPO ("the Plots"). The Owner is Lisa Michelle Lawson

She makes the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on a part of the Plot shown edged/coloured in green on the attached plan. Accordingly such part is not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.
2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not

required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objector believes that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after temporary use, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for temporary use.

4. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.

5. No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of the said lands for equestrian, agricultural and development purposes.

6. The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of the said lands for equestrian, agricultural and development purposes.

The land area available to service the existing equestrian unit on the property is already at a minimum, and accordingly any reduction in the land area through land take will have critical consequences in terms of the number of horses the property will service. In turn the consequences of the land take area for the value of the property as a whole, in a competitive equestrian property market will also be critical, and this issue cannot be resolved through compensation only for the land to be taken.

7. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

8. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owner

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 5/11 & 511/A

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

30 JAN 2014

73Albany Road  
Bramhall  
Cheshire  
SK7 1NE

29<sup>th</sup> January 2014

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

**RE: A555 Relief Road**

Dear Sir,

We are strongly opposed to the building of the above road. As senior citizens who have lived at our present address since 1975, we see the future quality of our lives being severely impaired. We are certain that our health will also suffer. The valuation of our property will most certainly decrease. We are one of many who will be affected in their latter years whilst this road is being built and thereafter.

**Here our main reasons.**

1. Pollution especially affecting the children at our local school on Albany Road.
2. Noise.
3. Congestion of Bramhall Village & surrounding areas.
4. Loss of green belt affecting wild life.
5. Our Health due to dust and pollution.
6. Valuation of all properties in the immediate area will decrease significantly.

People may say that we will benefit from the road. We are not convinced or reassured by all the meetings we have attended that this will be the case. Therefore once again we strongly oppose to this construction of this project.

Yours sincerely

*Adrian Romagnoli* *Margaret Romagnoli*

ADRIAN & MARGARET ROMAGNOLI.

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 5/24, 5/24A-5/24B

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013



---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Owners of Plots 5/24, 5/24A, 5/24B as listed in Schedule 1 to the CPO ("the Plots"). The owners are Mr M and Mrs C Freedman.

They make the following objections to the CPO and SRO:

1       The ownership of the Plots is incorrectly described in the CPO; the land is owned by the Mr and Mrs Freedman, and not Fairhold (Briardene) Ltd. Accordingly the CPO is defective.

2.       No part of the proposed Road, cuttings or embankments is intended to be placed on the land listed in Schedule 1 to the CPO. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are

not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.

3. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

4. The Plot cannot be used for additional pedestrian, cycling or equestrian use for the following reasons:

- Mr and Mrs Freedman's property stands at the end of an existing cul-de-sac, and there is currently no route through the highway onto the land to the south for pedestrians, cyclists and equestrian users.
- It appears that the proposed new shared use footway/cycle way (and possible bridleway) takes the line immediately in front of their existing vehicular access from the highway, which gives rise to potential safety hazards.
- There is an existing access available to the land immediately to the east of the proposed access, which could be used for the proposed new route. The proposal to create an additional access in the Plot appears wholly irrational and unreasonable.

5. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 5/24, 5/24A-5/24B

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

31 JAN 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

1 Brunel Court  
Rudheath Way  
Gadbrook Park  
Northwich  
Cheshire  
CW9 7LP

Tel: 01606 49200  
Fax: 01606 49333

**Our Ref:** NA11454/AGB/SK  
**Date:** 30<sup>th</sup> January 2014

enquiries@berrys.com  
www.berrys.com

**By Post and Email:** nationalcasework@dft.gsi.gov.uk

Dear Sir

**METROPOLITAN BOROUGH OF STOCKPORT  
HAZEL GROVE (A6) TO MANCHESTER AIRPORT (A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER  
OUR CLIENT: MR A WORTHINGTON AND MRS H BROADHEAD**

We act on behalf of the above mentioned clients who own land affected by the above mentioned scheme.

For the avoidance of doubt the affected land is shown on site plan 5 of the Compulsory Purchase Order and the effected plots are 2, 2a and 2b.

Our clients' address is Baguley Fold Farm, Pinfold Lane, Marthall, Knutsford, Cheshire, WA16 7SQ, although correspondence should be directed to Berrys in the first instance.

Our clients do not object to the principle of the scheme and is appreciative of the need of the revisions to the road in the locality of their land.

However, our clients do wish to object on the basis that they have not reached agreement for the sale of their land to Stockport Council for inclusion in the scheme, and despite negotiations going back more than 12 months still believe they have inadequate information regarding certain aspects. Most notably they are seeking clarification on land drainage, tree planting and screening and temporary use of part of the land during construction works.

Although the land is currently in an agricultural use our clients' long term aim is to develop the site for a residential use, given the inherently residential nature of the area. Whilst they accept that the land is not currently zoned for development they would not dispose of the land in the "no scheme world" unless they could achieve an uplift in value to reflect the potential development and/or sell subject to overage provisions.

Our clients remain willing to continue constructive negotiations with the Council's agent but for the time being should like their objections to remain on file.

Yours faithfully

**A G Bowcock MRICS MRAC**  
For and on behalf of Berrys  
01606 818953  
graham.bowcock@berrys.com

Chartered Surveyors and Valuers

Property and Business Consultants

Chartered Town Planners

Partners -

Associates -

Consultants -

Offices in Cheshire, Northamptonshire and Shropshire



Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 6/4, 6/4A-6/4D

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Owners of Plots 6/4, 6/4A, 6/4B, 6/4C, 6/4D as listed in Schedule 1 to the CPO ("the Plots"). The owners are Paul Gavin Darnell and Melanie Jane Darnell.

They make the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on the land listed in Schedule 1 to the CPO. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.
2. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways;



these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

3. There is a significant network of existing footpaths in the locality, and unfortunately too many people are walking off the line of the existing paths into private land.

4 The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 6/4, 6/4A-6/4D

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 6/3, 6/3A-6/3C

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Owner of Plots 6/3, 6/3A, 6/3B, 6/3C as listed in Schedule 1 to the CPO ("the Plots"). The owner is Mrs Angela Mary Rowland.

She makes the following objections to the CPO and SRO:

1. That part of the Objector's land holding affected by the permanent land take is a section which was severed from Moorfield Farm, Hall Moss Lane, by the construction of the existing A555 Road. The permanent land take removes the only vehicular access to the Objector's land, and there is no provision in the CPO to maintain the existing right of way along the track to the west of the land holding to Hall Moss Lane. In these circumstances, the Objector's land is landlocked.

2. In the event that it is intended that existing rights of way down the access track are maintained, the Plot cannot be used for additional equestrian, cycling or pedestrian use for the following reasons:

- The access way in question is the only access to the Objectors' land and this private means of access was created as a result of the construction of the existing A555 Road through the Objectors' land holding.
- The existing access way is already too narrow for modern farm machinery; the land served by the existing access way is mown. There is insufficient space for other users to pass by farm machinery.
- The proposal therefore works against one of the key objectives of the scheme, which is to improve the safety of road users, pedestrians and cyclists.
- Insufficient consideration has been given to the needs of existing users.
- There is a significant network of existing footpaths in the locality, and unfortunately too many people are walking off the line of the existing paths into private land.

3. No part of the proposed Road, cuttings or embankments is intended to be placed on the land listed in Schedule 1 to the CPO. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.

4. The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of the said lands for agricultural and future development purposes.

5. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

6. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owner

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 6/3, 6/3A-6/3C

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed



Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOT 6/2

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Owners of Plot 6/2 as listed in Schedule 1 to the CPO ("the Plots"). The Owners are David Charles Jones and Richard Anthony Jones.

They make the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on the land listed in Schedule 1 to the CPO. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.

2. No provisions of the CPO authorise the taking of any land, or an interest in land for a proposed CPO easement as shown in blue on the

attached plan, and accordingly such parts of the Plot as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objectors believe that the Acquiring Authorities' proposed taking the Plot identified on the attached plan for an easement only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plot, that only an easement is required. If the intention of the Acquiring Authorities is to take the Plot permanently, but then give a written undertaking to return the Plot subject to an easement, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for an easement.

4. If, contrary to the above, the CPO does contain powers to take the Plot identified above for an easement, then the land in question should not be acquired permanently.

5. The Plot cannot be used for additional equestrian, cycling or pedestrian use for the following reasons:

- The access way in question is the only access to the Objectors' land and this private means of access was created as a result of the construction of the existing A555 Road through the Objectors' land holding.

- The existing access way is already too narrow for modern farm machinery; the land served by the existing access way is mown. There is insufficient space for other users to pass by farm machinery.
- The proposal therefore works against one of the key objectives of the scheme, which is to improve the safety of road users, pedestrians and cyclists.
- Insufficient consideration has been given to the needs of existing users.
- There is a significant network of existing footpaths in the locality, and unfortunately too many people are walking off the line of the existing paths into private land.

6. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

7. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOT 6/2

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOT 6/5C

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order (“CPO”) and Side Road order (“SRO”) as set out hereafter on behalf of the Owner of Plot 6/5C as listed in Schedule 1 to the CPO ("the Plots"). The owner is James Fielding

He makes the following objections to the CPO and SRO:

1. The ownership of the Plot is incorrectly described in the CPO; the land is owned by the Objector, and not Cheshire East Borough Council. Accordingly the CPO is defective.
2. No part of the proposed Road, cuttings or embankments is intended to be placed on the land listed in Schedule 1 to the CPO. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.



3. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO.

4. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plot, that only an easement is required. If the intention of the Acquiring Authorities is to take the Plot permanently, but then give a written undertaking to return the Plot subject to an easement, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for an easement.

5. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above for an easement, then the land in question should not be acquired permanently.

6. The Plot cannot be used for additional equestrian, cycling or pedestrian use for the following reasons:

- The access way in question is the only access to the Objectors' land and this private means of access was created as a result of the construction of the existing A555 Road through the Objectors' land holding.

- The existing access way is already too narrow for modern farm machinery; the land served by the existing access way is mown. There is insufficient space for other users to pass by farm machinery.
- The proposal therefore works against one of the key objectives of the scheme, which is to improve the safety of road users, pedestrians and cyclists.
- Insufficient consideration has been given to the needs of existing users.
- There is a significant network of existing footpaths in the locality, and unfortunately too many people are walking off the line of the existing paths into private land.

7. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

8. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owner

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 6/5C

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOTS 7/4, 7/4A-7/4H

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Tenant of Plots 7/4, 7/4A, 7/4B, 7/4C, 7/4D, 7/4E, 7/4F, 7/4G, 7/4H as listed in Schedule 1 to the CPO ("the Plots"). The Tenant is Christopher W Shenton

He makes the following objections to the CPO and SRO:

1. No part of the proposed Road, cuttings or embankments is intended to be placed on substantial parts of the Plots as shown edged/coloured in green on the attached plans. Accordingly such parts as are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO. The Acquiring Authorities have failed to show any compelling case to take land for purposes that are not for the purpose of constructing thereon a highway, namely the Road, and its cuttings and embankments.

2. No provisions of the CPO authorise the taking of any land for temporary purposes and accordingly such parts of the Plots as are not required for permanent compulsory acquisition should be deleted from Schedule 1 to the CPO. The Objectors believe that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for temporary purposes only and contend that there is no power under the CPO to do so.

3. By paragraph 1 the CPO will authorise the acquisition of "land" described in paragraph 2. Paragraph 2 describes the "land" only by reference to the "land" described in Schedule 1 shown coloured pink on the CPO map. Neither Schedule 1 nor the map describe, in relation to the Plots, that only a temporary possession is required in part of those Plots. If the intention of the Acquiring Authorities is take all parts of the Plots permanently, but then give a written undertaking to return the parts after temporary use, then this is a misuse of powers for it shows that the Acquiring Authorities cannot show a compelling case to acquire permanently the parts of the Plots required only for temporary use.

4. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.

5. No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of the said lands for agricultural purposes.

6. The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of the said lands for agricultural purposes.

7. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

8. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, and to take land for the purpose of pedestrian and cycle routes and bridleways, the following issues must be resolved:

- The loss of the field for a compound (Plots 7/4A and 7/4B) will have a serious impact on what is a substantial farm business in the locality, as that field is used as an isolation field for cattle under a high health scheme. Insufficient consideration has been given to the impact of the scheme on existing agricultural users.
- The current proposals close off the existing access to Plots 7/4A and 7/4B.
- There will be conflict between existing agricultural traffic with proposed bridleway/cycle way traffic on the existing accommodation bridge over the A555. A tractor coming over the bridge from the northern side will have to accelerate to get up the bank, without having sight of who or what might be on the bridge. This safety hazard is in conflict with one of the schemes key objectives, which is to improve the safety of road users, pedestrians and cyclists.



- There is an existing problem of gates to footpaths being left open and consequential stock escape, quite often on to the A555 and/or the A34.
- It is essential that the junction of the southerly end of Spath Lane (to south of A555 bridge) with the new pedestrian/cycle route coming in from the east is properly gated to prevent stock running on to the new access way.
- Additional land take as a result of the new footpath to the north of Beech Farm (Plots 7/4C and 7/4D) can be avoided by relocating the footpath into the existing land take area. A better route for FP No.81 would be along the western perimeter of the field, obviating the need for stile/kissing gates etc. This would help to mitigate some of the effects of the permanent land take.
- The connection between Wilmslow FP No. 81 and Cheadle and Gatley FP No. 38 involves crossing the A555/A34 junction at seven places which is unsafe. Consequently FP No. 81 should be extinguished.

9. Existing drainage problems with the ditches adjoining and under the existing A555 have yet to be resolved, causing the land drainage of much of the adjoining land to fail.

10. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Tenant

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 7/4, 7/4A-7/4H

---

**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed

5. WOLFF 1972

RECEIVED  
27 JAN 2014  
DOIG

The Compulsory Purchase Order I have had sight of would completely annihilate my woodland. I feel that there are alternatives to the proposed scheme, including the accommodation bridge, as there is a bridge in situ that could be utilised. I believe that every possibility should be looked into as the proposed land take is excessive. I would suggest that there is an alternative route from the A34 that would not require the building of a bridge.

I would be grateful for an acknowledgment of this letter and confirmation that no further action will be taken whilst my objection is being investigated.

Should you wish to discuss the matter further, please do not hesitate to contact me.

Yours faithfully,

A de Coninck (Mr)

A handwritten signature in black ink, appearing to read 'A. de Coninck', with a stylized flourish at the end.

c.c. Stockport Metropolitan Borough Council

29 JAN 2014

**CHEETHAM & MORTIMER**

AG.asj

28<sup>th</sup> January 2014

CHARTERED SURVEYORS  
86 Deansgate Manchester M3 2ER  
Telephone 0161 832 3375 Fax 0161 832 0453

[www.cheetham-mortimer.com](http://www.cheetham-mortimer.com)

**RECORDED DELIVERY**

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

Dear Sirs,


**Highways Act 1980; The Acquisition of Land Act 1981**  
**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) (side roads) Order 2013**

**Objection on behalf of BRITISH OVERSEAS BANK NOMINEES LTD & WGTC NOMINEES**  
**LTD, the freehold owners of land lying to the south of Stanley Road, Cheadle Hulme**  
**(GM802114)**

Please find enclosed formal objection to the abovementioned Compulsory Purchase Order.

Would you please acknowledge receipt.

Yours faithfully



**ANDY GUEST BSc. (Hons) DipArb FRICS FCI Arb**

Partner

Email: [aguest@cheetham-mortimer.com](mailto:aguest@cheetham-mortimer.com)

DD: 0161 828 8796

Enc

CC: B Khan NLB (Hons), Council Solicitor, Metropolitan Borough Council of Stockport, Stockport  
Legal Services, Corporate & Support Services Directorate, Stopford House, Piccadilly,  
Stockport, SK1 3XE

**Regulated by RICS**

**Highways Act 1980; The Acquisition of Land Act 1981  
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) (side roads) Order 2013**

**Objection on behalf of BRITISH OVERSEAS BANK NOMINEES LTD & WGTC NOMINEES  
LTD, the freehold owners of land lying to the south of Stanley Road, Cheadle Hulme  
(GM802114)**

AG.asj

28<sup>th</sup> January 2014**RECORDED DELIVERY**

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

Dear Sir,

**Highways Act 1980; The Acquisition of Land Act 1981****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) (side roads) Order 2013****Objection on behalf of BRITISH OVERSEAS BANK NOMINEES LTD & WGTC NOMINEES LTD, the freehold owners of land lying to the south of Stanley Road, Cheadle Hulme (GM802114)**

We write to make formal objections to the abovementioned Compulsory Purchase Order on behalf of British Overseas Bank Nominees Ltd & WGTC Nominees Ltd, who are the freehold owners of land lying to the south of Stanley Road, Cheadle Hulme, including reference GM802114 (and also GM806492, GM605335, GM559096 and GM806837), as identified on the plan in Appendix 1. The acquiring Authority seeks to acquire part of the ownership as identified on the plan in Appendix 2.

Background

British Overseas Bank Nominees Ltd & WGTC Nominees Ltd (the owners) recognise the fact that the roundabout at the junction of the A34 and Stanley Road is currently congested during the morning and evening peak periods and at weekends. We understand that following the completion of the A555 and associated improvements to the roundabout, traffic flows on the A34 are likely to increase, and that the roundabout is forecast to continue to operate close to capacity during peak periods.

The owners therefore recognise the need to improve traffic flows at the junction of Stanley Road and the A34.

Queuing can on occasions occur at the Stanley Road / Earl Road junction with queues extending back towards the A34. If in future the westbound traffic demand along Stanley Road increases, an associated additional increase in queue length could potentially impact on the operation of the A34/Stanley Road junction.

The owners anticipate an increase in traffic flow to the retail park once the A555 improvements are complete.

The owners do not consider that the Authority's current proposal to alleviate congestion is the best option which is available. The owners are of the opinion that the scheme should be amended on the basis set out in the plan in Appendix 3 and briefly described below.



## Grounds For Objection One – Alternative Proposal For Improvement To The A34 Stanley Road Junction

The owners proposal is that a new entrance lane from the roundabout should be provided onto land to the rear of the B&Q retail warehouse unit. This land is within the ownership of British Overseas Bank Nominees Ltd & WGTC Nominees Ltd and thus is capable of providing a means of entrance to the retail park, avoiding the traffic lights at the junction of Earl Road and Stanley Road. This would reduce congestion and help avoid traffic queuing back onto the A34. The owners would be prepared to procure the provision of the access road within their ownership.

It is envisaged that egress from the retail park would remain via Earl Road.

## Grounds For Objection Two – Planning

The land within the ownership of British Overseas Bank Nominees Ltd & WGTC Nominees Ltd is currently identified within the saved policies of the Stockport Unitary Development Plan (2006) as being for employment use. Please see the plan in appendix 4.

The Authority's current proposal does not provide for access to the land concerned and therefore makes it impossible to bring the land forward for employment use.

The owners have taken advice from Indigo Planning which concludes that the Authority's scheme is in direct contravention of the saved policies of the Stockport UDP as it will preclude the use of the land for the purposes identified in the UDP (see appendix 5).

The alternative proposal suggested by the owners in ground 1 above addresses this issue.

## Grounds For Objection Three

British Overseas Bank Nominees Ltd & WGTC Nominees Ltd currently holds a planning consent for refurbishment of the retail park including the erection of a totem pole identifying the retailers trading on the retail park. This totem pole is to be located in the area identified for compulsory acquisition. The acquisition of the land deprives the owner of the opportunity to carry out the development for which they have planning permission and has a material impact upon the ownership retained.

## Grounds For Objection Four - Insufficient Information From The Acquiring Authority

British Overseas Bank Nominees Ltd & WGTC Nominees Ltd has had some discussions with the acquiring Authority in order to seek clarification of the exact area of land to be acquired. The owner has requested further information in the form of detailed scale plans and exact identification of the site boundary. At the time of writing this information has not been provided to our satisfaction and thus the owner objects on the basis of the fact that the land to be acquired has not been properly identified or the impact on the land retained properly assessed.

British Overseas Bank Nominees Ltd & WGTC Nominees Ltd require the four grounds for objection that are identified above to be considered at a public inquiry.

Yours faithfully



**ANDY GUEST BSc. (Hons) DipArb FRICS FCIARB**

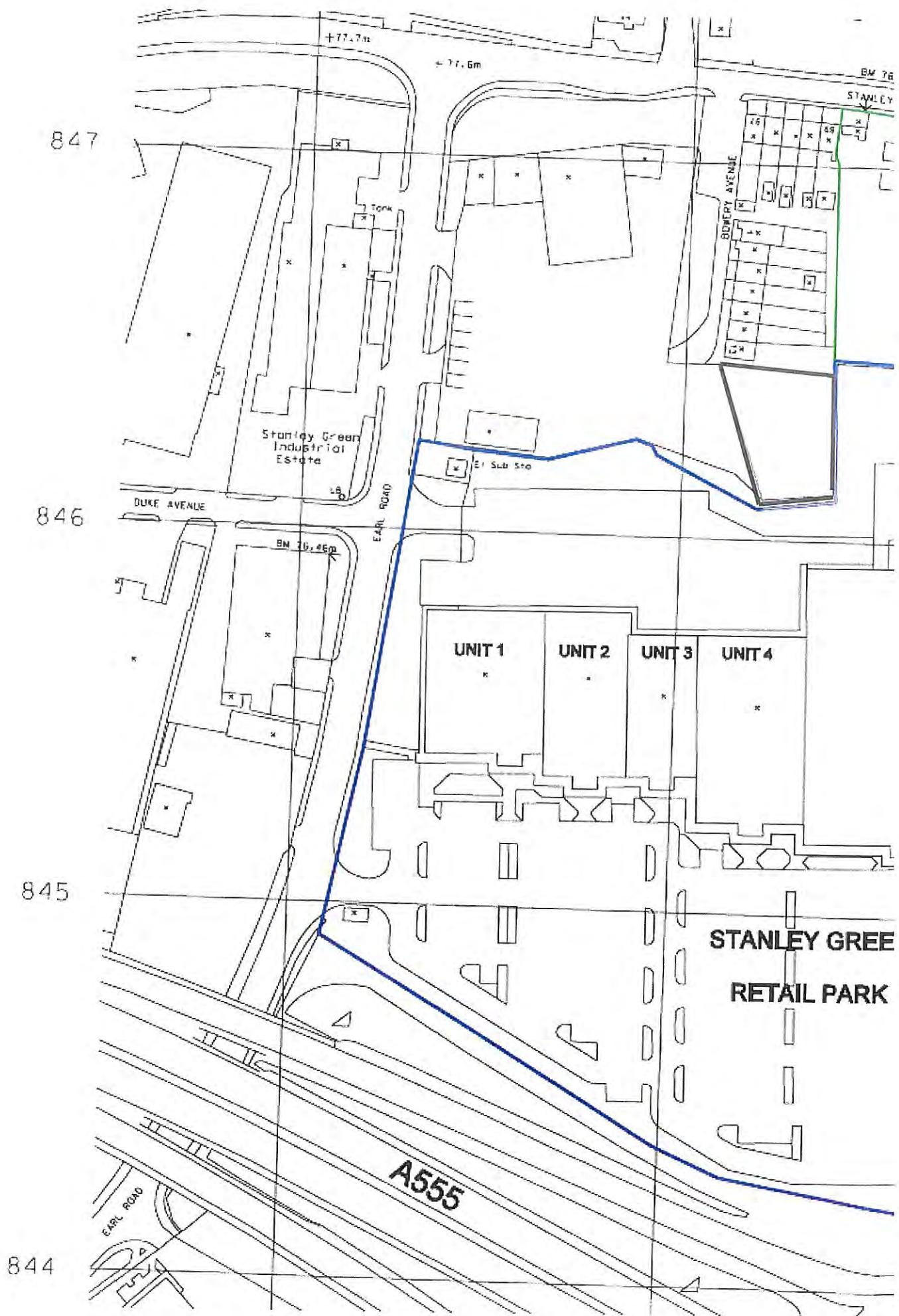
Partner

Email: [aguest@cheetham-mortimer.com](mailto:aguest@cheetham-mortimer.com)

DD: 0161 828 8796

Regulated by RICS

**Plan Showing Land Within The Ownership Of  
British Overseas Bank Nominees Limited  
& WGTC Nominees Limited**



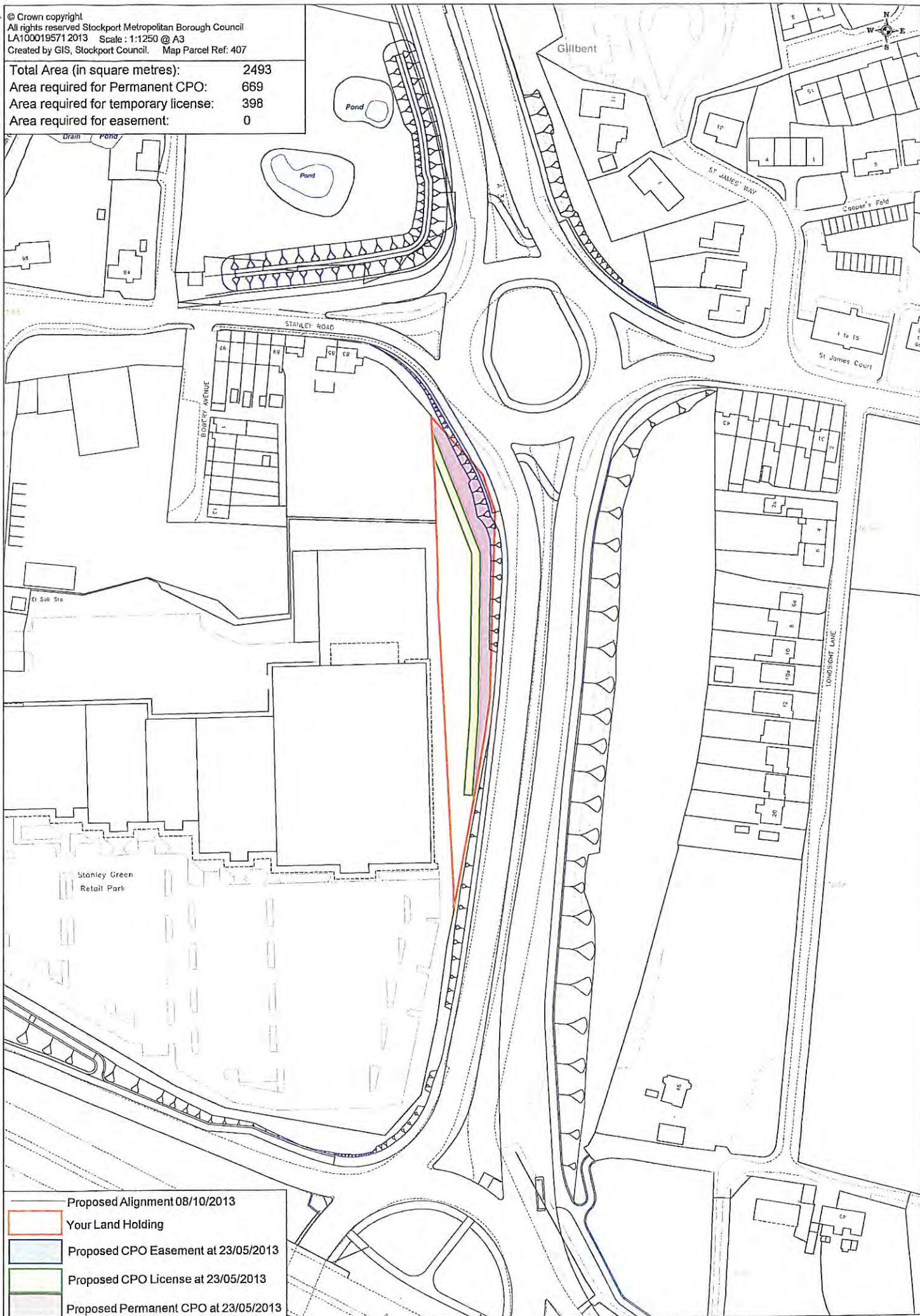
## Appendix 2

**Plan Showing Area Of Land Which Is Subject To CPO**



© Crown copyright  
 All rights reserved Stockport Metropolitan Borough Council  
 LA100019571 2013 Scale : 1:1250 @ A3  
 Created by GIS, Stockport Council. Map Parcel Ref: 407

Total Area (in square metres):	2493
Area required for Permanent CPO:	669
Area required for temporary license:	398
Area required for easement:	0



Proposed Alignment 08/10/2013

Your Land Holding

Proposed CPO Easement at 23/05/2013

Proposed CPO License at 23/05/2013

Proposed Permanent CPO at 23/05/2013

**Plan Showing The Objector's Alternative Scheme**

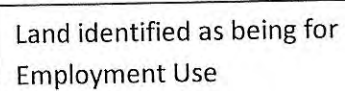




**Proposals Map From The Stockport UDP**



### Proposals Map from the Stockport UDP





Mr W Cotmore  
M&G Real Estate  
City Place House  
55 Basinghall Street  
London  
EC2V 5DU

By email and post  
william.cotmore@mandg.com  
let.001.RC.WC.01980063

28 January 2014

Dear Mr Cotmore

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

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD) COMPULSORY  
PURCHASE ORDER 2013**

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013**

**OBJECTION ON BEHALF OF BRITISH OVERSEAS BANK NOMINEES LTD  
& WGTC NOMINEES LTD, THE FREEHOLD OWNERS OF LAND LYING TO  
THE SOUTH OF STANLEY ROAD, CHEADLE HULME (GM802114)**

We set out below the basis for objections, based on planning grounds, to the  
above Compulsory Purchase Orders (CPO's).

#### **Legislative Context**

Given the orders are being pursued under the Highways Act 1980 and the  
Acquisition of Land Act 1981 objections are generally made on any one of three  
grounds:

- i. Agree with the purpose of the scheme but a requirement for minor  
amendments to minimise the impact; or
- ii. Agree with the purpose of the scheme it should be located elsewhere;  
or
- iii. object to the scheme in its entirety.

#### **Development Plan Context**

The land the subject of the proposed orders ("CPO Land") required both to form  
part of the adopted highway and to facilitate its construction forms part of the

land covered by adopted land use policy contained in the Stockport UDP Review (2006).

#### CPO Land - Northern Section

The northern extent of the CPO Land is covered by policies E3, E3.1 - 3.2. Policy E3.2 is not relevant in this context. Policy E3 states that:

##### *"E3 PROTECTION / REGENERATION OF EMPLOYMENT AREAS*

*THE COUNCIL WILL SEEK TO RETAIN AND PROMOTE THE USE OF THE BEST EXISTING EMPLOYMENT LAND (DEFINED AS EMPLOYMENT AREAS ON THE PROPOSALS MAP) FOR EMPLOYMENT PURPOSES AND COMPLEMENTARY USES."*

The CPO land is identified for such purposes. Policy E3.1 states that:

##### *"E3.1 PROTECTION OF EMPLOYMENT AREAS*

*In Employment Areas shown on the Proposals Map, development involving business and light industry (B1), general industry (B2) or warehousing (B8) will be permitted, provided that development on land close to residential areas will not have a materially detrimental effect on the living conditions of residents.*

*Alternative uses, which will be considered on their merits, taking into account the factors set out below, include:*

*(i) sui generis commercial uses, such as car showrooms, where they create job opportunities, assist in the regeneration of an employment area, or may enable the retention and/or expansion of existing firms and are proposed in conjunction with employment uses such as servicing and workshop facilities.*

*(ii) complementary commercial and leisure uses, where suitable sites can be identified. Such uses could include indoor sports facilities and food and drink outlets of a modest scale, hotels, day nurseries and other uses that can provide a service to local firms or people working in the area.*

*Development within both these categories will only be permitted if the extent to which the area can function as an Employment Area will be maintained or enhanced. Factors to be taken into account are job creation, the availability of land for employment uses and the compatibility of the*

*proposed use with the use of the adjacent land for employment purposes."*

The CPO land covered by this policy has the potential to be brought forward for a number of alternative uses. Irrespective of this policy support, the development must be capable of being accessed appropriately, efficiently and safely.

#### CPO Land - Southern Section

The southern extent of the CPO land is covered by policy PG1.9. Policy PG1.9 states that:

##### *"PG1.9 EARL ROAD, STANLEY GREEN*

*The Policy Guidance Area is bounded by the A34 by-pass to the east, the Manchester Airport Eastern Link Road to the south, Earl Road to the west and the boundary of the non-food retail warehouse park to the north.*

*Within the PGA the following uses will be permitted:*

- *Use with use classes B1, B2 and B8; and*
- *Non-food retail uses subject to a minimum individual unit floorspace size of 929 sq m gross and subject to applications meeting need and sequential approach tests."*

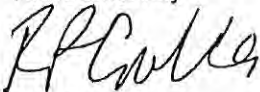
The CPO land covered by this policy has the potential to be brought forward for a number of alternative uses.

#### **Implications of CPO**

The compulsory purchase of this land will be in direct contravention of the saved policies of the Stockport UDP. The utilisation of this land for the implementation of trunk road development will preclude the use of the land for the purposes identified in the UDP.

The submission of representations of objection to the CPO on the basis of this impact is justified, and amendments should be sought to re-design the scheme to ensure that the future development of the entire site is not precluded.

Yours sincerely



Rob Crolla



29 JAN 2014



The Secretary of State For Transport  
Department of Transport  
National Transport Case Work Team  
Tyneside House  
Skinnerburn Road  
Newcastle Business Park  
Newcastle Upon Tyne NE4 7AR

RECORDED DELIVERY

28 January 2014

Dear Sirs

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

**Compulsory Purchase of Land & New Rights in the Metropolitan Borough of Stockport, The Borough of Cheshire East and City of Manchester**

We act on behalf of the owners of Norbury Hall, Norbury Hall Cottages and adjacent farm land located at Macclesfield Road Hazel Grove Stockport SK7 6DT. The property owners, Ella Dawn Cartwright, Maria Perry, Edward Perry and Carol Kan Hai jointly own the property and site under Title No. GM839196 and GM873758.

The owners have instructed me to lodge a formal objection to the compulsory purchase order 2013 which has been made pursuant to Section 8 of the Highways Act 1980.

The objections are as follows:-

1. The line of the proposed road will adversely affect Norbury Hall and the adjacent cottages and will have a serious impact on the building.
2. The proposed land included within the CPO is considered excessive and extends beyond the land necessary to create the road link.
3. The proposed plans for the junction of the new relief road and the A523 Macclesfield Road is considered dangerous as it impacts on the access road to Norbury Hall cottages and farm land and will create a dangerous junction particularly when taking into account slow moving farm vehicles and trailers which enter the site.

Yours faithfully

**RICHARD A. MORRIS F.R.I.C.S.**

Our ref: RAM/CA/Norbury

**Impey & Company Limited**

88 Lower Hillgate, Stockport SK1 3AL

Telephone: 0161-477 0444

Facsimile: 0161-477 7019

Email: [property@impey.co.uk](mailto:property@impey.co.uk)

[www.impey.co.uk](http://www.impey.co.uk)



■ Chartered Valuation Surveyors

■ Industrial & Commercial Estate Agents

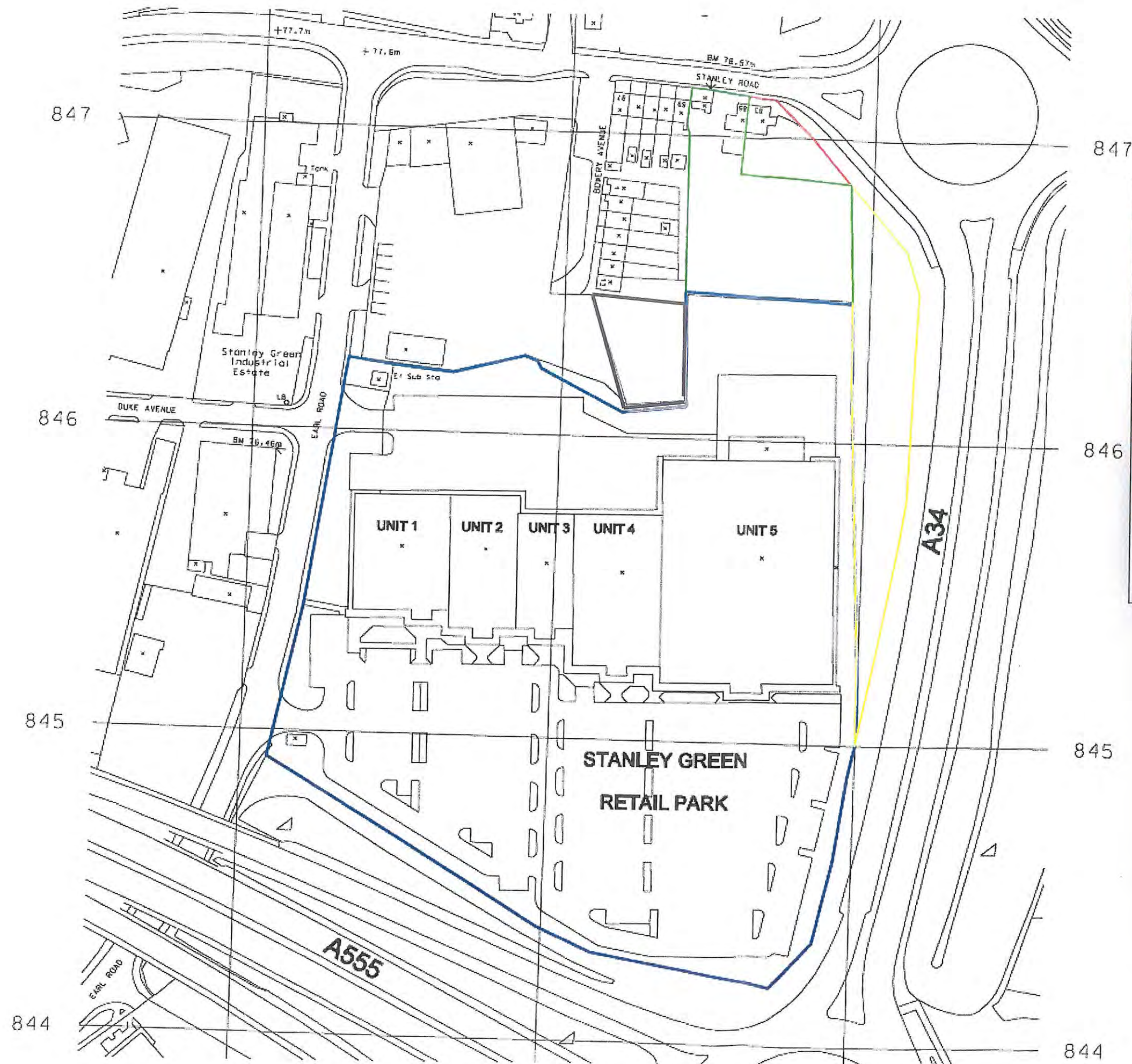
■ Property Consultants

Industrial & Commercial Property Sales,  
Lettings, Acquisitions, Valuations, Rating,  
Management, Rent Reviews, Landlord and  
Tenant Negotiations.....

Registered Office:  
88 Lower Hillgate, Stockport SK1 3AL  
Registered In England No. 3972662

**Regulated by RICS**





REV. DATE NOTES INT.

CLIENT / PROJECT  
PRUDENTIAL  
STANLEY GREEN  
CHEADLE  
DRAWING TITLE  
ESTATE PLAN

STATUS

DATE 24.01.12 DRAWN SW SCALE @ A3 1:1250

PROJECT NUMBER UNIT / BLOCK C / REF. CODE TYPE & NUMBER REVISION LOTION

DRAWING NO. 9012 02

Site Location Plans L GA Plans P Situations E  
Outline Details Colour C

MANCHESTER LONDON GLASGOW

108 MANCHESTER ROAD  
BURY  
LANCASHIRE  
BL9 0TD

T. 0161 797 0000  
F. 0161 797 0255  
W. www.rgp.co.uk  
E. first.lastname@rgp.co.uk







Your Ref: SRO\_65

Barry Khan LLB  
Council Solicitor  
The Metropolitan Borough Council of Stockport  
Stockport Legal Services  
Corporate and Support Services Directorate  
Stopford House  
Piccadilly  
Stockport SK1 3XE

Dear Mr Khan,

Thank you for your letter dated 10 December 2013 re the A555 road. I have attempted to digest the information as this work impacts me as I live on Bowery Avenue, off Stanley Road. This pending construction has already caused me some anxiety as it directly affects me, my property and right of access to Stanley Road and I am quite concerned for a number of reasons.

I would like to know when the work is intended to be carried out on the roundabout at the junction of A34/Stanley Road as indicated on Site Plan A, Schedule 7. I would also like to know how long this work will take place and the meaning of 'Stopped up.' Will I have access to my property during this period? Will it be short-term or long-term? I need to know how long I will be affected for. I am a single parent of a 10 year old at the address, and this is my main route to and from my home, which I use daily. On some occasions I can use this route several times a day, to travel to/from work, to drop/pick my son up from school in Bramhall, etc.

I have already been distressed by the changes to the land from the boundary rear to my property leading up to the A34. This land used to be a pretty, wooded area that attracted wild animals and birds. It was a nice secluded area that offered protection for my property, it ensured I was secure and not overlooked. However, this area has now been cleared leaving it an eye sore, as it looks like waste ground that has been left neglected and caused a rampage of rats in my garden, which I had to report to the council several times. It is not only unsightly but has increased the amount of noise pollution, which I imagine will increase when the construction work is carried out, and will increase furthermore when the roads are altered/widened.

I love my house, street, neighbourhood and the access I have to so many local amenities, but I am fearful this work will have a negative effect this. I am already aware that a neighbour has had her property valued since the land was cleared and the value has already decreased by £15,000. Therefore, I would not be able to move house, even if I wanted to.

This planned work has also affected my home improvement plans. Although I'm currently undergoing some home improvement work, I feel demoralised and that I may as well delay any other plans due to the uncertainty over the next couple of years or so. The changes have already devalued my house therefore any other work/improvements may not be worth it.

I also write on behalf of my next door neighbour who will be 90 years old in March 2014. She is unfortunately house-bound and your letter has caused her an enormous amount of distress and confusion. She has carers attend to her several times a day. Also, due to her ill-health she has had the emergency services attend to her on numerous occasions. I do hope that any 'stopping up' will not affect any carers or emergency services attending the address or having access to Bowery Avenue for anyone for that matter.

It is unknown how long this work will take and whether the impact on my travel and property will be a short one or permanent one. There is also that fear there will be unexpected power cuts or soiled water, which appears to happen every time work is carried out in this area. All this uncertainty is already causing a large amount of stress and I am unable to comprehend the impact this will have on me and my property in the long-term, I hope I am compensated appropriately.

I do hope this construction work will be an improvement to the area, but only time will tell. But in the meantime, I hope you recognise these issues and are able to give me some explanation that will put my mind at ease. I am happy to attend a meeting, if necessary.

I look forward to hearing from you in the near future.

Yours sincerely



Our Ref: JRS/lg

Date: 29<sup>th</sup> January 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

IN THE MATTER OF  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE ORDER 2013

AND IN THE MATTER OF  
PLOT 8/8

AND IN THE MATTER OF THE METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

---

## **LETTER OF OBJECTION**

---

Ref: 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) (Side Roads) Order 2013

We are instructed to make the objections to the above Compulsory Purchase Order ("CPO") and Side Road order ("SRO") as set out hereafter on behalf of the Owners of Plot 8/8 as listed in Schedule 1 to the CPO ("the Plots"). The owners are Alan Walker and Veronica Ann Walker.

They make the following objections to the CPO and SRO:

1. The permanent land take involves the loss of part of the playing fields/area at Little Acorns Day Nursery, which is critical to the functioning and viability of the Nursery business, which employs 57 staff. There is no alternative land available on the property to replace the part of the playing fields/area in question, and this loss cannot be dealt with by compensation alone.
2. The extent of land take is exacerbated by the provision of a new footway/cycle way, which could be relocated elsewhere.

3. The Acquiring Authorities have failed to show any compelling case to take land for the purposes of pedestrian and cycle routes and bridleways; these routes are not required for, or critical to, the purpose of constructing the Relief Road and its cuttings and embankments. The land required for these routes should be deleted from Schedule 1 of the CPO.

4. The stopping up or removal of any private means of access is unacceptable and irrational where it is not replaced with an alternative and viable means of access.

Signed

J R Seed MA (Oxon) FRICS FAAV

For and on behalf of the Brown Rural Partnership

Agents for the Owners

IN THE MATTER OF  
THE METROPOLITAN BOROUGH  
OF STOCKPORT (HAZEL GROVE  
(A6) TO MANCHESTER AIRPORT  
A555 CLASSIFIED ROAD)  
COMPULSORY PURCHASE  
ORDER 2013

AND IN THE MATTER OF THE  
METROPOLITAN BOROUGH OF  
STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555  
CLASSIFIED ROAD) (SIDE ROADS)  
ORDER 2013

AND IN THE MATTER OF  
PLOTS 8/8

---

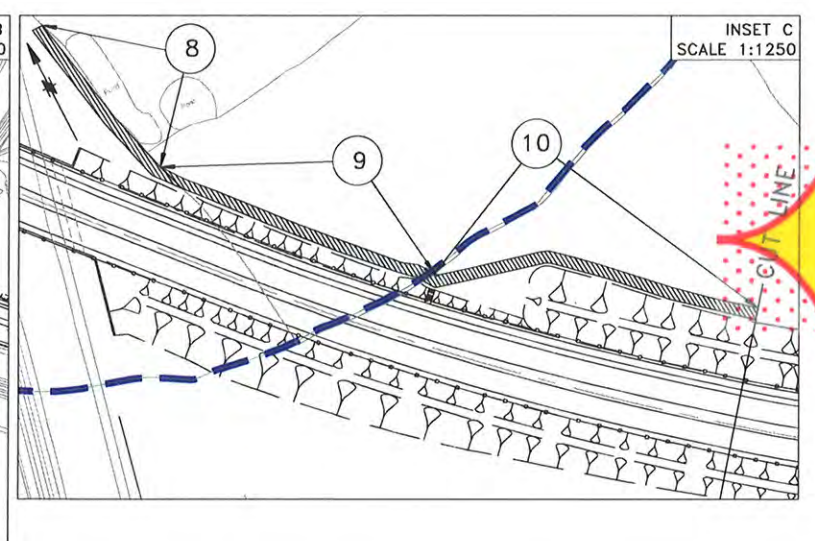
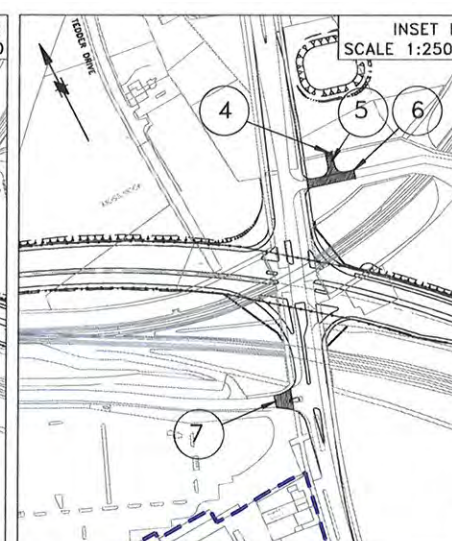
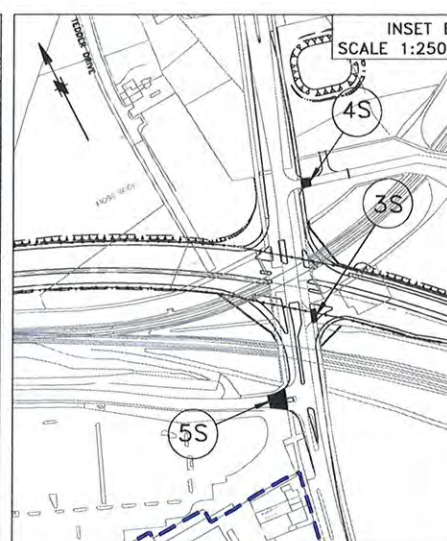
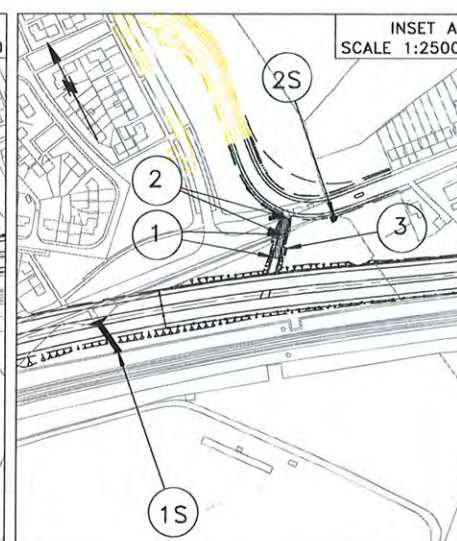
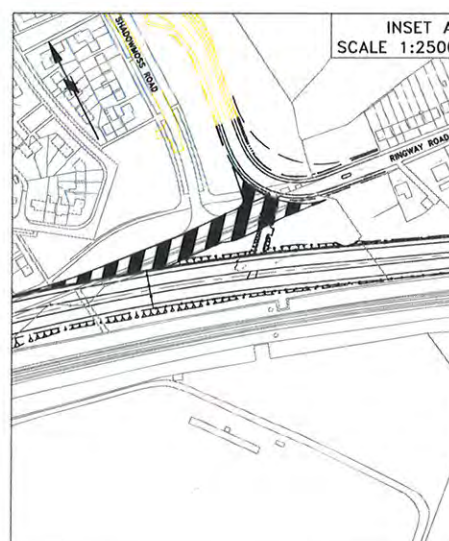
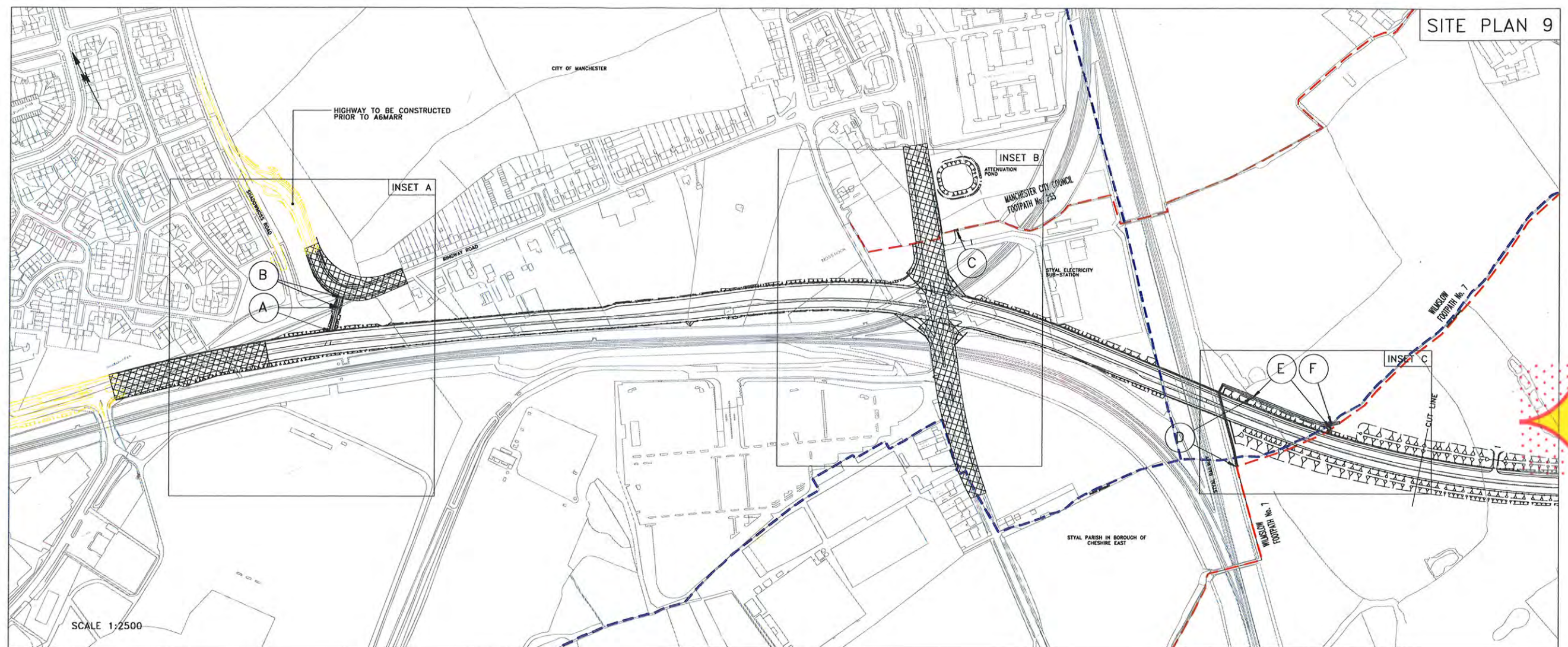
**LETTER OF OBJECTION**

---

BROWN RURAL PARTNERSHIP  
29 CHURCH STREET  
MACCLESFIELD  
CHASHIRE  
SK11 6LB

REF John Seed





NOTE  
ALONG THE ROUTE LABELLED 'A' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '1' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'A' IS TO BE PROVIDED

NOTE  
ALONG THE ROUTE LABELLED 'B' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '2' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'B' IS TO BE PROVIDED

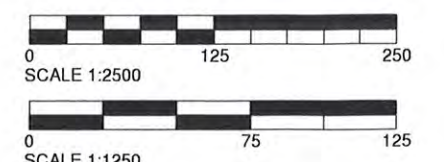
NOTE  
ALONG THE ROUTE LABELLED 'E' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '9' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'E' IS TO BE PROVIDED

NOTE  
ALONG THE ROUTE LABELLED 'D' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '8' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'D' IS TO BE PROVIDED

NOTE  
ALONG THE ROUTE LABELLED 'C' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '4' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'C' IS TO BE PROVIDED

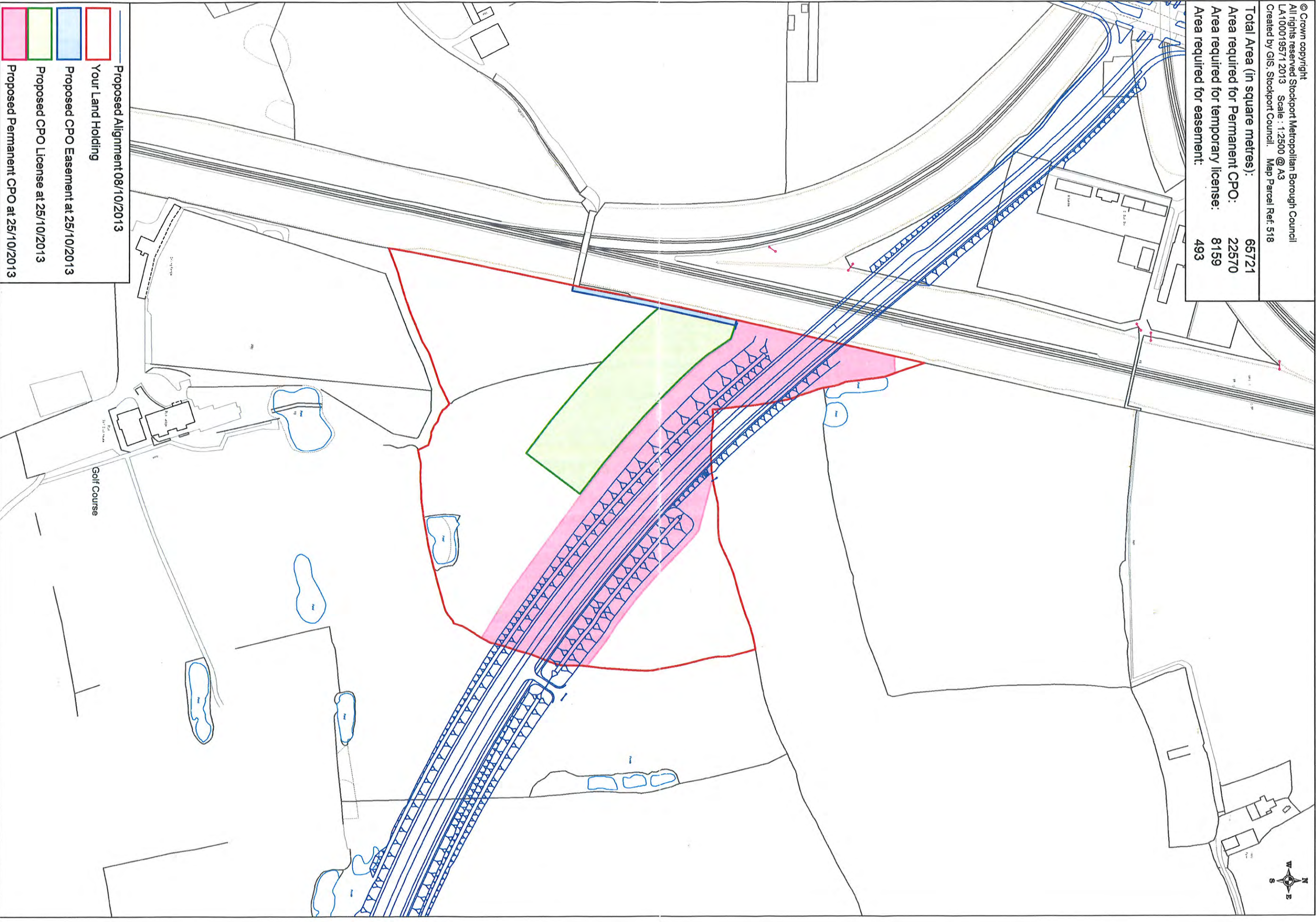
B5166 STYAL RD, SHADOWMOSS RD, RINGWAY RD, FOOTPATH FP7 AND OTHER ALTERATIONS  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD) SIDE ROADS ORDER 2013

This map is reproduced from Ordnance Survey material  
with the permission of Ordnance Survey on behalf  
of the Controller of Her Majesty's Stationery Office.  
© Crown copyright. Unauthorised reproduction infringes  
Crown copyright and may lead to prosecution or civil  
proceedings. Stockport Metropolitan Borough Council  
100019571 2010





Total Area (in square metres):	65721
Area required for Permanent CPO:	22570
Area required for temporary license:	8159
Area required for easement:	493







**FOR THE URGENT ATTENTION OF**

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

Our Ref: DRXC/FHA01262-4

30 January 2014

By email to [nationalcasework@dft.gsi.gov.uk](mailto:nationalcasework@dft.gsi.gov.uk)

Dear Sirs

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

**Our Clients: Mr Robert Hankinson and Mrs Christina Hankinson, Beech Farm, Hollin Lane, Styal**

**Property: CH150899 122 Hollin Lane, Styal, Wilmslow SK9 4LD  
GM889316 land and buildings lying to the east of Styal Road, Styal**

**Plot Numbers: Plots 9/9, 9/9A, 9/9D, 9/9E, 9/9F, 9/9G, 9/9H, 9/9I and 9/9J**

We act on behalf of Robert and Christina Hankinson, the freehold owners of Beech Farm, Hollin Lane, Styal, registered at the Land Registry under title numbers CH150899 and GM889316, and lodge this objection in relation to the above compulsory purchase order relating to the full planning application for construction of the A6 to Manchester Airport Relief Road proposed under the SEMMMS Scheme.

This order includes land within the ownership of our clients, which is proposed to be built on under the proposed scheme or, alternatively, used for temporary measures to aid the construction of the SEMMMS Scheme roads and/or bridges.

Our clients' land ownership is identified on Site Plan 9 and, more specifically, consists of Plots 9/9, 9/9A, 9/9D, 9/9E, 9/9F, 9/9G, 9/9H, 9/9I and 9/9J.

As a general note, we are disheartened that the conversations and correspondence with the respective Councils to date have been largely unhelpful. Our clients have, on numerous occasions, raised a number of issues with the proposed scheme and has received a plethora of alternate and contradictory answers.

**Previous Schemes**

Areas of our clients' historic land interest have been vacated as part of the history of the SEMMMS scheme, which has changed routes over a number of years and various relief road proposals. Our

C:\NRPortbl\Cobbetts\ARB\36120424\_1.doc  
ARB/HA1262/4/36120424-1





clients have been effectively held in abeyance since the 1950s without knowing exactly what is proposed and if, or when, development will come forward. Not only has this had an impact on the value of our clients' land but it has left our clients feeling like they have been manipulated in order to serve the needs of others.

In the 1950s land was compulsorily purchased from our clients' family for the development of the substation and the road envisaged at the time. Subsequently, the route has moved for reasons our clients have not always understood; one proposal about 10 years ago being only yards away from their farm buildings. Our clients have never been able to determine if the moving of the routes was determined by cost or whether it has more to do with the maximization of land holding values in certain areas for interested parties or to accommodate the requirements or the requirements of adjoining landowners. Our clients have never been given a detailed justification in discussion with the officers about the reasons for the route changes.

### **Preferred Route**

It is our clients' view that the determination by the Acquiring Authorities of which route option for the SEMMMS Scheme is the "preferred" option is based upon flawed and bogus information. It has been stated by the Acquiring Authorities that the relief road has to take a certain line to avoid impact upon a woodland of local significance, located to the north of the substation. It is, however, clear to anyone within the locality that this woodland is little more than a piece of wasteland, which has neither character nor importance to the local community; it is of only minor ecological value, being a relatively new monoculture of non-native poplars.

During the CPO and planning application consultation process, it is our clients' view that the opinion of the local people should have carried significant weight and it is apparent that this has not been the case; the local residents view this piece of land as an area of trash rather than woodland of local significance. Our clients have also never received a copy of the costs v benefits analysis that was undertaken and it is right that the same should be given if a full picture of the consultation process in determining the preferred route is to be transparent to members of the public.

### **Footpath and New Private Access to Severed Land**

The proposed road scheme cuts directly through our clients' land from the north west corner in a south easterly direction, until it hits the golf course land. Our clients currently access their land to the east of the railway line across a rail bridge (fields used for the grazing of livestock) across a rail bridge sited within the ownership of Network Rail. The line of this bridge incorporates a public footpath (FP7), which is to be diverted as part of the proposals. The footpath, once it has crossed the bridge, turns to the left and runs up the side of our clients' land before it then turns to the right and crosses our clients' field in a south-easterly direction. The proposed scheme diverts this footpath under the relief road via a pedestrian subway constructed as part of the proposed rail bridge and then links the same back to its original line.

Our clients currently access the northern part of their land along the line of the footpath (FP7) as it currently lies, continuing northwards where the footpath then turns to the south-east (see Site Plan 9 of the SRO attached marked Plan 1). As part of the scheme proposals, it is understood that our clients will not be able to access the severed part of their land with vehicles along this line and, instead, have to take a convoluted route of access (as described under the heading 'New Access to Severed Land' below). Likewise, the Vodafone mast which is located in this severed part of the land also has to be accessed for maintenance purposes along the new road access.

The scheme proposes to take plots 9/9, 9/9A and also 9/10 and 9/10A from the adjoining owner, W Nixon & Sons Limited. It is not clear how our clients will be able to access this severed land because the scheme will also be taking plots 9/9D, 9/9E, 9/9F, 9/9G, 9/9H, 9/9I and 9/9J during the construction period and permanently once the scheme has been constructed.

Furthermore, there have been no provisions made for how Vodafone will access by vehicle their mast on the severed parcel of land, adjacent to plot numbers 9/9, 9/9A and 9/10, during or post construction.

This is both unacceptable and highly prejudicial to our clients.

### **Temporary Compound**

This compound appears to be plot 9/9D on the CPO plan.

Paragraph 2 of the CPO Order states:

*'The land and new rights authorised to be purchase compulsorily under this order are - ...the land and new rights described in the Schedule 1 and which is delineated and shown coloured pink and blue respectively on the map (comprising a keyplan and 9 sheets numbered 1 to 9 and bound together)...'*

As plot 9/9D is coloured pink and is listed under Schedule 1 Table 1 of the CPO Order, this indicates that it will be acquired permanently; no reference is made to it being acquired temporarily. However, the attached plan indicates that the plot will be acquired for temporary purposes (see attached Plan 2). Our clients therefore question the justification for including plot 9/9D in the CPO for permanent acquisition.

This plot should therefore be deleted from the Order and made the subject of the temporary access order on a licence on terms to be negotiated.

We understand that as part of the proposals, land will be required to be taken from our clients on a temporary basis to the south of the proposed road line. Our clients have been attempting to ascertain for some time what the extent of this land will be, how long it will be required for and what it is required for. Our conversations with Naz Huda of Stockport Metropolitan Borough Council finally confirmed some answers in that the land is required for a compound for the construction materials for the adjacent rail bridge and not for the construction of the road, as had previously been advised to our clients. No detailed Heads of Terms have been provided for discussion.

Unfortunately, the extent of the land proposed to be taken is still unclear to our clients, as is the time frame for which it will be required. Naz Huda advised that the bridges will be constructed during Easter and Christmas periods and that the land could be required for "two Christmases", meaning that the land could be outside of our clients' control and unable to be utilised for farming for anywhere between 13 and 35 months.

It is highly unfair to our clients that such a matter has not yet been resolved as part of the scheme submitted, as our clients cannot establish the impact on their livelihood without knowing exactly how long this land will be unusable. It is not acceptable to state that this will be finally determined by the contractor once the contract for the construction works is let. We, therefore, object on the basis of the uncertainty of the proposals and the detrimental impact on the amenity of our clients' enjoyment and commercial use of their land.

## **Bridge Height**

Our clients object vehemently to the height of the railway bridge proposed to be constructed adjacent to the north west corner of their land on the basis that it is, in fact, over 3 metres higher than is necessary and no plausible explanation has been provided by the Acquiring Authorities as to why this is. Our clients have been told by the Acquiring Authorities that the height of the bridge is dictated by the height of the railway, including overhead power lines, but this does not explain why the bridge proposed under the scheme has a clearance which is some 3 metres higher than the Styal Road bridge. Our clients have engaged the services of a highway engineer who, also, is unable to fathom, without significantly more information than has been provided as part of the CPO and related planning application, why the rail bridge is higher than the available evidence suggests that it needs to be.

The height of the bridge is an issue for our clients as the higher it is, the more of our clients' land is required to be taken under the related CPO. Obviously, the higher the bridge, the higher the road descending from the bridge and the more adjacent land is needed to enable the incline to be accommodated. There is also very little information as to how the inclines down from the road will be landscaped and this is fundamental in order to protect our clients' amenity and to protect livestock.

The land upon which the proposed bridge is to be constructed lies at 70.5m above sea level. Under bridge design guidance, deemed acceptable on the current Styal Road bridge, it is considered that a 4.8m clearance from the track to the bottom of the bridge soffit, and a further 1.9m to the deck of the bridge, is appropriate. Theoretically, therefore, on the basis of these calculations, the deck of the proposed rail bridge could be 77.2m above sea level; a 3.9m disparity from the proposed height of that bridge, which currently stands at 80.5m. Our clients, therefore, consider the current design to take much more green belt land than is actually necessary, leading them to question whether prospective cost is more important to this proposed scheme than the retention of green belt land.

The bridge height affects plots 9/9E, 9/9F, 9/9G, 9/9H. If the bridge and the line are lowered, this would affect the justification of the size of these plots, therefore, there must be scope for reducing the size of the plots that need to be taken.

## **New Road Access to Severed Land**

Part of the proposals result in the severance of an area of our clients' land from the remainder of their land ownership. This will be a triangular portion of land to the north side of the proposed relief road. This is farmed land used for the grazing of livestock and also containing a Vodafone telephone mast. This severance will cause a permanent post-construction issue for our clients. The scheme proposes a left-hand turn from the relief road across our clients' neighbouring land, turning back on itself to run into our clients' land. We understand from conversations with Naz Huda, that it is unclear whether this road will be an adopted highway maintained at the public expense or a private right of way.

There are a number of issues with this element of the proposals: first, in the event that the road is adopted highway, this will result in an area of our clients' land being permanently taken when the road could, in fact, remain within our clients' ownership as the road is solely to access our clients' property. Our clients are farmers and need to be able to access this land with a tractor. The tractors which are currently utilised are not to the standard of specifications required for use on a public highway and so our clients would, effectively, be precluded from accessing the land with a tractor unless they were able to purchase a "roadworthy" vehicle, at significant cost.

Second, in the event that the road is not adopted highway, the turn off from the road is within the ownership of our clients' neighbour and so our clients would have to negotiate private rights of way over the same with the adjoining landowner. This would result in significant negotiations and could result in a commercially disadvantaged position for our clients.

We would submit that the proposals for this turn off from the relief road need to be properly considered, taking into account our clients' interests and also the current land ownerships and we, therefore, object on the basis of such uncertainty. It should be noted that the status of the route is unclear; our clients have not been told whether the route provided will be a private or public access road, both of which have distinct, but equally impactful effects on our clients' enjoyment of their property. No detailed discussions have been had with regard to terms.

The effect of taking plots 9/9, 9/9A and also the clients' neighbouring plots, 9/10 and 9/10A, is that our clients and Vodafone will be unable to access the plot upon which the mast is situated by vehicle.

### **Drainage**

We note that the road as proposed will decline to the south-east and that the proposed drainage of the road will follow this line. As it currently stands, the land drains to the north-west and the proposals result in the situation where the drainage will flow to the south-east, onto our clients' land, and also results in the proposed road sitting higher in the landscape than it necessarily need be in order to take the flow of water against its natural course.

Our clients' land naturally drains to the north-west and will continue to do so; however, there is a possibility that the proposed land by acquiring plot numbers 9/9, 9/9A and 9/9D could sever our clients' drainage outlet and our clients would then be left with water-logged land. This is a fundamental concern, especially given the use of the land for the grazing of animals, which has not been addressed as part of the scheme proposals. There has been a general failure to provide information on this point to our clients.

In summary, our clients robustly object to the SEMMMS Scheme CPO on the basis of the doubtless uncertainty of the scheme, the flawed basis of the chosen preferred route and the protection of the amenity of their land.

We would submit that the Secretary of State for Transport should not confirm the order authorising the Metropolitan Borough Council of Stockport to compulsorily purchase the plots we have referred to without examining the issues raised in this letter.

In the event of a public inquiry, our clients wish to reserve the right to appear to present the case to the inquiry Inspector.

Kind regards.

Yours faithfully

DWF LLP

**DWF LLP**

Direct Dial: 0161 838 0434

Email: [debbie.charles@dwf.co.uk](mailto:debbie.charles@dwf.co.uk)

Encs



**FOR THE URGENT ATTENTION OF**

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

By email to [nationalcasework@dft.gsi.gov.uk](mailto:nationalcasework@dft.gsi.gov.uk)

Our Ref:  
DRXC/FHA01262-4

30 January 2014

Dear Sirs

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

**Our Clients: Mr Robert Hankinson and Mrs Christina Hankinson, Beech Farm, Hollin Lane, Styal**

**Property: CH150899 122 Hollin Lane, Styal, Wilmslow SK9 4LD  
GM889316 land and buildings lying to the east of Styal Road, Styal**

**Highway to be Stopped Up: Wilmslow Footpath No7, from a point 417 metres north east of its junction with the north eastern highway boundary of Hollin Lane eastwards for a distance of about 126 metres.**

**Reference Letters of New Highways: D, E and F (Footpaths)**

We act on behalf of Robert and Christina Hankinson, the freehold owners of Beech Farm, Hollin Lane, Styal, registered at the Land Registry under title numbers CH150899 and GM889316, and lodge this objection in relation to the above compulsory purchase order relating to the full planning application for construction of the A6 to Manchester Airport Relief Road proposed under the SEMMMS Scheme.

This order includes land within the ownership of our client, which is proposed to be built on under the proposed scheme or, alternatively, used for temporary measures to aid the construction of the SEMMMS Scheme roads and/or bridges.

**Process Issue Concerning the Indication of Highways to be Stopped Up**

Page 46 of the Stopping Up Order indicates that Wilmslow Footpath Number 7 is to be stopped up from a point 417 metres north east of its junction with the north eastern highway boundary of Hollin Lane eastwards for distance of about 126 metres.

The attached Site Plan 9 and Inset C do not indicate where the starting point for the 417 metres is located, nor identify the location of the 126 metres which is to be stopped up. According to the Plan Folio key this should be shown by thick hatching. This notation does not appear on Site Plan 9 or Inset



C. For this reason we are submitting that the Stopping Up Order is unclear because it does not identify on the site plan the length of highway to be stopped up.

Furthermore, whilst a length of replacement footpath is shown on Site Plan 9 between points D, E and F, it is unclear whether that follows the notation shown on the Plan Folio key for a route of a new means of access. Neither the length of FP7 to be closed nor the diversion route are shown to a larger scale on Inset C so that the proposals are clear.

### **Substantive Objections to the New Route**

Our clients object to the diversion along the route D,E and F. This appears to be a footpath passing through a subway adjacent to the bridge over the railway. It is not clear whether this will be wide enough to take service vehicles which need access to the Vodafone mast during the construction period and following construction and to take our clients' tractors to gain access to the severed field marked on the attached plan.

If the diverted FP7 is not to be used for these purposes, the Stopping Up Order does not contain proposals to indicate how access is to be obtained during construction and permanently following construction of the road to the severed field and to the Vodafone mast. The position is unclear. In particular, it is not indicated whether the routes shown 8,9 and 10 on Inset C to Site Plan 9 is intended to serve this purpose. If so, it is unclear whether that is intended to be a route of a new highway or a route of a new means of access and how precisely access will be afforded from that route to the severed field or the Vodafone mast.

We would submit that the Secretary of State for Transport should reconsider the proposals contained in the SRO authorising the Metropolitan Borough Council of Stockport to stop up a section of FP7 and affording access to our clients' severed field and the Vodafone mast.

In the event of a public inquiry, our clients wish to reserve the right to appear to present the case to the inquiry Inspector.

Kind regards

Yours faithfully

DWF LLP

**DWF LLP**

Direct Dial: 0161 838 0434

Email: [debbie.charles@dwf.co.uk](mailto:debbie.charles@dwf.co.uk)  
Encs



### Highways to be Stopped Up

Ringway Road, from a point about 176 metres east of its junction with Ringway Road West, eastwards for a distance of about 134 metres.

### Reference Letters of New Highways

Classified Road (Part)  
&  
A  
B  
(Cycle Tracks with Right  
of Way on Foot)

Note  
In so far as new  
Footpath/Cycle Track A is co-  
existent with the new private  
means of access No 1 it is  
subject to private vehicular  
rights over that new means of  
access.

Note  
In so far as new  
Footpath/Cycle Track B is co-  
existent with the new private  
means of access No 2 it is  
subject to private vehicular  
rights over that new means of  
access.

OR

Classified Road  
Improved Styal Road  
Existing Ringway Road

Wilmslow Footpath No7 , from a point 417 metres north east of its junction with the north eastern highway boundary of Hollin Lane eastwards for a distance of about 126 metres.

D  
E  
F  
(Footpaths)

Note  
In so far as new Footpath E  
is co-existent with the new  
private means of access No 9  
it is subject to private  
vehicular rights over that new  
means of access.



Manchester City Council Footpath No253, from a point 15 metres east of its junction with the eastern highway boundary of B5166 Styal Road, eastwards for about 5 metres.

C

Note  
In so far as new Footpath C  
is co-existent with the new  
private means of access No 4  
it is subject to private  
vehicular rights over that new  
means of access.

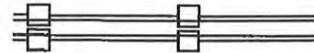


## PLAN FOLIO

### THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

#### KEY

CLASSIFIED ROAD



ROUTE OF NEW HIGHWAY



HIGHWAY TO BE IMPROVED



HIGHWAY TO BE STOPPED UP



PRIVATE MEANS OF ACCESS TO  
BE STOPPED UP



ROUTE OF NEW MEANS OF ACCESS



#### CONTENTS

KEY PLAN  
SITE PLAN NO's 1 - 9

These site plans show routes of new highways, the sites of improvements,  
stopping up and new accesses, but no widths or construction details.

KEY PLAN SCALE 1:10,000  
SITE PLAN SCALE 1:2,500

Given under the **COMMON SEAL** of **THE METROPOLITAN BOROUGH COUNCIL  
OF STOCKPORT** on the 5<sup>th</sup> December 2013

The **COMMON SEAL** of **THE METROPOLITAN BOROUGH COUNCIL OF  
STOCKPORT** was hereunto affixed this 5<sup>th</sup> December 2013

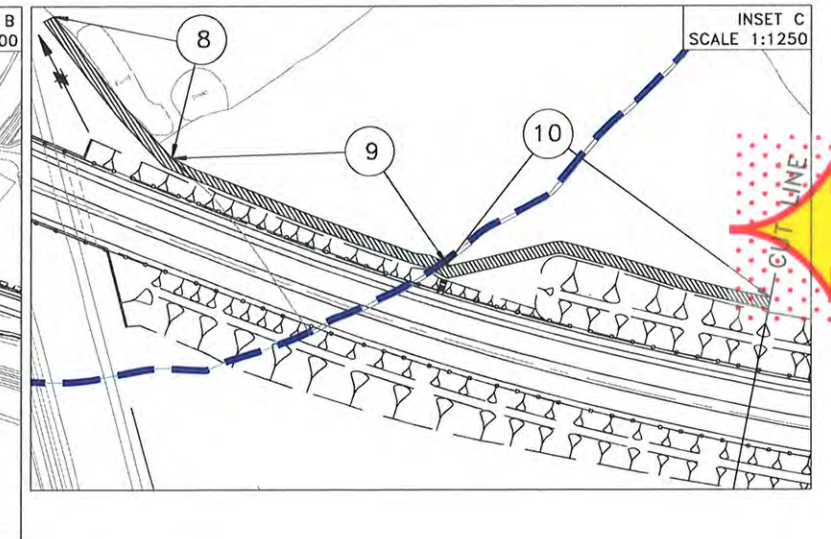
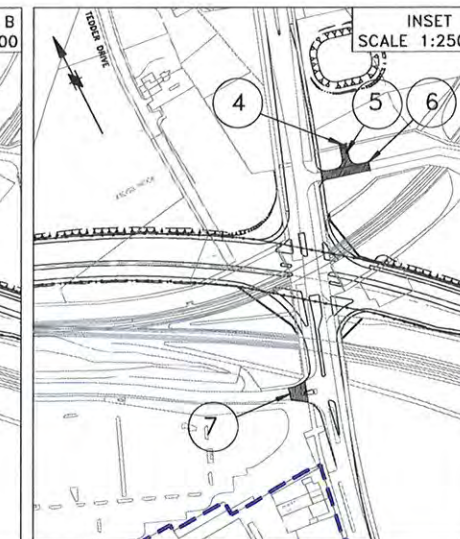
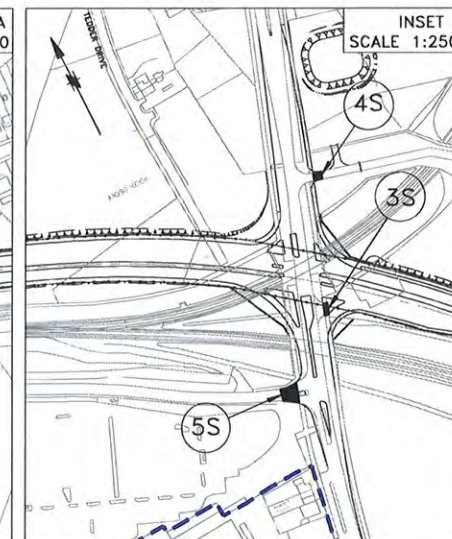
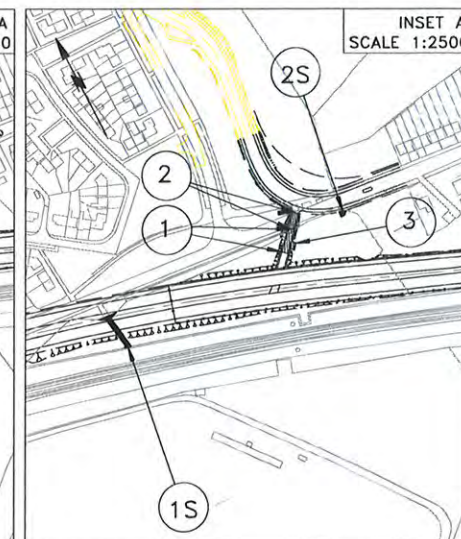
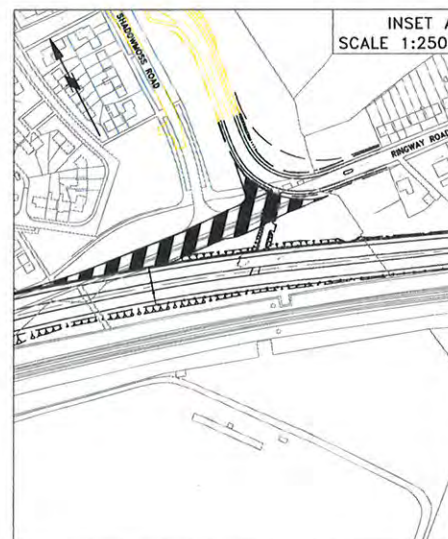
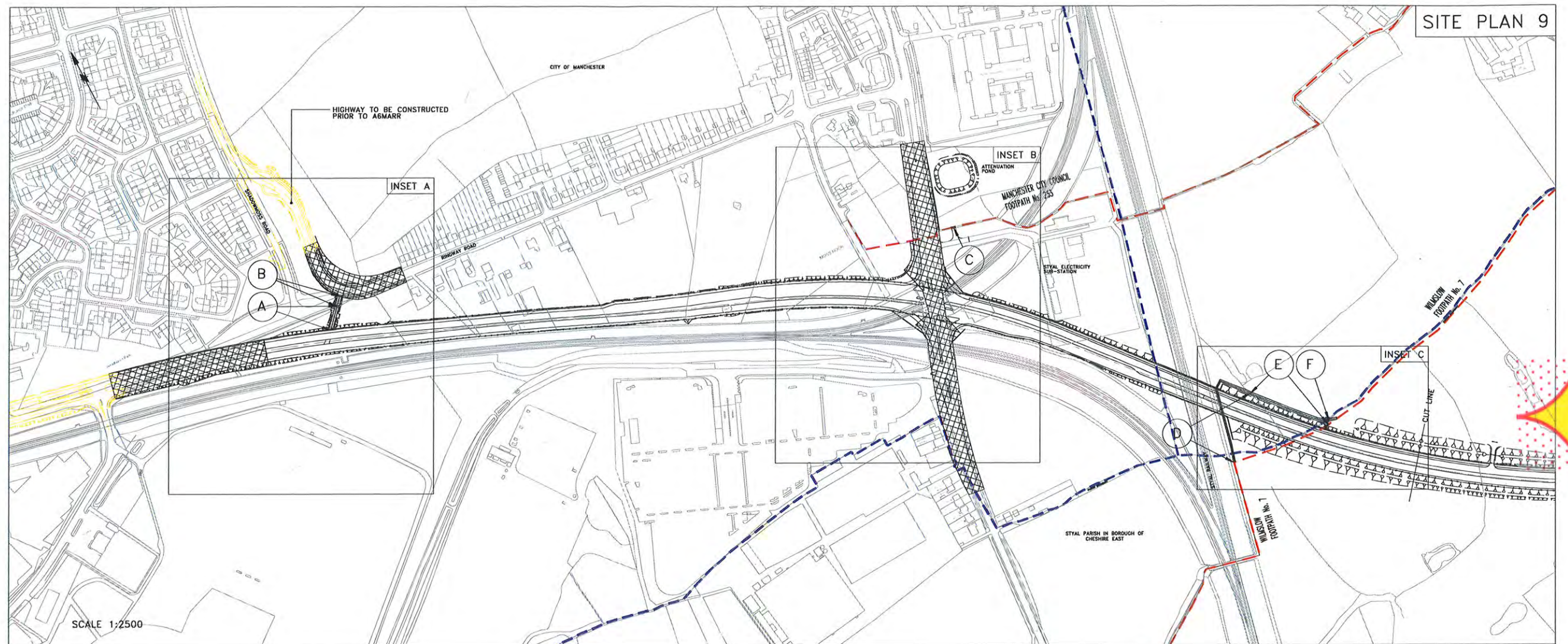
In the presence of -

Mayor

Council Solicitor/Authorised Signatory







NOTE  
ALONG THE ROUTE LABELLED 'A' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '1' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'A' IS TO BE PROVIDED

NOTE  
ALONG THE ROUTE LABELLED 'B' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '2' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'B' IS TO BE PROVIDED

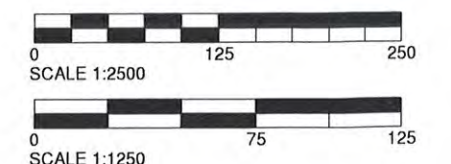
NOTE  
ALONG THE ROUTE LABELLED 'E' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '9' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'E' IS TO BE PROVIDED

NOTE  
ALONG THE ROUTE LABELLED 'D' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '8' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'D' IS TO BE PROVIDED

NOTE  
ALONG THE ROUTE LABELLED 'C' A NEW PRIVATE MEANS  
OF ACCESS LABELLED '4' (WHICH WILL BE SUBJECT TO  
VEHICULAR RIGHTS) IS TO BE PROVIDED AND SUBJECT  
THERETO, THE FOOTPATH LABELLED 'C' IS TO BE PROVIDED

B5166 STYAL RD, SHADOWMOSS RD, RINGWAY RD, FOOTPATH FP7 AND OTHER ALTERATIONS  
THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6)  
TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD) SIDE ROADS ORDER 2013

This map is reproduced from Ordnance Survey material  
with the permission of Ordnance Survey on behalf  
of the Controller of Her Majesty's Stationery Office  
© Crown copyright. Unauthorised reproduction infringes  
Crown copyright and may lead to prosecution or civil  
proceedings. Stockport Metropolitan Borough Council  
100019571 2010





30 JAN 2014

STEER ETHELSTON RURAL LTD



CHARTERED SURVEYORS

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

Estate Office  
Deer Park Farm  
Kermincham  
Crewe  
Cheshire CW4 8DX

Tel. +44 (0) 1477 532188  
Fax. +44 (0) 1477 544638  
Website. [www.steerethelston.co.uk](http://www.steerethelston.co.uk)

27th January 2014.

Dear Sirs,

**Re: 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**

**GM 70045 Wood Farm Heald Green W Nixon and Sons Ltd**

We act on behalf of W Nixon and Sons Ltd c/o Mrs Joan Nixon who is the freehold owner of the above property.

The above property is a family farm which is run in conjunction with the adjoining Outwood Farm. The farm is an excellent example of local food production – the land is used for the rearing of livestock and the farm holding includes a slaughterhouse which also provides an excellent service for other livestock producers in the area. There is an excellent farm shop selling the produce and educational facilities. The web site can be viewed at <http://www.nixonsfarmshopcheshire.co.uk/>.

Our clients would like to object to the draft Compulsory Purchase Order (CPO) on the following grounds

The draft CPO for the above highway scheme seeks to purchase land from my clients in the southwest part of the farm, removing agricultural land used in conjunction with the farming business. The proposal removes land for the actual construction of the highway and in addition for landscaping, the detail of the latter which has not been discussed with the acquiring authority representatives. The CPO should seek to take as little land as absolutely necessary for the scheme and the landscaping proposed is beyond what my clients feel is reasonable for the scheme.

The main access to the farm as detailed above is from Heald Green along Bolshaw Road. The road calming measures which include ramps above the road surface together with the residential nature of the area makes it difficult for customers and suppliers to easily reach the premises.



**RICS**

1

Rebecca P. Jam BSc (Hons) MRICS  
Martin N. Steer HND Ag CDFM

A Limited Company. Registered in England & Wales. Registered Number: 4748657



The proposed road scheme represents an opportunity to provide an access from the same into our client's property which has been discussed with the acquiring authority representatives. The proposals for the road include a vehicular road access from the east bound carriage way for neighbouring landowners to reach their land immediately adjoining the southern edge of our clients land. Unfortunately the latest proposals do not make such a provision for our clients. This seems inequitable as other adjoining land owners will be provided with an access off the proposed highway in the vicinity that my clients are requesting the same. In addition, in view of Stockport Council's desire to promote a local food culture (please find attached the details of Stockport's membership of the Sustainable Food Cities Network 2013) together with their stated support for local businesses this would therefore seem to represent an opportunity to help our clients maintain their business and service to the public in a more sustainable fashion with the resulting benefits to the local residents and road users.

Yours faithfully

*Steer Ethelston Rural Ltd.*

Steer Ethelston Rural Ltd



**19 Nov 2013**

**In recognition of its pioneering work transforming food culture Stockport has been selected to become a part of the UK-wide Sustainable Food Cities Network.**

Stockport is one of only six places across the country to be selected for the project and will receive a share of the one million pounds funding.

The award has been made to a partnership between Stockport Council and The Kindling Trust, a Greater Manchester based, not-for-profit social enterprise that specialises in developing pioneering alternatives in the local food system.

The funding will enable the Council to realise its vision of becoming one of the UK's Sustainable Food Cities. This will involve using healthy and sustainable food to address some of today's most pressing social, economic and environmental problems including obesity, food poverty and climate change.

The project will allow different areas to learn from each other and work together to make healthy and sustainable food a defining characteristic of their town or city.

Councillor Stuart Bodsworth, Stockport Council's Executive Member for Communities and Sustainability, said: "Being selected to be part of this pioneering new project is a real boost for the town and will help us to play our part in transforming food culture.

"The Sustainable Food Cities programme is about using food to improve people's health and wellbeing, creating new businesses and jobs and reducing our impact on the environment. Food is not only at the heart of some of today's most pressing social, economic and environmental problems including obesity, food poverty and climate change but it is also a key part of the solution."

30 JAN 2014

STEER ETHELSTON RURAL LTD



CHARTERED SURVEYORS

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

Estate Office  
Deer Park Farm  
Kermincham  
Crewe  
Cheshire CW4 8DX

Tel. +44 (0) 1477 532188

Fax. +44 (0) 1477 544638

Website. [www.steerethelston.co.uk](http://www.steerethelston.co.uk)

27th January 2014.

Dear Sirs,

**Re: 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**

**Messrs B and K Dumville Primrose Cottage Nurseries, Moss Nook**

We act on behalf of Messrs Dumville who are the secure tenants of the above nursery and object to the above draft Compulsory Purchase Order.

The above property is a family run plant nursery. My clients have held the tenancy since 1958 and are now the only nursery left in Moss Nook following the steady demise of the area, which had many nurseries growing food for the people of Manchester. This area was important for food production as the land is very productive being best and most versatile land (Grade 1 or 2) under the agricultural land classification system. Much of this land has already been lost through development and the area between Ringway Road and the Airport Rail spur is the last area of this high grade land in the immediate vicinity.

The draft CPO includes the main greenhouses, plant beds, vegetable growing area, potting and compost area car parking and heavy goods vehicle turning area which amounts to 0.52 hectare. This will remove almost half of the total area of the nursery and make it very difficult to operate indeed. It will also be detrimental to horticultural activities as a result of dust from the road during construction and afterwards. The nursery has already been substantially reduced in size as a result of the construction of the Airport rail spur some years ago.

In addition, the main access to the nursery is at present from Ringway Road. The proposals in connection with the above road scheme are to make Ringway Road a service road only and thus both potential and existing customers will be discouraged from using the services of the nursery and as a result of the land take it will be also difficult for heavy goods vehicles to turn



**RICS**

1

Rebecca P. Jam DSc (Hons) MRICS  
Martin N. Steer HND Ag CDFM

A Limited Company. Registered in England & Wales. Registered Number: 4748657



within the premises. Our clients would thus like to request an access off the new proposed road in order to help mitigate the devastating affects of these proposals on their livelihood.

Yours faithfully

*Steer Ethelston Rural Ltd.*

Steer Ethelston Rural Ltd



29 JAN 2014

Copy of objection forwarded  
directly to Cheshire East.



---

with compliments

CECS002/00

[www.cheshireeast.gov.uk](http://www.cheshireeast.gov.uk)

17 Mill Hill Hollow  
Poynton  
Cheshire  
SK12 1EQ  
25<sup>th</sup> January 2014

Dear Sir

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

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

I am writing to lodge my objection to the Compulsory Purchase Order currently levied in East Cheshire to purchase greenbelt, agricultural land to pave the way for the A6 to Manchester Airport Relief Road (A6 MARR), also referred to as SEMMMS (South East Manchester Multi Modal Strategy).

I am a resident of Poynton and care very deeply about protecting the unique, peaceful, rural character of this area so close to the Greater Manchester Conurbation, with its rolling countryside and unparalleled views of the Cheshire and Derbyshire Peaks. The area provides an important recreational haven for walkers, families, cyclists and horse riders seeking fresh air and respite from the dense urbanisation so close by.

Having taken a full and active part in each of the public consultations and local liaison forums of last year, I have found the whole process to be fraught with confusion and contradiction. To begin with, the fundamental purpose of constructing this expensive stretch of dual carriageway – largely through greenbelt – has not been established. Still referred to as SEMMMS, it was supposed to be one of a number of measures intended to ease local traffic congestion. 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 more problems than it solves. The additional traffic generated by the scheme, particularly in High Lane and Disley, will, according to the traffic model, make traffic considerably worse (as much as a 30% increase using official figures). Similar issues exist on the A34, contradicting the claim that this road will ease local congestion. If that is the case, then why build it?

Secondly, the SEMMMS strategy was always intended to be a multi modal scheme of transport measures, only one of which was a road, and this was by no means a very popular option according to a public consultation in 2004 on the full scheme.

Thirdly, Stockport Council is repeatedly claiming overwhelming public support for this road but this is simply not true. Previous consultations were on the original scheme and the road was not the most popular option. People preferred improvements to public transport. The consultations of 2013 were fundamentally flawed in that they assumed support for the road (which was out of date and for an entirely different scheme) and presented the public with no other options, merely choices of preferred junctions.

Finally, vital information was not made available during the 2013 public consultations which would likely have had a significant impact on the public's view.

Firstly, Carr Wood - an ancient bluebell wood registered on the national inventory and therefore legally protected - was misrepresented as a mere SBI, despite notification by Friends of the Earth of its protected status well over a year before. The wood is directly in the path of the road and will be largely destroyed if this scheme goes ahead in its current format. SMBC investigated an alternative, simpler and cheaper route which would have avoided the woodland and a significant number of residential properties close by, but this was withheld from the public's knowledge.

Secondly, this scheme in its current form is in breach of the Air Quality Directive by 1) causing increased levels of pollutants to be introduced in an established Air Quality Managed Area at High Lane and Disley and 2) tipping air pollutant readings over the legal threshold along much of the route.

Stockport Council is currently rushing through a set of "mitigation measures" to combat this – the main one being to reduce the speed limit along the A6 to 30 miles an hour. As most of the A6 already has a 30 mph speed restriction, it is implausible that this will reduce the increased traffic brought about by the road from 30% to 15%. And if it were to be so effective in reducing traffic volumes, why not do it with immediate effect?!

By rushing through the CPO without properly addressing these legal issues and giving the public the opportunity to understand the potentially very serious impacts on their health and wellbeing locally, and which could very easily cause the road to fail at a public enquiry, is, I strongly believe, an appalling waste of public money. I believe that the process should be halted until all of these facts have been gathered and presented properly before the public to allow them to make an informed decision.

Many thanks for your kind attention and I hope you will give my points some serious consideration as many local people here fear the devastating consequences of a hasty, short cut approach to our community, both environmentally and financially.

Yours faithfully

Julie Waddicor

**Linda Grimwood**

---

**From:** Charlie Sunderland  
**Sent:** 17 January 2014 08:23  
**To:** Victoria Pointer  
**Subject:** FW: A555 "relief" road. A6 Stockport to Manchester airport (SEMMMS scheme).  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged  
  
**Categories:** Yellow Category

For you I believe. Sent by someone with whom I have had previous e-mail correspondence.

Charlie Sunderland  
LTFGD  
x8810

---

**From:** Paul [mailto:paul.bikemad@gmail.com]  
**Sent:** 16 January 2014 08:01  
**To:** Charlie Sunderland  
**Subject:** A555 "relief" road. A6 Stockport to Manchester airport (SEMMMS scheme).

Dear Charlie Sutherland,

In order to raise my objections to the CPO's in relation to the proposed A555 scheme. Can you kindly confirm that my letter below will be passed onto Mr McLoughlin. If you require a paper copy please inform me.

Kind regards.  
Paul Summerton.

Dear Mr McLoughlin,

I wish to officially object to the roadscheme compulsory purchase orders (I learn from the local press this figure is approaching 180).

Friends of the Earth and other groups have drawn attention to illegalities regarding this roadscheme proposal. It would be misconduct in public office and an offence under the Fraud Act 2006 (to deliberately act to cause someone a loss) to purchase ?178 parcels of land with the associated legal and compensation costs if the roadscheme is unable to go ahead, which seems likely.

With my regards.  
Paul Summerton.

Sent from my iPhone

This email was received from the INTERNET and scanned by the Government Secure Intranet anti-virus service supplied by Vodafone in partnership with Symantec. (CCTM Certificate Number 2009/09/0052.) In

17 JAN 2014

Paul Summerton  
12 Coppice Ave  
Disley  
Cheshire  
SK12 2LS  
16 Jan 2014

To-

Mr Patrick McLoughlin,

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

Reference-

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

and

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

Dear Sir

I wish to officially object to the road scheme compulsory purchase orders relating to the SEMMMS A555 relief road, A6 to Manchester Airport. (I learn from the local press this figure is approaching 180 orders).

Friends of the Earth and other groups have drawn attention to illegalities regarding this road scheme proposal. It would be misconduct in public office and an offence under the Fraud Act 2006 (to deliberately act to cause someone a loss) to purchase 178 parcels of land with the associated legal and compensation costs if the road scheme is unable to go ahead, which seems likely.

Yours

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

Mr P. Summerton.

**Linda Grimwood**

---

**From:** Victoria Pointer  
**Sent:** 21 January 2014 09:48  
**To:** NATIONALCASEWORK  
**Subject:** Objection: A6 to Manchester Airport Relief Road  
**Attachments:** 07564395.pdf; ATT00001.txt

Victoria Pointer

National Transport Casework Team Manager | Department for Transport | Tyneside House |  
Skinnerburn Road | Newcastle upon Tyne | NE4 7AR | 0191 203 4301 |  
victoria.pointer@dft.gsi.gov.uk

-----Original Message-----

**From:** Paul [mailto:paul.bikemad@gmail.com]  
**Sent:** 17 January 2014 20:47  
**To:** Charlie Sunderland  
**Subject:** 07564395.pdf

Dear Mr Sutherland,

May I respectfully request that the attached link below is opened and read by both your good self and The Right Hon Mr P McLoughlin.

The link details an important document with conclusive evidence against the building of the proposed A555 "relief" road in Stockport and Cheshire East.

I implore you to study this CBT document as it gives clarity to what is otherwise a very complex application.

With my kind regards,

Paul Summerton.

Squirrels Run

Coppice Avenue

Disley

Cheshire East

SK12 2LS.

<http://doc.cheshireeast.gov.uk/NorthgatePublicDocs/07564395.pdf>

This email was received from the INTERNET and scanned by the Government Secure Intranet anti-virus service supplied by Vodafone in partnership with Symantec. (CCTM Certificate Number 2009/09/0052.) In case of problems, please call your organisation's IT Helpdesk.

Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.





Roads have far reaching effects. They

- scar landscapes
- use substantial natural resources such as minerals and aggregates



They

- shrink natural drainage areas
- reduce habitats
- take productive agricultural land



They

- open new areas for development
- allow urban sprawl
- induce extra traffic
- increase air, noise and light pollution
- perform against achieving modal shift



**A reasoned objection by:  
the North West Transport  
Roundtable (NW TAR) and  
the Campaign for Better  
Transport (CfBT) to:  
the planning application for  
the A6 to Manchester Airport  
SEMMMS Relief Road (A6 MARR)**

**December 2013**

Two decades ago the government's leading independent adviser on transport, the Standing Advisory Committee on Trunk Road Assessment (SACTRA) proved that building new roads generates more traffic and found that, in a mature economy such as that which exists in the UK, there is no given connection between providing new transport infrastructure and economic benefit

## CONTENTS

	Pages
<b>Executive Summary</b>	<b>3</b>
<b>Introduction</b>	<b>4</b>
<b>Generic &amp; over-arching environmental /qualitative reasons why we object to roads per se &amp; the A6 MARR</b>	<b>5</b>
<b>Some quantitative reasons for our objections:</b>	<b>6 — 69</b>
 <b>An evidence paper on traffic trends &amp; forecasts by Sian Berry, Road Campaigner, Campaign for Better Transport (CfBT)</b>	 <b>6—22</b>
 <b>A paper analysing the scheme's justifications &amp; use of traffic data by Keith Buchan, Director, Metropolitan Transport Research Unit</b>	 <b>23—42</b>
 <b>A paper on the air quality/climate change aspects of the environment statement by Helen Rimmer, North West Campaigner, Friends of the Earth (FOE)</b>	 <b>43—52</b>
 <b>A paper reviewing the scheme's Health Impact Assessment (HIA) by David Butler, NW TAR Core Group member/CTC Right to Ride rep. &amp; Anon</b>	 <b>53—67</b>
 <b>A paper reviewing public footpath impacts of the scheme by Janet Cuff, NW TAR Core Group member/committee member of CPRE Stockport District/ Stockport WalkaDay leader/ lifelong rambler</b>	 <b>68—69</b>
 <b>Appendix:</b>	
<b>Objection letter from Friends of the Peak District by Dr. Anne Robinson</b>	<b>71—76</b>

## **EXECUTIVE SUMMARY**

The case is mounting against the South East Manchester Multi Modal Study (SEMMMS) roads per se and the A6 to Manchester Airport Road (A6 MARR) in particular. The plan to build this network of roads runs contrary to all good sense and a mounting volume of evidence. The concept has no environmental credentials and will have any number of negative effects that will impinge on quality of life in S.E. Manchester/N.E. Cheshire

In this submission objecting to the A6 MARR we demonstrate that:

- Traffic growth has been flattening out and falling both nationally and in the wider SEMMMS area for some years, cancelling out a key argument for roadbuilding
- There are flaws in many assumptions behind the transport forecasts
- There are many questionable aspects to the modelling which did not examine a sufficiently wide geographical area and failed to model walking and cycling
- Economic modelling has been overly optimistic and speculative and the economic case is still unproven
- The health impact assessment is wrong to assume there would be more benefits than disbenefits from the scheme based on assertions about economic opportunities
- Properly conducted tests on alternatives to roadbuilding were not carried out
- The scheme will not meet its objectives
- Modal split in the target area is already dominated by car and will not be helped
- Insufficient attention has been paid to air pollution and knock-on health impacts
- Overall, harmful emissions will rise, breaching EU standards
- Building the road(s) will, in effect, drive a horse and cart through sustainability and carbon reduction plans & policies the promoting local authorities are signed up to
- The impact of increased noise pollution as well as air pollution is likely to have a real detrimental effect on people's health
- The big populations within easy access to rolling countryside would lose a precious and very convenient resource on the urban fringe where it is currently possible to quickly get away from the stresses of modern day life and enjoy some tranquillity
- The Green Belt will be breached between Greater Manchester and Cheshire East

1

1



1



## **ENVIRONMENTAL/QUALITATIVE REASONS WHY WE OBJECT TO A6 MARR**

There are many generic environmental reasons why road building is not a good idea. The following all apply to the A6 to Manchester Airport Relief Road (A6 MARR) and would also apply to the remainder of the South East Manchester Multi Modal Study (SEMMMS) network of roads. They impact on environmental capacity because they:

- ◇ scar landscapes
- ◇ use substantial natural resources such as minerals and aggregates
- ◇ shrink natural drainage areas
- ◇ reduce wildlife habitats
- ◇ take productive agricultural land
- ◇ open new areas for development
- ◇ facilitate urban sprawl
- ◇ induce extra traffic
- ◇ increase air, noise and light pollution
- ◇ perform against achieving modal shift

And, because of the induced traffic phenomenon (brought on by people changing their routes, taking on longer commutes, and expanding their leisure and shopping habits), new roads are only ever a short term solution. They promote yet more roads. It is worth noting here that the National Planning Policy Framework (NPPF) states transport policies have an important role to play in facilitating sustainable development (our highlighting) but also in contributing to wider sustainability and health objectives. The transport section opens with a call to balance the transport system in favour of sustainable modes, ie. modes with a low environmental impact.

Other specific reasons which apply in the case of the A6 MARR are :

- ◇ it would gouge through pleasant rolling countryside on the urban fringe
- ◇ it would desecrate an ancient woodland and ponds containing protected species
- ◇ it would impacts on flood plains
- ◇ it would result in a loss of productive grazing and farmland
- ◇ it would facilitate the closing up of a narrow area of Green Belt between the edge of the Greater Manchester conurbation and settlements in Cheshire East
- ◇ it would cause worse traffic problems and air quality in some areas eg. Disley
- ◇ it would create traffic noise and light pollution where none currently exist
- ◇ it would deleteriously impact on some tranquil areas and footpaths
- ◇ it would help facilitate the building of the remainder of the SEMMMS roads
- ◇ this and the other SEMMMS roads would lead to creeping urbanisation in Cheshire

## QUANTITATIVE REASONS FOR OUR OBJECTIONS

AN EVIDENCE PAPER ON TRAFFIC TRENDS AND FORECASTS BY SIAN BERRY,  
ROADS CAMPAIGNER, CAMPAIGN FOR BETTER TRANSPORT (CfBT)



### SEMMMS, A6 to Manchester Airport Relief Road (A6 MARR)

The case against the road in terms of traffic trends and forecasts

#### Contents :

Summary.....	2
Introduction.....	3
1. Recent traffic trends show a slowdown in growth since the 1990s and a fall in traffic over the past decade <u>nationally, regionally and locally</u> .....	4
3. Continued flaws in the assumptions behind the DfT Road Transport Forecasts 2013 .....	12
4. Other objections to the way the economic case for the road has been put forward	17

1 SEMMMS – South East Manchester Multi Modal Study



## Summary

Campaign for Better Transport objects to the SEMMMS A6 MARR project on a number of grounds, including:

**Widespread and highly detrimental environmental effects** on the Peak District National Park, the Green Belt, local green spaces, agricultural land, flood risks, noise pollution and vital ecology, including ancient woodland.

**Reliance on the SEMMMS study from 2001**, as the reason for not examining other options, despite many changes in the local and regional transport situation since then, and large changes in local and national government policies.

**The road is predicted to increase traffic in the area and would not solve congestion.** All new roads generate new trips and new traffic. Rather than take advantage of the 'breathing space' provided by recent traffic changes to invest in and make space for alternative travel, the proposal would encourage more travel by car and over longer distances.

**The project runs contrary to national planning and climate change laws**, including commitments made in the Climate Change Act, and a number of provisions in the National Planning Policy Framework, particularly those aimed at sustainable transport and reducing the need to travel.

**The road will lead to increases in air pollution in ways that may not be legal**, breaching EU legal standards for air quality in new areas and worsening air pollution in existing Air Quality Management Areas.

This document is part of a joint report compiled by NW TAR giving more details on a number of different aspects of the case against the road. It focuses on presenting up to date traffic data that shows road traffic reducing over the past decade nationally, regionally and locally.

It also demonstrates deficiencies in future forecasts of road traffic, which persist in the forecasts used to calculate the business case for this road. As a result, traffic growth has been lower than forecast since the 1980s and the current forecasts are likely to overestimate future traffic severely.

The benefits of the road as presented in the business case overwhelmingly rely on predictions of future travel time savings over many years, based on these forecasts (95% of calculate benefits are travel time savings). Therefore, the likely inaccuracy of these forecasts mean that the case for building the A6 MARR is at best shaky and at worst completely unfounded.

Investment in alternatives to car travel in the area, such as new rail and metro links, buses, walking and cycling infrastructure and 'smarter choices' programmes of behaviour change, would be a much more constructive use of public money. The proposed scheme will simply serve to encourage large amounts of new car travel and an entirely avoidable increase in car dependency in the area, undermining the positive recent trends.

## Introduction

Recent traffic trends and the inaccuracy of – and over-reliance on – future forecasts of road traffic show that the case for building the A6 MARR is unfounded. Investment in alternatives to car travel in the area, such as new rail and metro links, buses, walking and cycling infrastructure would be a much more constructive use of public money. The proposed scheme will simply serve to encourage large amounts of new car travel and an entirely avoidable increase in car dependency in the area, undermining the positive recent trends.

In addition to the environmental, social and economic problems caused by increased traffic, the road will also contribute to increases in air pollution, potentially breaching legal limits.

Sections 1-4 below set out the reasons for our views on traffic, forecasts and recent trends in more detail.

# 1. Recent traffic trends show a slowdown in growth since the 1990s and a fall in traffic over the past decade nationally, regionally and locally

## Nationally:

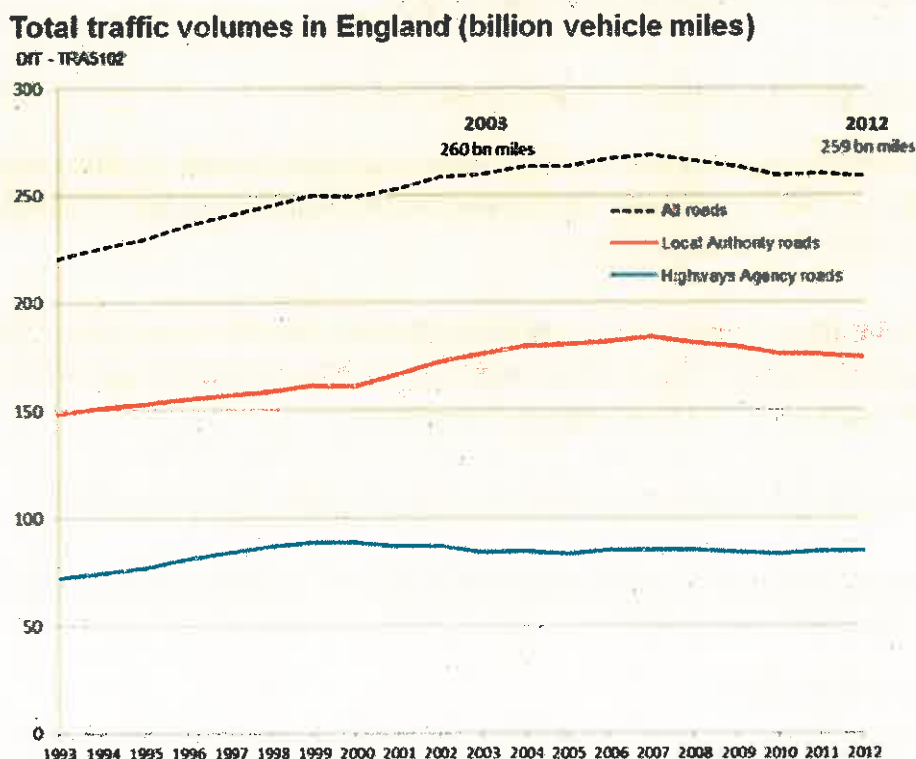
Traffic across England and Great Britain has seen a significant divergence from historical trends in recent years.

Nationally and locally, most charts of traffic growth since 2000 show a pattern of this general form:

- A clear flattening off in traffic growth in the period 2001 to 2006/7;
- An obvious decline from 2006/7;
- A flattening off of this decline since around 2010

The latest DfT traffic statistics for 2012 show that the amount of traffic is now below the level seen in 2003 (259 billion vehicle miles per year, vs 260 billion ten years ago).

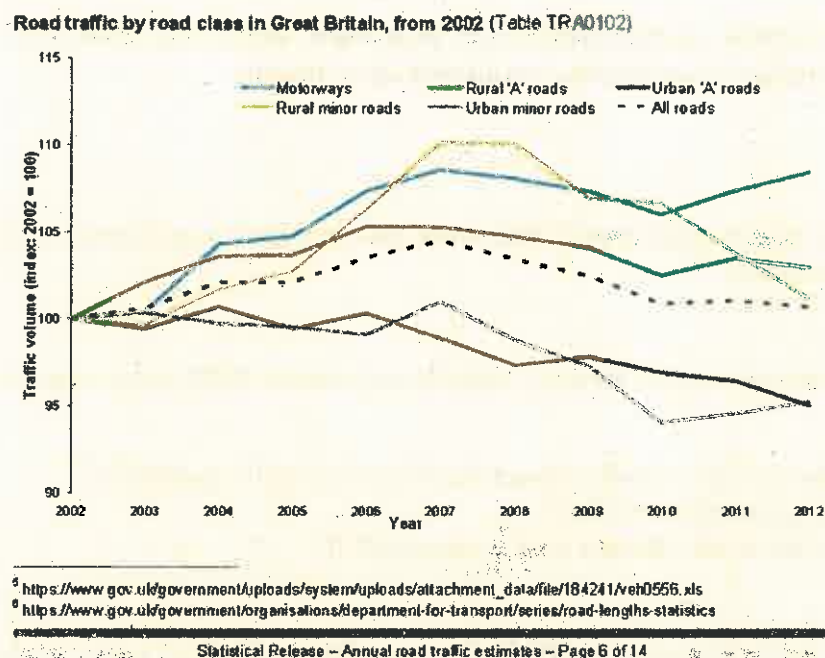
**Fig 1.1: Total traffic volumes in England (billion vehicle miles) 2**



This general pattern is also shown in the chart in figure 1.2, from the 2013 national traffic forecasts document, which shows trends since 2002 for different road types.

2 Department for Transport road traffic statistics 2012, table TRA5102  
<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>

**Fig 1.2: Road traffic on different road types across Great Britain**



The most recent National Travel Survey also illustrates how driving patterns are changing on a per-person basis, raising serious questions about national traffic forecasts' reliance on population growth as a driver for a dramatic increase in traffic:

Key statistics from the 2012 National Travel Survey include:"

The number of trips per person (by any mode) has been in steep decline since the start of the statistics in 1997 – down by 12% during this 15 year period from 1086 trips per person per year in 1997 to 954 trips in 2012

Each trip has grown longer, but the distance travelled by car is also down. The distance travelled per person per year in 2012 was down by 4% compared with 1997 for all modes of transport and down 7% for driving in a car or van

The annual average distance travelled per car has fallen 11% since 2002

Car ownership levels are now lower than in 2005 at 1.13 cars per household (in 2005 it was 1.15 cars per household)

#### In the area around the A555:

The National Travel Survey cannot be analysed at a local level, but similar trends in traffic levels are seen in the north west region, and in Manchester, Stockport and Cheshire East.

3 Road Transport Forecasts 2013. Department for Transport, July 2013 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/225483/road-transport-forecasts-2013-extended-version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225483/road-transport-forecasts-2013-extended-version.pdf)

4 National Travel Survey statistics <https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics>

5 Campaign for Better Transport briefing on the National Travel Survey, July 2013 [http://www.bettertransport.org.uk/files/CfBT NTS 2012 new data FINAL.pdf](http://www.bettertransport.org.uk/files/CfBT%20NTS%202012%20new%20data%20FINAL.pdf)

6 Campaign for Better Transport briefing on the National Travel Survey, July 2013 [http://www.bettertransport.org.uk/files/CfBT NTS 2012 new data FINAL.pdf](http://www.bettertransport.org.uk/files/CfBT%20NTS%202012%20new%20data%20FINAL.pdf)

Fig 13: Minimal change in traffic in the north west between 1982 and 2012 <sup>7</sup>

Percentage point change in road traffic by English Regions, between 1982 and 2012 (Table TRA8901)

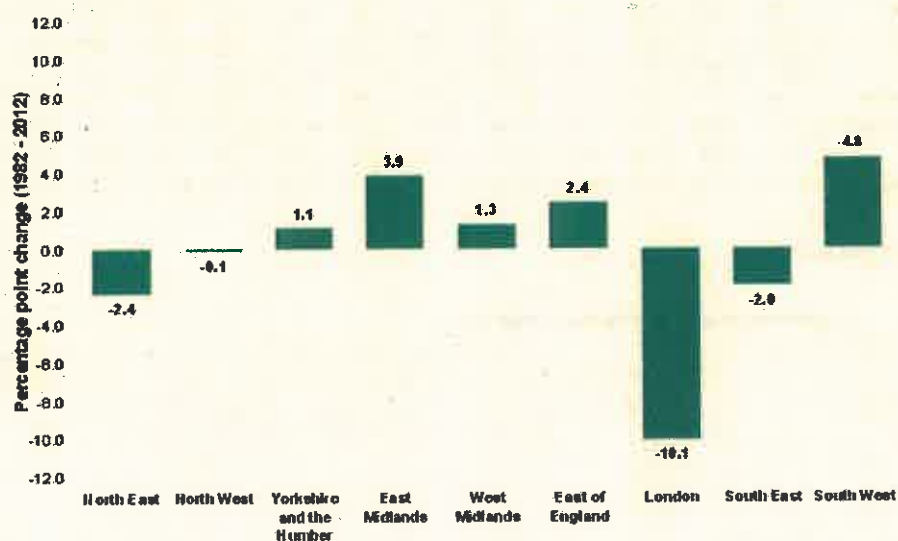


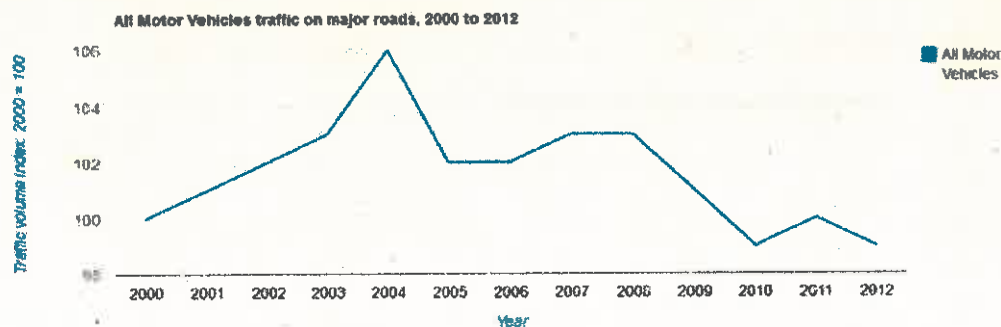
Fig 1.4: Traffic trends across all count points in Manchester (City Council area) <sup>8</sup>

#### Total traffic

Source: DfT, Road Traffic Counts, 2000 to 2012

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Count points	149	148	148	148	149	152	152	152	153	153	153	153	153
Pedal Cycles	4,433	4,454	4,274	4,653	3,973	3,361	4,772	3,095	5,200	5,668	5,878	6,671	6,322
Motorcycles	5,753	5,591	5,538	6,059	4,981	4,851	4,753	4,574	4,304	4,474	4,326	4,151	4,239
Cars	797,491	802,714	813,800	824,565	842,386	812,371	816,093	820,555	824,146	807,384	785,231	795,715	789,116
Buses & Coaches	16,064	17,131	16,290	15,076	14,059	14,476	14,465	14,123	14,214	14,621	15,940	15,012	14,933
Light Goods Vehicles	92,803	93,765	94,760	96,959	102,325	95,350	96,830	103,737	101,236	99,433	94,579	104,080	105,174
A3 HGVs	41,763	42,378	41,832	42,037	44,173	42,277	40,840	40,876	40,962	41,037	40,993	35,756	33,323
All Motor Vehicles	954,665	961,565	972,335	984,673	1,007,963	969,314	974,976	983,696	984,926	966,970	941,065	955,724	946,761

#### All motor vehicles



Road Transport Forecasts 2013. Department for Transport, July 2013 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/225483/road-transport-forecasts-2013-extended-version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225483/road-transport-forecasts-2013-extended-version.pdf)

DfT Traffic Counts website: <http://www.dft.gov.uk/traffic-counts/area.php?region=North+West&la=Manchester>

Fig 1.5: Traffic trends across all count points in Stockport 9

**Total traffic** Source: DfT, 2009, as presented within the report from 2000 to 2012

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Count points	84	84	84	84	84	84	84	84	84	84	84	84	84
Pedal Cycles	1 975	2 090	1 818	2 407	1 785	1 381	1 786	1 361	1 837	1 921	2 013	2 237	2 127
Motorcycles	3 735	3 731	3 726	4 032	3 310	3 215	3 240	3 142	2 821	2 942	2 953	2 920	2 793
Cars	520 614	580 501	581 713	590 098	507 420	574 782	586 947	584 306	587 997	588 120	571 612	579 070	576 984
Bus & Coaches	5 746	6 147	5 904	5 933	5 594	5 048	5 742	5 355	4 601	4 517	5 140	4 539	4 554
Light Goods Vehicles	64 454	71 072	74 276	77 731	81 593	75 186	78 492	79 742	75 723	70 834	76 646	86 503	87 780
All HGVs	32 744	35 649	34 759	36 265	38 061	38 937	37 538	37 039	36 595	34 685	37 859	29 037	27 691
All Motor Vehicles	627 295	697 500	760 375	713 659	736 696	697 720	711 959	703 629	710 739	700 123	685 622	701 904	699 993

**All motor vehicles** Source: DfT, 2009, as presented within the report from 2000 to 2012

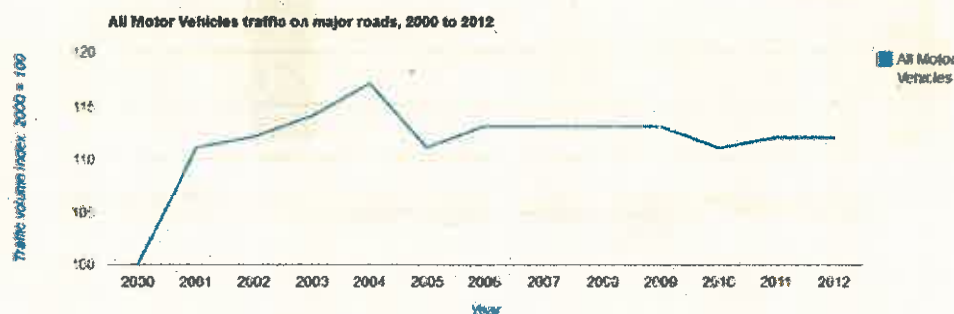


Fig 1.6: Traffic trends across all count points in Cheshire East 10

**Total traffic** Source: DfT, 2009, as presented within the report from 2000 to 2012

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Count points	188	188	186	187	173	176	176	176	176	184	184	181	181
Pedal Cycles	4 708	5 247	5 474	5 301	5 135	2 881	3 561	2 794	3 307	3 629	3 752	3 906	3 701
Motorcycles	11 870	11 726	11 501	12 348	11 629	11 550	11 150	9 763	10 377	10 429	10 681	10 239	9 781
Cars	1 701 576	1 743 010	1 719 421	1 797 952	1 845 371	1 846 499	1 880 850	1 860 717	1 822 134	1 747 507	1 693 622	1 693 751	1 655 806
Bus & Coaches	13 606	13 051	10 427	11 040	11 068	12 210	11 467	11 321	9 673	9 240	9 856	9 170	9 167
Light Goods Vehicles	215 120	213 461	199 504	224 892	232 924	238 927	267 222	260 733	263 590	241 116	227 056	262 733	259 596
All HGVs	256 467	265 249	247 100	274 670	274 227	269 741	274 652	265 464	267 992	231 517	226 766	261 897	199 537
All Motor Vehicles	2 198 720	2 276 495	2 178 924	2 290 836	2 376 187	2 375 176	2 445 198	2 459 514	2 373 563	2 249 278	2 164 124	2 176 006	2 163 024

**All motor vehicles** Source: DfT, 2009, as presented within the report from 2000 to 2012



9 DfT Traffic Counts website: <http://www.dft.gov.uk/traffic-counts/area.php?region=North+West&lc=Stockport>  
 10 DfT Traffic Counts website: <http://www.dft.gov.uk/traffic-counts/rp.php?lc=East+Cheshire>



We have also downloaded and analysed traffic data between 2000 and 2012 (from the Department for Transport's Traffic Counts website) for count points on the current A555, and for relevant count points on roads in Stockport, Cheshire East and Manchester that will be closely linked with the proposed new road.

The relevant identification numbers for the count points are shown in the map on the next page and the charts below present the relevant changes in traffic for the following roads or groups of roads. For each group of roads, the change in traffic levels between 2000 and 2012 (% change) is shown for all traffic (**bold**) and for HGVs (*italic*):

M56 west of Manchester Airport (**+3.0%**, *-20.6%*)

A538 West of Manchester Airport (**-11.0%**, *-4.2%*)

A538 East of Manchester Airport (**+10.3%**, *-15.0%*)

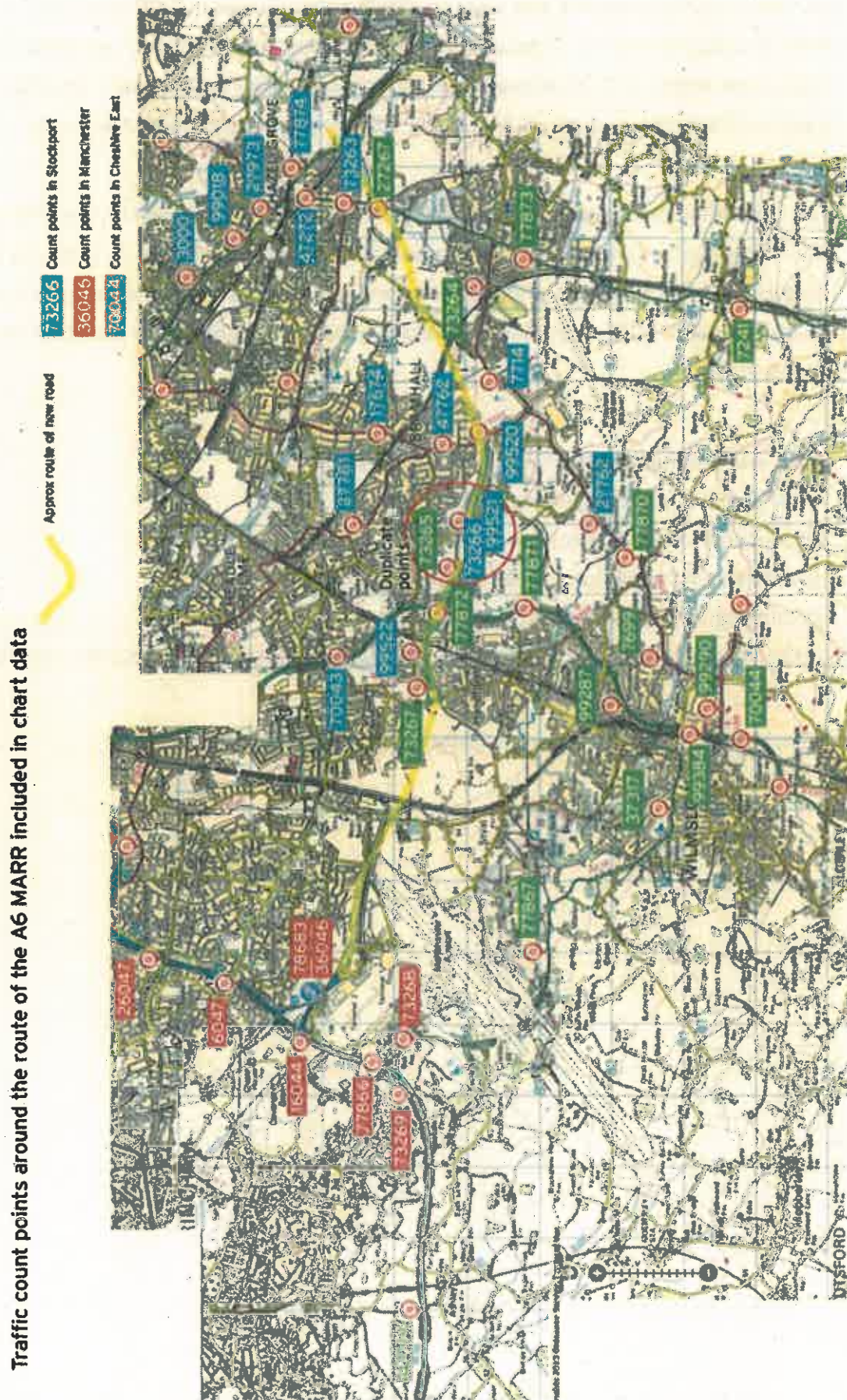
A34 North and South of the A555 (**+4.8%**, *-18.2%*)

A6 through Hazel Grove (**-7.6%**, *-32.9%*)

A523, A5149 and A5102 roads on routes to/from current A555 (**-9.3%**, *-27.7%*)

**Average for all A roads excluding the motorway (-1.5%, -22.9%)**

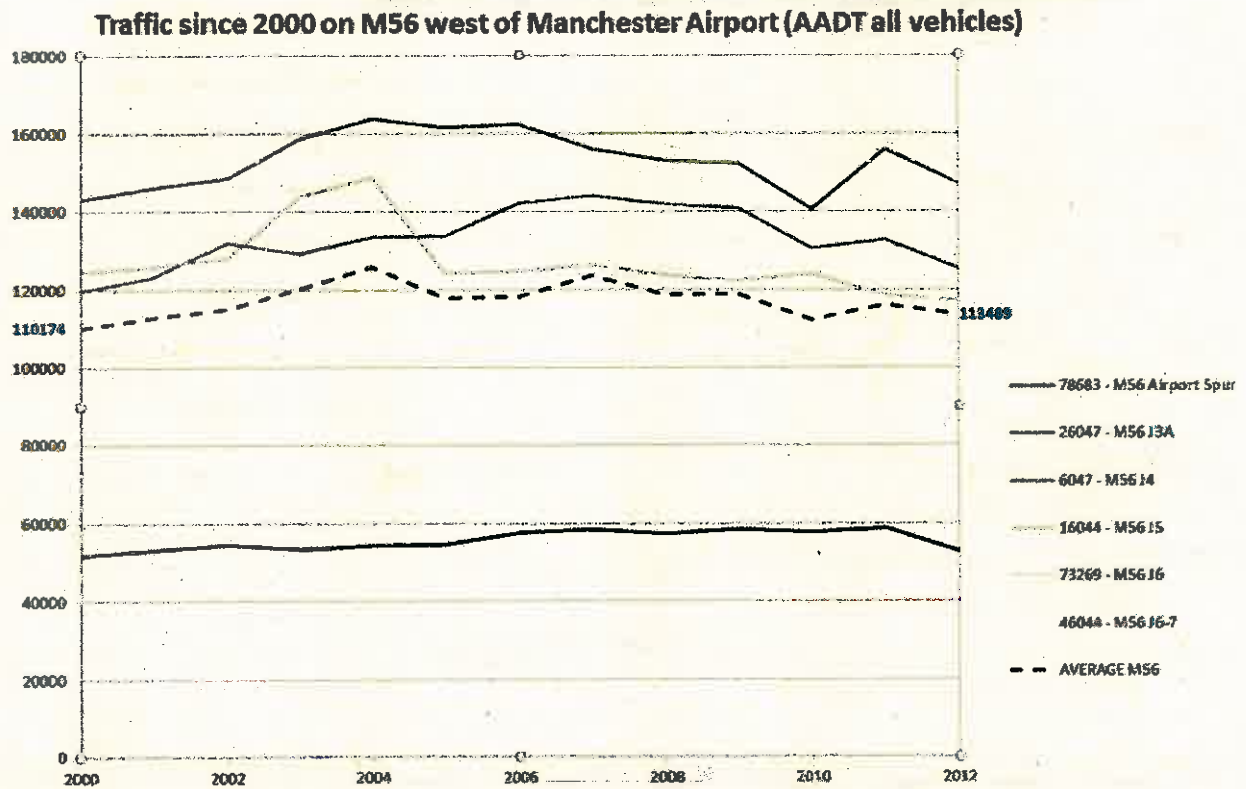
Fig 1.7: Count points around the proposed new road<sup>11</sup>



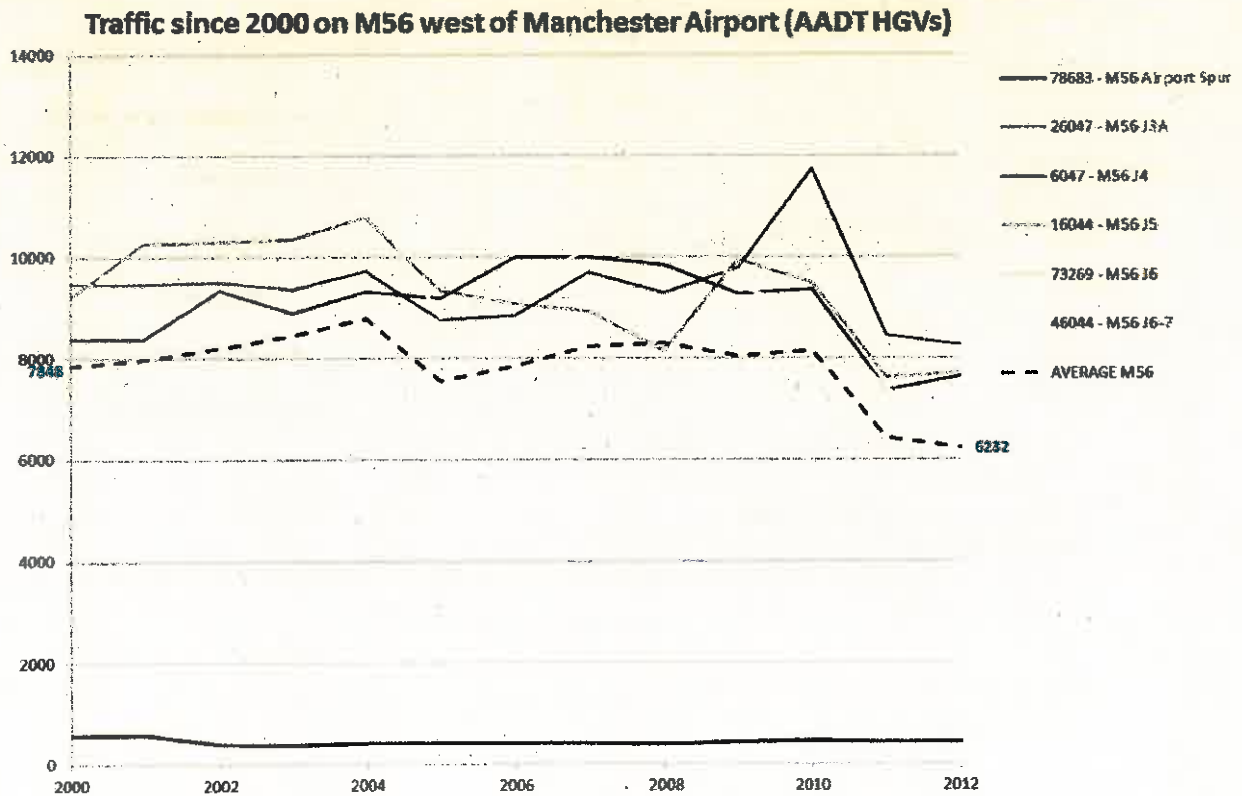
DfT Traffic Counts website: <http://www.dft.gov.uk/traffic-counts> (This is also the reference for chart data in figs 1.8 to 1.11)



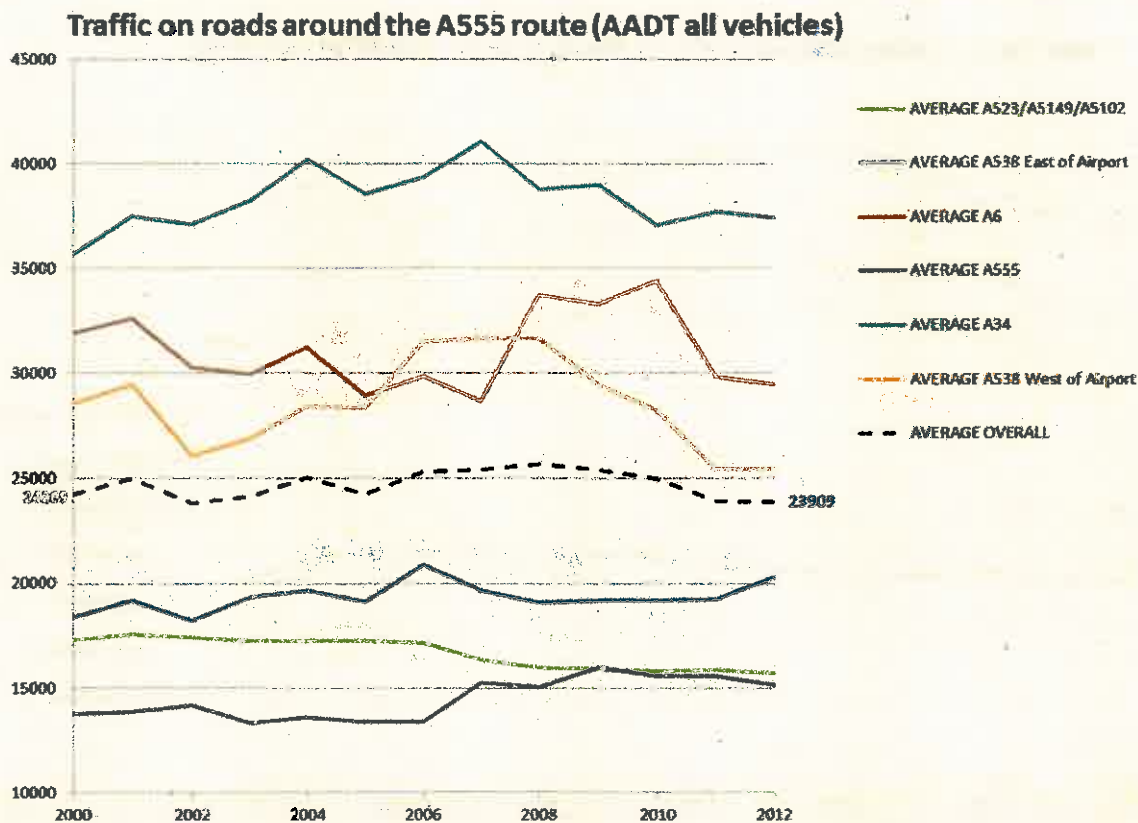
**Fig 1.8: Traffic trends on the M56 west of Manchester Airport – all traffic**



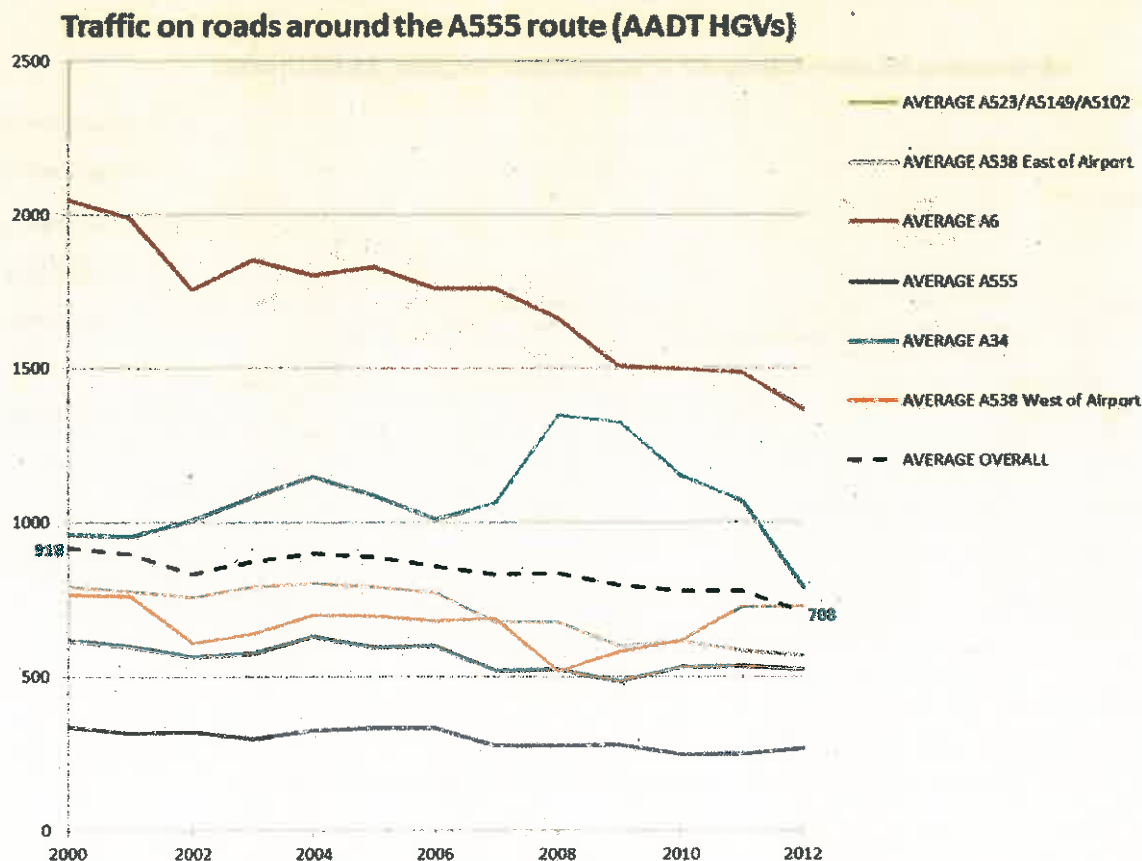
**Fig 1.9: Traffic trends on the M56 west of Manchester Airport – HGV traffic**



**Fig 1.10: Traffic trends on A-roads around the proposed A6 MARR – all traffic**



**Fig 1.11: Traffic trends on A-roads around the proposed A6 MARR – HGV traffic**



From all this evidence we can clearly conclude that traffic in the area around the proposed new road has been flat or declining in the 12 years since 2000. The overall drop in traffic is 1.5%, with a sharper decline of 22.9% seen for HGVs.

These trends clearly call into question the wisdom of building a new road in this area now, when congestion and traffic are below what they have been at their peak, with several years of strong growth needed even to bring them up to levels that have previously been experienced.

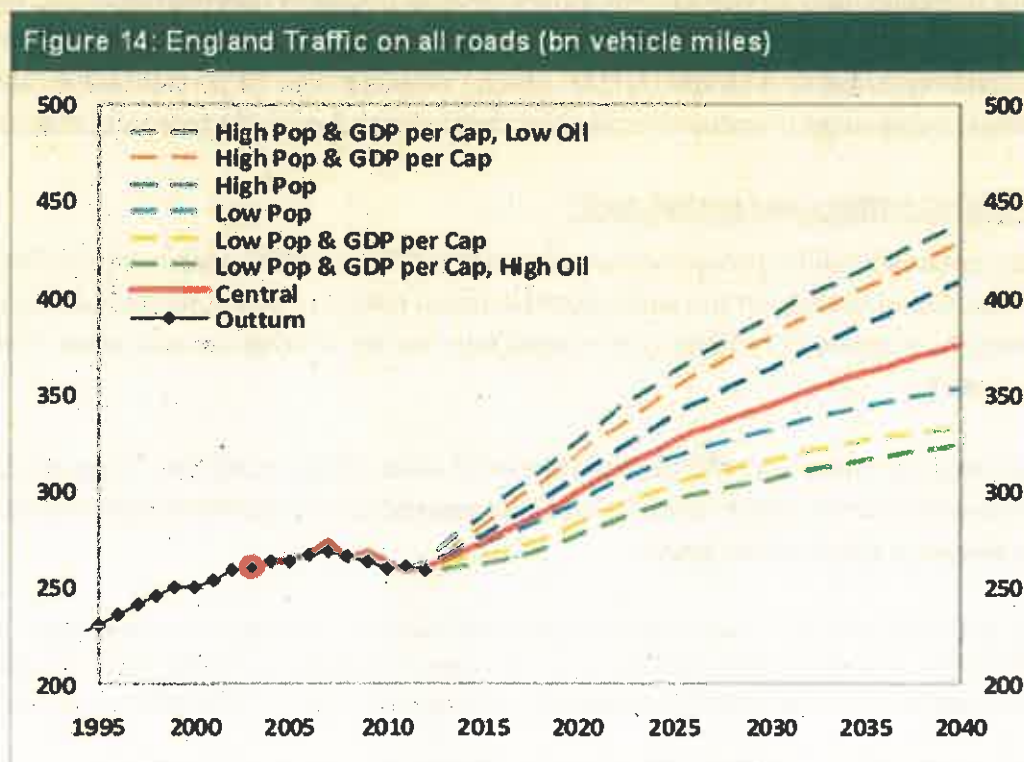
Far better would be to take advantage of the 'breathing space' provided by the recent trends and put in measures to consolidate this change and encourage further reductions, rather than road-building measures that are guaranteed to induce new traffic.

Figure 1.11 in particular shows considerable 'breathing space' before the flow of heavy goods vehicles on nearby roads could possibly return to peak levels. This would allow for a number of new HGV moments to be generated by developments around Manchester Airport and the related Enterprise Zone without creating a clear justification for new road-building. Workers and other people travelling to the Airport and Enterprise Zone would of course be more economically and sustainably served by new public transport links, which would also be of more benefit to nearby areas of low car ownership and deprivation that the Enterprise Zone is intended to support with jobs and economic development.

## 2. Since the 1990s, DfT traffic forecasts have predicted growth far ahead of what has been seen

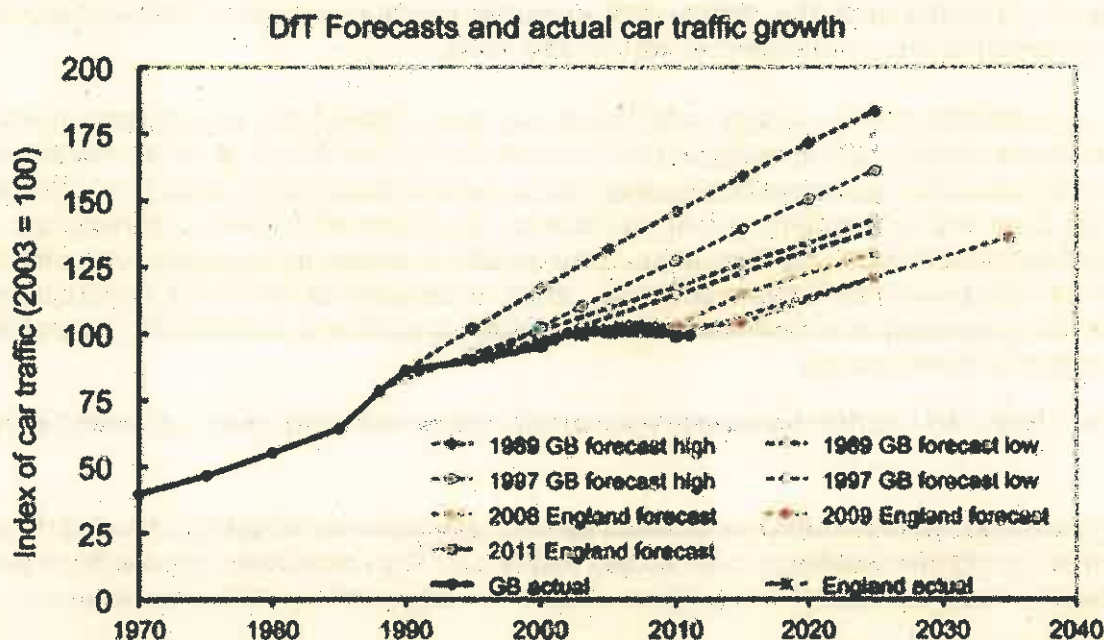
Recent national and regional traffic trends also call into question the reliability of the DfT's traffic forecasts, upon which the business case for the road relies. The chart below shows the latest (2013) National Road Transport Forecast from the DfT for total traffic on the road network.

Fig 2.1: DfT traffic forecasts – all traffic 12



There is abundant evidence that forecasts like this have consistently over-estimated traffic growth since the 1980s, particularly when trying to predict long-term trends. The chart below, reproduced from a recent article by Professor Phil Goodwin of UCL/UWE <sup>13</sup> shows this very clearly in a comparison of the actual traffic levels seen in England compared with forecasts made from 1989 to 2011. There has been a large discrepancy between predicted and actual traffic since 1989, when traffic growth first started to flatten out (long before the current recession).

**Fig 2.2: Performance of DfT traffic forecasts since 1989 <sup>14</sup>**



This record of forecasts being proved wrong over several decades has now led to a near consensus among academics and transport and planning bodies that the methods and assumptions underlying the National Transport Model (NTM), which underlies the DfT's road traffic forecasts, need to be examined and revised in order to make the model and forecasts more accurate and useful.

#### **Why this matters in the case for the road:**

This matters because, with a more realistic forecast of future traffic levels without the road, the modelled time 'savings' due to the road would be much smaller, particularly the component of these savings that comes from long-term predictions as the savings are calculated over a 60 year appraisal period.

**If lower and more realistic traffic forecasts were used, this would be likely to reduce or eliminate the economic case for the road because this case relies heavily on future growth in traffic, based on these forecasts.**

Evidence that the economic case for the road relies heavily on driver time savings - and therefore on predictions of future growth in traffic - can be seen by looking at data given in the Economic Assessment report prepared in 2012 by Atkins on behalf of the SEMMMS Project Team <sup>15</sup>

<sup>13</sup> Due diligence, traffic forecasts and pensions, Goodwin P, LTT April 2012, <http://www.bettertransport.org.uk/campaigns/roads-to-nowhere/lit-130412>

<sup>14</sup> Due diligence, traffic forecasts and pensions, Goodwin P, LTT April 2012, <http://www.bettertransport.org.uk/campaigns/roads-to-nowhere/lit-130412>

<sup>15</sup> Economic Assessment Report, November 2012 <http://www.semmms.info/140683/638805/economicassessmentreport>



The total economic benefits are given (In 2002 currency) for the core scenario as (table 3.1):

- **Present value of benefits: £879.7 million**

This includes monetised benefits (over 60 years in 2002 currency) from the following factors assessed (from tables 3.6 and 3.7):

Greenhouse gas disbenefits	-£1.1 million
Accident benefits	+£16.0 million
Vehicle operating cost savings	+£47.5 million
Travel time savings – commuters	+£169.2 million
Travel time savings – businesses	+£379.7 million
Travel time savings – others	+£283.6 million
<b>TOTAL TRAVEL TIME SAVINGS</b>	<b>+£832.5 million</b>

These figures enable an estimate to be made of the reliance on time savings for scheme benefits. In total, travel time savings make up £832.5 million – or **95%** - of the total benefits of the scheme.

It is important to remember that each of the time 'savings' reported in the economic assessment are compared with what is predicted to be the case with no road-building along the route, based on current traffic forecasts, and that because of strong long-term traffic growth being predicted, these time 'savings' become larger as time goes on, further exacerbating the effect of the forecasts on the calculated benefits of the scheme.

### **3. Continued flaws in the assumptions behind the DfT Road Transport Forecasts 2013**

There are several reasons for the discrepancies noted by Prof Goodwin above between DfT forecasts and actual traffic levels. Unfortunately, all of these remain in the forecasts used to appraise the A6 MARR and in the most recent update published in July 2013.

#### **Limits of key drivers**

The main problem is the limited number of 'key drivers' that lead to forecasts of traffic growth, as well as a number of out-of-date assumptions about behaviour.

The DfT Road Transport Forecasts document outlines these three key drivers and their assumed effects on traffic <sup>16</sup>. The three key drivers are:

#### **Population**

#### **Economic Growth**

#### **Cost of Driving**

<sup>16</sup> Road Transport Forecasts 2013. Department for Transport, July 2013 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/225483/road-transport-forecasts-2013-extended-version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225483/road-transport-forecasts-2013-extended-version.pdf)

The more detailed National Trip End Model (NTEM) does look at factors such as population density and demographics in working out local variations in demand for travel by car, but ultimately these are 'constrained' or adjusted to fit in with the macro picture determined by these three factors. By using so few factors in estimating macro-level changes in demand, the forecasts ignore a range of important nation-wide changes in behaviour, demographics, land-use and technology, including.

- **Changes in technology that affect behaviour** – especially relevant to the steady reduction in trip rates by all modes seen since 1997
  - **Changes in culture between generations** – younger people are currently assumed as they age to adopt the same driving patterns as people in today's older age groups. It is much more likely that future generations raised since the 1990s, who currently have low driving rates, will have different driving habits as they age to the people who grew up in the 1970s or 1950s
- Changes in town planning** – for example the 'town centre first' planning policies that are attributed to a proportion of the reduction in driving seen in the 'On the Move' report

These failings are in fact all acknowledged in the chapter 'Uncertainty and modelling' in the forecast documentation, but are currently not used to alter the model.

### Out of date assumptions

In addition, a range of assumptions used in the NTEM and the overall forecasts are out of date. There are plans to make updates to these in the near future, but these are also not represented in the current forecasts.

**Trip rates** – the 2013 Road Transport Forecasts document admits that trip rate data is very out of date 17:

- *"2.18 At the moment Trip Rates are based on National Travel Survey (NTS) data from 1988-1996." Trip rates are also assumed to be constant over time for each type of person (split according to age, car ownership and employment) and future changes to the model are planned to allow these to vary through time."*
- **Population distribution** – the NTEM uses Office for National Statistics population projections from 2010 18. These are in turn based on distribution patterns from the 2001 census, with new housing and other trip-generating developments also noted. The next set of detailed data on changes in population, based on the 2011 Census, is likely to show a higher level of overall population growth but a very different distribution focused mainly on larger cities that have lower cultural and practical levels of car use and better public transport networks.

All of these issues lead to a tendency to produce unrealistically high forecasts over the long term, although the reliance on economic growth and driving costs as a factor has led to some recent short-term predictions of traffic falling. This tendency to produce unrealistically high long-term growth predictions is most clearly shown in the chart below from the current forecast document, where the number of car miles driven per person is predicted to increase rapidly, despite being one of the measures with the sharpest drop in recent years.

17 Road Transport Forecasts 2013. Department for Transport, July 2013 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/225483/road-transport-forecasts-2013-extended-version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225483/road-transport-forecasts-2013-extended-version.pdf)

118 bid

15 of 17

Fig 3.1: DfT forecasts for miles driven per person <sup>19</sup>

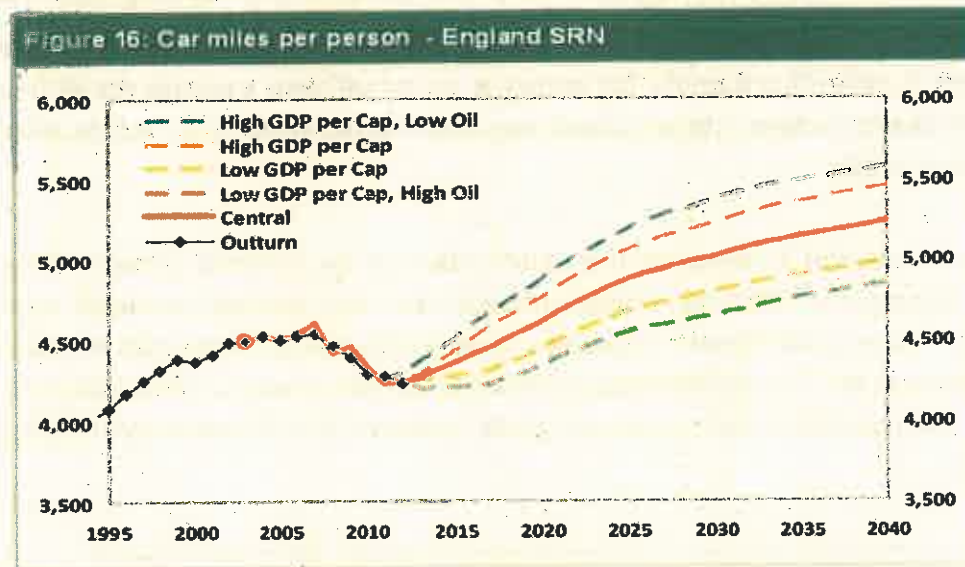
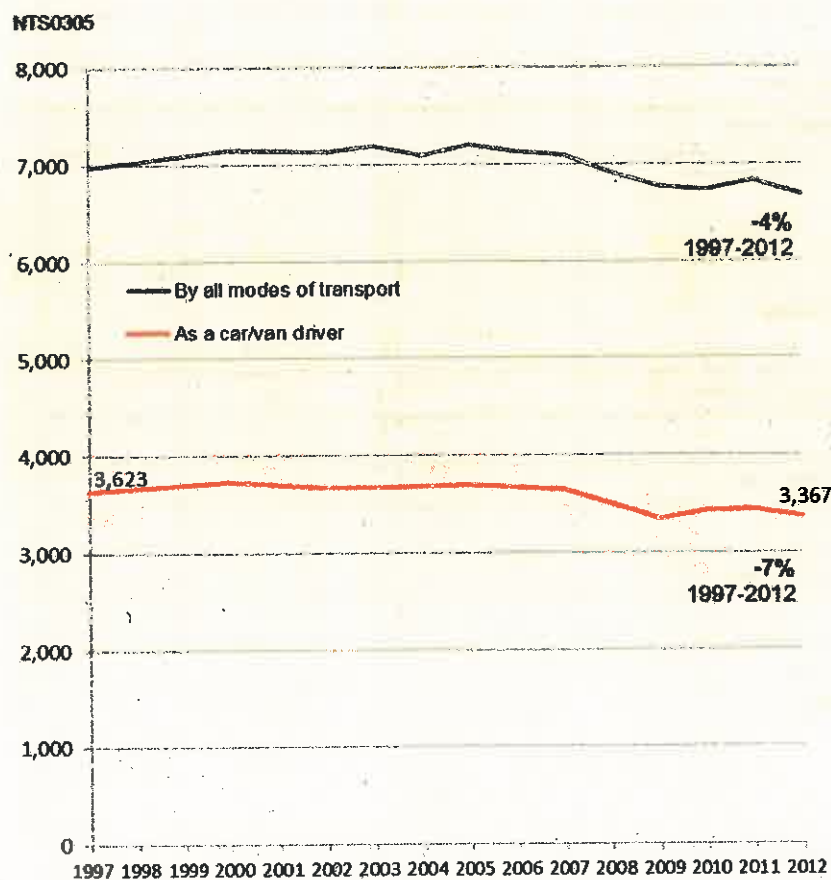


Fig 3.2: Reduction in miles driven (per person per year) since 1997, from National Travel Survey, table 0305 <sup>20</sup>



<sup>19</sup> Road Transport Forecasts 2013. Department for Transport, July 2013 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/225483/road-transport-forecasts-2013-extended-version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225483/road-transport-forecasts-2013-extended-version.pdf) ((NB: the NTS data is not broken down between the strategic road network and ordinary roads, so it is unclear where the historical data in this chart has been obtained from))

<sup>20</sup> National Travel Survey statistics <https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics>

#### 4. Other objections to the way the economic case for the road has been put forward

There are enormous problems with the WebTAG method of calculating costs and benefits, which relies too heavily for benefits on small time savings for drivers, while failing sufficiently to take into account very real costs, including health, environmental and social costs.

As shown in section 2, the economic assessment of the scheme carried out by Atkins (which gives a summary of WebTAG outputs of costs and benefits) only includes monetary estimates of a very small number of factors. A very wide range of impacts are not included in the calculations at all. The table below summarises which impacts are considered as wider factors but not monetised, and which are finally included in the benefit-cost ratio calculations for a project.

Social, environmental or economic impact	Captured in appraisal	Considered but not monetised	Not captured
Carbon savings	X		
Air pollution		X	
Noise	X		
Social effects of congestion		X	
Social exclusion effects of traffic			X
Social impact of public transport on: Young people Elderly people People with disabilities			X
Effects on delivery of public services			X
Road safety	X		
Health benefits of active travel		X	
Local multiplier effects			X
Long-term vs construction jobs			X
Package effects			X

**December 2013**

Sian Berry

Campaign for Better Transport

Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

**Report to the North West Transport Roundtable (NW TAR) and the Campaign for Better Transport (CfBT): SEMMMS A6 to Manchester Airport Relief Road (A6 MARR) Planning Application**

**Supplementary analysis by Keith Buchan**

**(following on from reports submitted as part of the Consultation Process)**

***Statement of qualifications and experience***

This report has been prepared by Keith Buchan, Director of the Metropolitan Transport Research Unit (MTRU) a position he has held since 1991. Keith has an MSc in Transport Planning and Management and is a Member of the Chartered Institution of Highways and Transportation, and the Transport Planning Society (TPS). He was elected chair of TPS in 2011 and after his term of office was complete in 2013 he has continued on the Board in the role of Director of Policy.

Before setting up MTRU he worked for local authorities, including the Greater London Council, where he became Head of Highways Policy Division. This included responsibility for the London Area Transport Model and preparing the Annual Transport Policies and Programmes. His work has included transport strategy, environmental impacts, modelling and forecasting, demand responsive transport, 'new generation' bus priority, heavy vehicle studies and both urban and rural package and challenge bids. This has involved engagement with stakeholders including individual local businesses as well as their representative bodies. His work on road pricing including a state of the art report in 1991 (revised 1994) which involved collecting and analysing information from proposals in Milan, Singapore, Cambridge, Randstad and Stockholm. Studies into road freight pricing in Europe and application in the UK were published in 1996 and work for companies involved in HGV pricing in Europe updated this study in 2011. He was a member of the EU Peer Review Group on re-viewing LHVs in 2010-2011 and is currently a peer reviewer for the European Parliament on this subject.

With MTRU he has worked for a wide range of clients in the public and private sectors including the Department for Transport (DfT), Transport for London (TfL), Manchester and West Midlands PTEs, City of Nottingham, City of Cambridge, MerseyTravel, the Campaign to Protect Rural England (CPRE) in the North West and nationally, the then Countryside Commission, English Heritage, the World Wildlife Fund (WWF), Nottingham Business partnership, Chelsfield, Westfield, and currently the South Downs National Park Authority. He has led appraisals for various urban and rural challenge bids, most recently on cycling in the South Downs National Park.

Keith was the consultant to the first green commuter plans in the UK in Nottingham in 1995 which helped to launch travel planning in the UK. In 2001 he helped set up the first TfL travel plan unit. He has undertaken travel planning work for Luton airport, BAA's UK operations and Heathrow Airport. He has also produced a series of tourism and aviation demand studies. In 2008 he completed a major project on climate change and transport which was presented both to Government and the Climate Change Committee. Principles such as the use of continuous budgeting rather than distant single targets was analysed in detail and is now widely accepted, while proposals such as the introduction of a carbon related charge for vehicles at the point of purchase have also been adopted. An update to this report is planned for 2014.

## **Report to North West-Transport Activists' Roundtable on the A6 MARR Planning Application**

### **Contents**

<b>Summary and conclusions from this report</b>	<b>3</b>
<b>Conclusions from previous submissions</b>	<b>4</b>
<b>Introduction</b>	<b>7</b>
<b>Part 1: Issues outstanding from the latest response by SEMMMS' promoters to points raised in Keith Buchan's June Critique</b>	<b>8</b>
<b>Part 2: New Webtag advice</b>	<b>14</b>
<b>Annex:</b>	
<b>Map showing major redistribution of flows towards the Eastern section of A6 MARR</b>	<b>18</b>



## **Summary and conclusions from this report**

1 The assessment in the application fails to set out and test a properly constructed alternative, as required by DfT and Treasury guidance, in an Options Report. The promoters claim that the SEMMMS process, which reported in 2001, removes the obligation to do this. However, SEMMMS was an integrated package, and large parts of the package are not being implemented. In fact, when surveyed as part of the study, the public expressed a clear preference for sustainable modes over road schemes.

2 The benefits of the scheme rely on unrealistic future traffic growth causing severe congestion – 68% of the predicted time savings are in the peak hours. This is the subject of a separate report by CfBT covering national and local growth rates.

3 The model predicts that the objectives set out for A6 MARR, and for SEMMMS; of reducing congestion and increasing use of sustainable modes, are not met by this scheme. In fact, average journey lengths increase rather than decrease as a result of building the road.

4 Although many key parts of the sustainable transport options proposed in SEMMMS have not been implemented, some have. Additional public transport schemes that are planned within the lifetime of the A6 MARR are predicted by the model to fail to attract people from their cars. The proposed road scheme causes £22.26million of disbenefits to public transport users and results in switch from bus use to car.

5 The requested base year data for traffic and carbon emissions has not been supplied although it should be readily available from the model. Without it the level of achievement of carbon reduction targets cannot be assessed. It would also allow a more robust health impact assessment to be made.

### **Conclusions from previous submissions**

Some of the issues summarised above are outstanding from previous studies undertaken for NW TAR in relation to the consultation on this scheme, and for the impact of the Manchester Airport Enterprise Zone. To provide a context, the summary conclusions from that work are set out below. They also show that some of the important information requested is still outstanding almost a year later.

### ***Conclusions from the Critique of July 2013***

- The fundamental criticism that the consultation depends upon the 2001 SEMMMS report consultation and package has not been answered.
- The evidence for change is weak and also ignores other elements in the SEMMMS package.
- The modelling and forecasting has several serious omissions in terms of relevant highway and public transport schemes, including:
  - The impact of the full SEMMMS package, especially rail and Metrolink,
  - New initiatives on the strategic network, including management of the M60, announced in July 2013.
  - Other planned rail initiatives such as the Northern Hub and the Trans-Pennine electrification
- The carbon forecasts show a deterioration as a result of the scheme, and, despite requests during Phase 1, there is no base year data yet supplied to assess the proposal against carbon targets.

### ***Conclusions from the Consultation submission of January 2013***

- The modelling and forecasting context has changed radically since the SEMMMS 2001 report. It should not be relied upon for the current consultation, in particular that this scheme is the best solution to the problems of congestion, air quality and climate change.
- The modelling and forecasting published concurrently with the consultation in the Business Case is focussed on the road scheme alone and is not capable of comparing solutions across modes.
- The Business Case is not yet finalised and the material which should underpin the consultation is subject to change.
- An initial analysis of the Business Case shows serious problems, including:
  - ◇ Inconsistency between stability and decline in traffic locally, pre-dating the recession
  - ◇ Serious inaccuracies in the public transport model used to show the impact of the current road scheme including mode share and total number of trips
  - ◇ A majority of benefits accrue to longer distance traffic, not local traffic as is the stated purpose of the scheme

- ◊ No account appears to have been taken of the Northern Hub initiative and the impact this, and electrification schemes, will have on longer distance journeys
- ◊ Unanswered questions over how the new developments have been included in the model, especially in relation to TEMPRO
- ◊ Lack of genuine sensitivity testing, including assumptions on land use, policies including limiting parking and Smarter Choices, and a traffic stability forecast
- ◊ Questions over whether the 'Area of Influence' is too small and fails to pick up longer distance impacts.
- For these reasons the statement that this scheme is the only solution to local problems is not accurate and has no recent evidence which supports this claim.
- Thus the current consultation is misleading and premature.

### ***Recommendations***

- New forecasts and model runs should be undertaken to reflect the lack of traffic growth and the availability of new policy instruments since 2001.
- The consultation should be withdrawn until this work is complete.
- The work should be undertaken in a transparent manner to ensure that any future consultation is on a sound basis.

### ***Key surface transport conclusions from the Manchester Airport Enterprise Zone Report, May 2011***

#### ***SEMMMS and highway schemes***

- It is interesting to note that, while the aviation and traffic forecasts were out of date almost as soon as they were completed, the SEMMMS strategic framework, which in turn has underpinned the Local Transport Plan, is still of value. In particular, the clear links it makes between levels of demand, land use planning, and parking limits, continue to be highly relevant.
- In fact, quite a number of initiatives have proceeded without the road schemes, and the core justification for them, that congestion would grow if they were not built, has faded as traffic has stabilised and fallen (not only as a result of the recession).
- The am peak journey time surveys, undertaken as part of LTP monitoring, show a 5% improvement over the last five years. This covers all modes on a sample of 15 target routes. This suggests that the deterioration in journey time in the SEMMMS analysis, itself predicated on rising levels of traffic, has not and will not occur. This in turn means that the economic benefits, based on saving time, will not occur either.
- Overall the SEMMMS highways schemes analysis has been overtaken by events including the success of many of the LTP actions in increasing the attractiveness and use of sustainable modes
- Resurrecting the scheme as part of a car intensive Enterprise Zone would undermine this success rather than supporting it. Such an approach would be against what is set out as the overall SEMMMS transport and land use strategy.

***Transport to and from Manchester Airport City compared to the city region***

- Mode split for passengers is dominated by car and taxi, at 87%. For staff, the modes other than car amount to about 20%, despite active attempts to make travel to work more sustainable. This is expected to improve by between 4 to 8% when the new Metrolink extension is built.
- Elsewhere in the city region mode split has been moving towards the sustainable modes of public transport, walking and cycling. In the city centre non-car travel in the AM peak is 69%. However, other centres have also made progress, the nine major centres in the city region averaging non-car travel at 48%.
- This reflects the fact that the airport is not a surface transport hub, although it may be an aviation hub and it also has a direct motorway link. However, the key rail link is radial to the city centre. Rail links from other towns and cities from all directions come into the city centre before they are able to travel to the airport. Nearby centres through which they pass, such as Stockport, have no direct rail or rapid transit links to the airport for employees.
- To be a hub the airport would have to be connected in a way that is not only multi-modal but multi-directional. This is not currently the case for public transport. For walking and cycling the key is to have people living close enough for these modes to be attractive. Airports by definition have to be some distance from populations and the impact of this is confirmed in the very low walk and cycle share of staff travel to the airport (1% and 2-3% respectively).
- No plans are set out for improving this situation, although some mention is made of the SEMMMS road link. The forecasting and modelling for this has been difficult to access except in hard copy. It is clear that it is now out of date and not be relied upon. Work is being undertaken to update this, but results are not expected until later this year.
- The overall conclusion is that travel to this site would continue to have far lower share of sustainable modes than other sites throughout the Manchester city region. There appear to be many such sites available.

## Introduction

This report begins by reviewing the responses made by the SEMMMS scheme promoters to comments made on behalf of the North West Transport Roundtable (NW TAR) and the Campaign for Better Transport (CfBT) by Keith Buchan, Director of MTRU. Key issues which still are not resolved are:

- Whether the SEMMMS process from 2001 (when the final report was published) avoids the need for the options development stage which should be followed for any major transport infrastructure (following DfT and Treasury guidance)
- How far the scheme depends upon traffic growth for its justification
- Whether the traffic flow changes predicted in the model show that the SEMMMS or A6 MARR objectives have been addressed
- Whether the sustainable transport options proposed in SEMMMS have been implemented to a sufficient degree to show there is no alternative to this road scheme
- Whether the impact of the road scheme has been tested assuming a full range of effective sustainable transport improvements in future years
- Whether an estimate of base year carbon emissions should be provided to test the level of achievement of carbon reduction targets, and parallel data released which would allow a more robust health impacts assessment to be made

It explores a further issue which has arisen:

- Whether the new structure of advice on transport appraisal (Webtag as published October 2013) in relation to economics and the alternative options changes the comments previously made.

There are also a few detailed points on the modelling and forecasting which arise from the responses so far, including the Transport Economic Efficiency (TEE) Table which is used to calculate the BCR and the traffic count data.

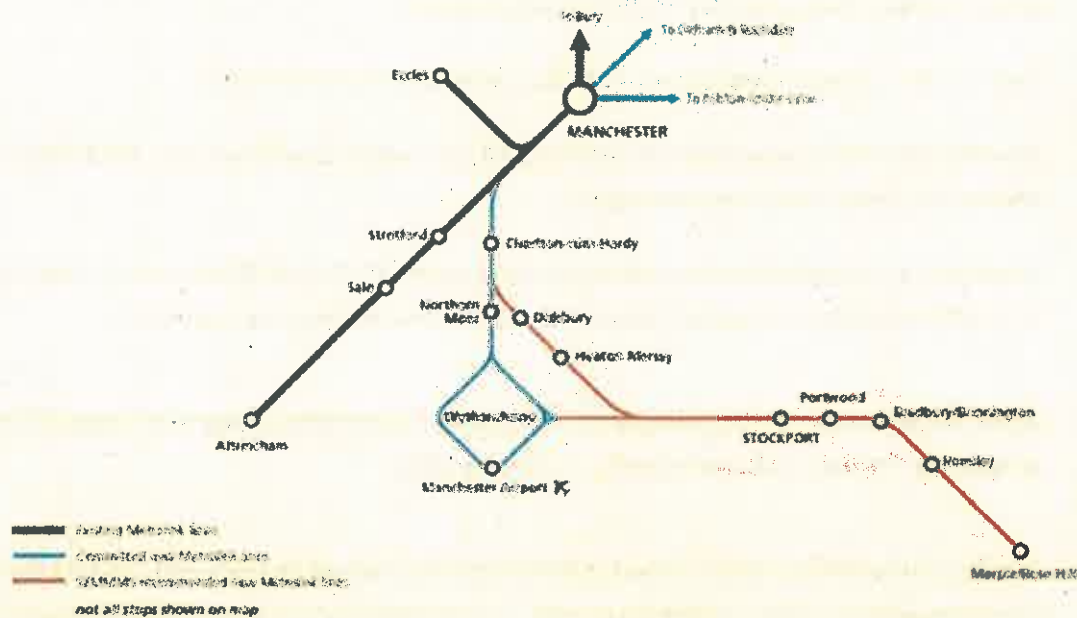
Since the original consultation the Pre-Submission Core Strategy for the Cheshire East Local Plan has been published (November 2013). This contains strongly worded policies in favour of sustainable travel, but few specific schemes targeted to this objective. A bypass for Poynton is included, both on the Highway Infrastructure Map (Figure 1.1) and in the list of schemes on page 157. This scheme is highly relevant to the impact of A6MARR as it is another of the proposed SEMMMS network of roads, but does not appear to have been tested as a stand alone option or in combination with A6 MARR.

## Part 1: Issues outstanding from the latest response by SEMMMS' promoters to points raised in Keith Buchan's June Critique

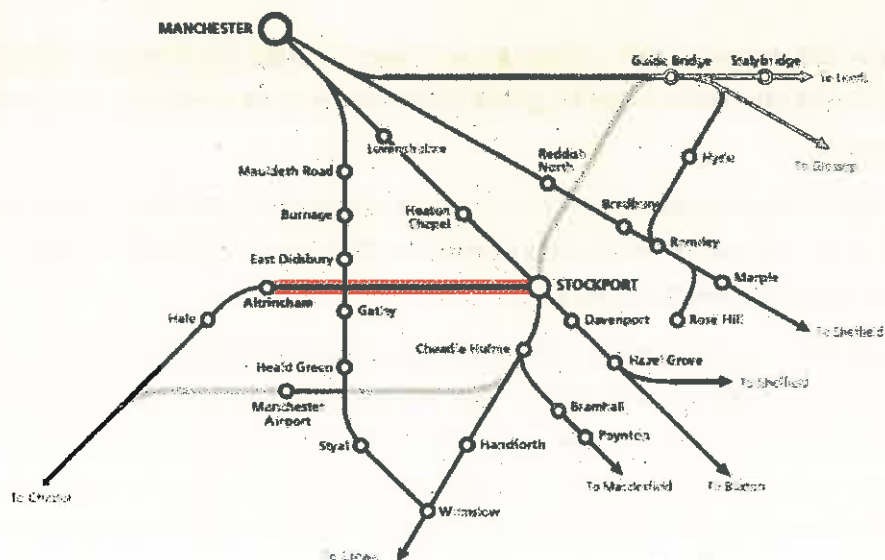
### **No Options Report – is SEMMMS 2001 sufficient exploration of alternatives?**

The argument surrounding this issue has been raised repeatedly in the consultation process and remains a major point of disagreement. For example, the most recent MTRU Critique in June 2013 supplied maps from SEMMMS showing highly relevant major rail/Metro schemes which are not being pursued. The two maps are reproduced below.

Figure 7.2: Metrolink



### SEMMMS rail schemes





The response by the SEMMMS team admits that there are no plans to implement such schemes, and also says that other rail schemes and Metrolink *"will not have a material impact"*.

This is unsatisfactory for two reasons. First it appears to contradict their predictions that traffic flows change well away from the A6 MARR corridor. For example, one of the largest traffic decreases resulting from the new road occurs in the centre of Stockport – a highly relevant destination for SEMMMS rail/Metro schemes. Secondly the schemes in the maps do in fact quite plainly run for the most part through the same corridor as the proposed road.

There is nothing the new DfT guidance which undermines the need for alternative options to be developed, indeed it confirms the need for a specific Options Report. The new guidance is further detailed later in this report.

#### ***What growth is assumed and is this important?***

An accompanying report from CfBT explores the issue of traffic growth in the area. Sufficient to say that the economic benefits adduced to the scheme are completely dependent on traffic growth causing increasing levels of congestion and public transport failing to attract people out of their cars. This is clearly shown in the flow diagram from the Transport Assessment dated October 2013, Figure 9.1, which shows some very high traffic increases from 2009 to 2017 (although some are stable).

This is also reflected in the pattern of benefits – 68% are in the peak hours where congestion is the main issue. This is clear in the 2012 Economics Report, Table 3.14 and the link back to traffic growth is clear in para 3.41:

*"In the future year Do-Minimum scenarios, the level of traffic is further amplified (due to factors such as 'background' traffic growth and the inclusion of specific land-use /development sites), which manifests itself as increased network congestion / journey times."*

#### ***What is the impact of the redistribution of traffic and are the congestion problems "solved"***

The issue of growth is linked to the question of whether there are overall benefits across the area and there is some data which has become available since the consultation submissions. There is quite a lot of argument in the SEMMMS Response to the MTRU June Critique, and some new information in the Transport Assessment (see above).

A key argument is how far the new road would 'generate' traffic. It is important to set out the diverse sources of traffic generation. The first is simply the placing of new development close by, whether housing or centres of employment. Some new development is included, some not. The question of how this traffic should be dealt with is important. If it is not close to public transport or at a sufficient density to attract walking and cycling, and has plenty of car parking, it will generate a lot more traffic than if it were in a more sustainable location – usually found in city centres not on the periphery.

Beyond this there are several ways in which road traffic is generated:

If car journeys are made faster and more reliable, trips may transfer from public transport (as they do in the case of A6 MARR) and will certainly tend to get longer. There is also the combination effect of switching from a short walk trip to a longer car trip. This is a very important effect but is not included in many traffic models, including this one. However, the lengthening of car trips without transfer is included.

As can be seen in the published model results, the prediction, despite being for only part of the potential traffic generation, still estimates that total traffic will increase as a result of the scheme, when one of the key aims is that it should decrease as a result of a more direct route between the A6 and Manchester Airport.

For example, the claim is made in the response that:

*"This lack of a direct east-west link is self-evidently, increasing journey length and journey times, and adding to congestion leading to increased carbon emission from road transport and adversely impacting upon local communities. The proposed schemes will address these negative transport impacts."*

If this statement were true, it would be expected that one of the key benefits would be shorter journey lengths and less carbon emissions.

However, the evidence from the model does not support this claim, as is shown in Table 9.1 of the Transport Assessment. Data from this is used to produce a summary of average trip length changes, set out in Table 1 below. Average trip lengths actually increase slightly across the modelled area, as would be expected if, as well as many trips which do become shorter, other new trips are generated by the road which are longer. In this sense the over long trip problem has not been "addressed" as is implied by the SEMMMS team.

**Table 1: Average trip lengths with and without A6 MARR**

	Trip length without A6MARR	Trip length with A6MARR
AM Peak	9.0645	9.1341
Inter Peak	8.5559	8.6488
PM Peak	9.3934	9.4646

Source: Table 9.1 A6MARR Transport Assessment

This is not the only concern over the traffic impacts, which are set out as spot counts on selected roads in Figure 9.1 of the Transport Assessment. There is in fact an error on the map, the count point on the A34 North of new road should be marked red as a significant increase, not grey for neutral.

Returning to the flows themselves, currently the fastest route from Hazel Grove to Manchester Airport (according to satnav based route planners) is to go North and then use the M60. With the A6MARR in place, it would be expected that trips to this and similar destinations would travel South instead and use the new road. A reduction of about 6-7,000 vehicles a day is predicted for the A6 North of Hazel Grove through Stockport if the scheme is built and this appears consistent with such re-routing.

The model predicts that, with A6MARR in place, there would be a massive decrease just North of the new road on the A6 (about 15,000 fewer vehicles a day) and the A523 (about 5,000 fewer vehicles a day). This seems counter intuitive and is not balanced by the increase on the A6 to the West

- switch from one mode to another (mode transfer)
- Replace a short trip with a longer one to a similar destination, for example a more distant shopping centre,
- make a new trip entirely.

If car journeys are made faster and more reliable, trips may transfer from public transport (as they do in the case of A6 MARR) and will certainly tend to get longer. There is also the combination effect of switching from a short walk trip to a longer car trip. This is a very important effect but is not included in many traffic models, including this one. However, the lengthening of car trips without transfer is included.

As can be seen in the published model results, the prediction, despite being for only part of the potential traffic generation, still estimates that total traffic will increase as a result of the scheme, when one of the key aims is that it should decrease as a result of a more direct route between the A6 and Manchester Airport.

For example, the claim is made in the response that:

*"This lack of a direct east-west link is self-evidently, increasing journey length and journey times, and adding to congestion leading to increased carbon emission from road transport and adversely impacting upon local communities. The proposed schemes will address these negative transport impacts."*

If this statement were true, it would be expected that one of the key benefits would be shorter journey lengths and less carbon emissions.

However, the evidence from the model does not support this claim, as is shown in Table 9.1 of the Transport Assessment. Data from this is used to produce a summary of average trip length changes, set out in Table 1 below. Average trip lengths actually increase slightly across the modelled area, as would be expected if, as well as many trips which do become shorter, other new trips are generated by the road which are longer. In this sense the over long trip problem has not been "addressed" as is implied by the SEMMMS team.

**Table 1: Average trip lengths with and without A6MARR**

	Trip length without A6MARR	Trip length with A6MARR
AM Peak	9.0645	9.1341
Inter Peak	8.5559	8.6488
PM Peak	9.3934	9.4646

Source: Table 9.1 A6MARR Transport Assessment

This is not the only concern over the traffic impacts, which are set out as spot counts on selected roads in Figure 9.1 of the Transport Assessment. There is in fact an error on the map, the count point on the A34 North of new road should be marked red as a significant increase, not grey for neutral.

Returning to the flows themselves, currently the fastest route from Hazel Grove to Manchester Airport (according to satnav based route planners) is to go North and then use the M60. With the A6MARR in place, it would be expected that trips to this and similar destinations would travel South instead and use the new road. A reduction of about 6-7,000 vehicles a day is predicted for the A6 North of Hazel Grove through Stockport if the scheme is built and this appears consistent with such re-routing.

The model predicts that, with A6 MARR in place, there would be a massive decrease just North of the new road on the A6 (about 15,000 fewer vehicles a day) and the A523 (about 5,000 fewer vehicles a day). This seems counter intuitive and is not balanced by the increase on the A6 to the West through High Lane, which is nevertheless significant at around 5-6,000 vehicles a day. This increase, on a road which runs directly into the centre of the Peak District National Park also undermines the proposers' contention that there will be little impact on the Park.

Nor is there any evidence of a reduction on the A627 to the North East of Hazel Grove or on the A626 or A627 further out. There are clearly major changes in traffic patterns predicted as a result of A6 MARR which are not transparent in the analysis and which may not support the stated objectives of the scheme. Annex 1 to this report reproduces a map showing the flows referred to above.

Such major changes in individual flows, which need to be fully explained if the true impact of the proposed scheme are to be understood, support the point made in Table 1, that overall trip lengths go up when they should have gone down.

### ***Has sustainable transport been treated fairly in the appraisal?***

There are two issues to be considered here: whether public transport schemes have been included in the model, and what is the best estimate of the impact on public transport.

The first relates to the claim made by the SEMMMS team (in response to a carbon question, but equally related to congestion) that:

*"In actual fact, the assessment reported in the business case relates to the impact of the road scheme only, and then only to those elements that can be directly reflected in the traffic models. It does not include carbon benefits from any public transport schemes and excludes for example, the new cycle route that will be provided as part of the scheme."*

This is of course to completely misunderstand the point. The modelling does include the impact of all the likely public transport schemes built between now and 2017 (and indeed 2032). It most certainly does include the carbon and other effects of any mode transfers between road use and public transport. This transfer is predicted to be from bus to car, not the other way round. This should have led to the conclusion that the lack of implementation of the SEMMMS package as a whole (including specific rail/Metro improvements not in the list below) was fuelling traffic growth. Whether this growth is itself realistic in the modelling is another issue and is detailed in the paper on traffic growth by CfBT.

The scheme's Uncertainty Log contains the schemes which were included in the traffic model as likely to be implemented and these are shown below.

**Uncertainty Log Version 6, Page 119, Appendix D:**

**List of public transport schemes in the Core Scenario**

Public Transport	
2017	2032
MetroLink: Chorlton to East Didsbury	MetroLink: Chorlton to East Didsbury
MetroLink: Droylsden to Ashton	MetroLink: Droylsden to Ashton
Leigh-Salford-Manchester Busway	Leigh-Salford-Manchester Busway
Airport and 2CC - MetroLink	Airport and 2CC - MetroLink
Altrincham Interchange	Altrincham Interchange
Elements of Cross City Bus Package	Elements of Cross City Bus Package

The process of defining them is also set out in the Log:

**Uncertainty Log Version 6, July 2012**

*"1.2 Similarly, transport supply factors such as committed highway or public transport schemes are collated and categorised. The demand and supply components of the uncertainty log are then reviewed by stakeholders and agreement made for any adjustments."*

As regards the lack of modelling of walk or cycle, this has been pointed out before and is a failing in the model. It must however be questionable whether this scheme will have a positive impact on walking or cycling. First the average walking distances are short and unlikely to be much affected by a new dual carriageway road. Second, the environment for walking or cycling is unlikely to be attractive – no details are given of how the larger junctions will be traversed, or the levels of noise and air pollution which non-motorised users will have to endure.

Finally there is the issue of the serious disbenefits which the model predicts for public transport.

It is clear from the evidence that the predicted outcome is a major loss both to public transport users and providers. The model claims to be multi-modal and has a Variable Demand Model (VDM) component to predict mode share. The Economics Report clearly says, in relation the faster road journey times:

*"The VDM model predicts that this improvement in journey time will lead to a mode shift from bus to car."* (Economics Report para 3.25)

It goes to say that this might not be realistic. However, either the VDM should be altered to make it realistic, or the results should be accepted as the best estimate. Both cannot be true at the same time.

The detailed results from the model are shown in the table below, drawn from the Economics Report, Transport Economic Efficiency (TEE) Table.

**Table 2: Disbenefits to public transport users**

Benefit type:	Public transport (all bus) £000	
	Travel time	All (time + other)
Commuter	-2679	-2420
Personal other	-5116	-4753
Business	118	139
Sub-total for bus users	-7677	-7034
Private sector providers (Bus revenue)		-15226
Total disbenefits to public transport		-22260

Source: *Transport Economics Report, Appendix A, Table A 1*

The Economics Report refers to this adverse result in paragraph 3.24 as follows:

*"The results incorporated in the TEE Table (Appendix A), indicate a small PT disbenefit largely as a result of loss of fare box revenue due to mode shift from bus to car. The TUBA results are subject to model noise from the Highway SATURN Model and should therefore be interpreted as indicating that the PT user time impacts will be small and within the margins of error of the highway modelling."*

This certainly needs closer examination. For example, "model noise" to the tune of £22.26million is higher than the noise disbenefits (c.£17mn), than the accident benefits (c.£16mn), than the change in public sector revenue (c.£7mn), or the savings in vehicle operating costs for commuters (c.£4mn) or the disbenefits to vehicle operating costs other private car users (c.£5mn). The disbenefit to public transport may be an inconvenient result for the promoters, but it must be treated with due seriousness as a best estimate of the impact, or else the model structure must be reviewed to see where errors are occurring.

#### ***Do we know whether the scheme helps or hinders the achievement of targets for carbon or health?***

In their response to the MTRU June Critique, the SEMMMS team say

*"Carbon emissions data for the model base year of 2009 is not available as this is not a requirement of WebTAG or of scheme appraisal."*

This claim needs to be understood. First emissions data are easily available from standard model outputs, and since there has been a base year run, this data is readily available. It is the choice of the SEMMMS promoters not to release it. Why does this matter?

The answer is that all carbon reduction targets are set in relation to a base year, for example the Climate Change Act sets a target of an 80% reduction on 1990 levels by 2050. However, such a long term target is poorly related to planning action now. For this reason the Climate Change Committee has set four 5 year budget periods which have been accepted by Government. The final one of these is for 2023-27 and requires a 50% reduction on 1990 levels. For transport, *The Carbon Plan: Delivering our low carbon future* (December 2011) shows that transport should reduce its emissions from 137 million tonnes of CO<sub>2</sub> (MtCO<sub>2</sub>) in 2009 to 116 MtCO<sub>2</sub> by 2030, a fall of 15%.



The SEMMMS model base year happens to be 2009 so the data for carbon would be useful for:  
Testing whether this scheme is in line with transport's overall target

If it is not, which other schemes which over achieve carbon reductions are being used to compensate

Testing whether this scheme contributes to existing carbon reduction targets and those emerging, for example in relation to the Cheshire East Local Plan

If it does not, identifying which other initiatives (not just confined to transport) will enable achievement of these targets.

The increasing seriousness with which health issues, and in particular how to build in sufficient exercise to maintain health into daily life, also argues for an analysis of how far the model predicts that motorised travel will continue to dominate travel patterns, particularly outside city centres. This is in addition to the health impact of air pollution and noise. Again it is misleading to only set these in terms of predicted futures, without assessing what the impacts are in the base year.

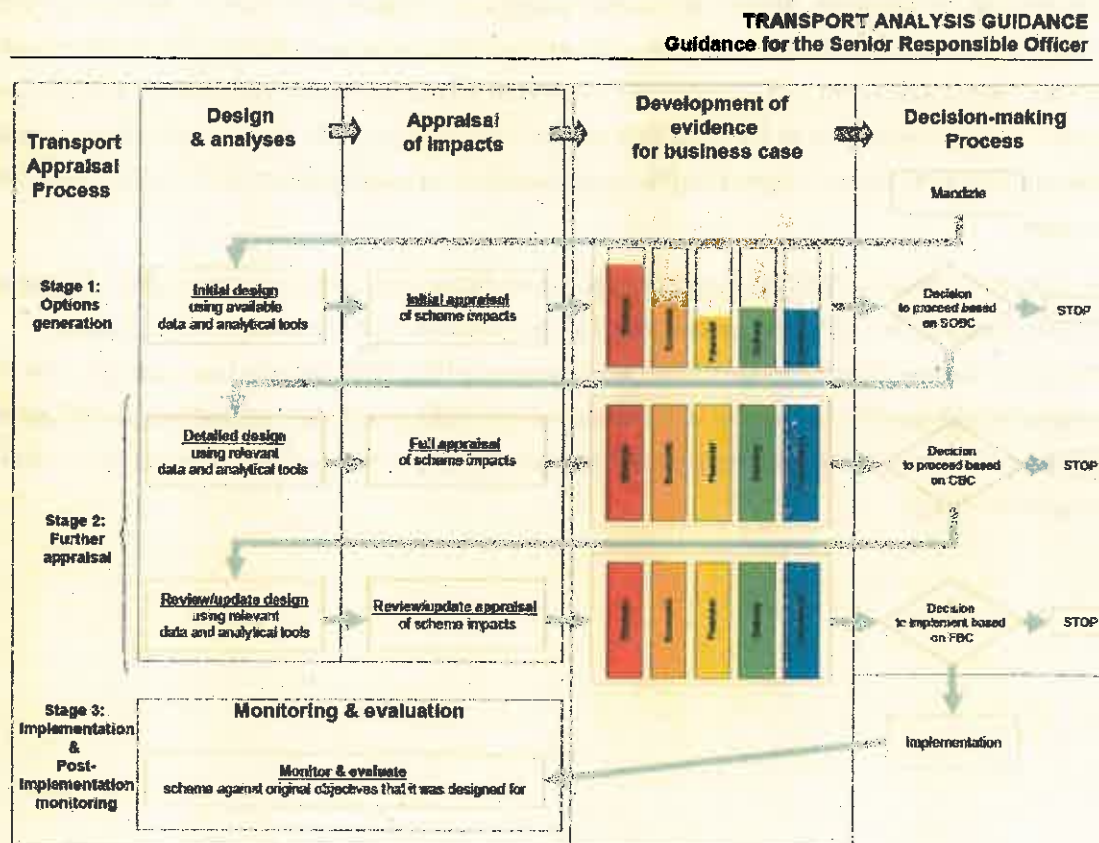
In this context, the new TEE table referred to earlier does not appear to have any noise costs, which are present in earlier documents and in the Assessment Summary Table at about £17million. These need to be added for future use and the BCR-adjusted accordingly. The overall refusal to release the base year data from the modelling seriously compromises the public's ability to understand whether the scheme's impact is in line with current targets (some of which are legally binding).

## Part 2: New Webtag advice

A revised and simplified version of DfT guidance on transport appraisal was published in October 2013. Earlier submissions by NW TAR were made on the basis of the earlier version, so this has been reviewed for this submission. The new guidance has two areas particularly relevant to the Business Case analysis: Options Generation and Wider Impacts, formerly Wider Economic Benefits.

### Option generation

In the original submission a diagram which showed the importance of Option Generation and engagement with stakeholders was annexed. This diagram has been recast for the new guidance as follows.



The accompanying text states that:

#### "Stage 1 – Option development

**1.2.2 Stage 1 follows after the mandate for the transport study has been established. The key focus here is to identify the problems and case for change to be addressed by the transport study. There is more detailed guidance on this in Transport Business Case. Following this, the next steps are then to develop a broad range of options to address the study objectives, and short-listing options based on assessment against the criteria set out in the 5 case model. Whilst this 5 case model approach is discussed in greater detail in the later part of this unit, it is worth mentioning at this point, that analysts need to consider the Strategic, Economic, Financial, Delivery and Commercial case even from early stages of the transport study.**

*1.2.3 It is also important to initiate stakeholder engagement at this stage, involving stakeholders early in options generation/development and sifting to ensure that the proposed options are fit-for-purpose, and to gather public support and acceptability for the proposed options. Hence, a stakeholder strategy will need to be established early in the study process, and should address who to involve and when."*

It is clear from this that there is nothing in the revisions which undermines the original point, which was that this process had not been followed at all other than in the context of the original SEMMMS Report in 2001 (itself based on work undertaking previously). The conclusions of that report were that the solution proposed to the problems was multi-modal and should not be pursued as isolated sections without triggering a complete review of the strategy. The proposers of the current scheme rely upon SEMMMS to avoid producing an Options Report, however it is clear that major parts of the SEMMMS package are not planned for implementation. This detailed earlier in this report. Thus there should be a review of the options.

This process is set out in the new Unit on *The Transport Appraisal Process*, dated October 2013.

*"1.1.5 In summary, the following key principles should be followed through the appraisal process:*

*There must be a clear rationale for any proposal and it must be based on a clear presentation of problems and challenges that establish the 'need' for a project.*

*There must be consideration of genuine, discrete options, and not an assessment of a previously selected option against some clearly inferior alternatives. A range of solutions should be considered across networks and modes.*

*There should be an auditable and documented process which identifies the best performing options to be taken forward for further appraisal.*

*There should be an appropriate level of public and stakeholder participation and engagement at suitable points in the process. In most cases this should inform the evidence-base which establishes the 'need' for an intervention, guide the option generation, sifting and assessment steps, as well as informing further appraisal in Stage 2."*

The conclusion of this report is that there are key elements of the SEMMMS proposals that are not proceeding and that would alter the impacts of this scheme. Alternative options should have been developed and tested, to comply with DfT and Treasury guidance.

### ***Wider Impacts***

The transport appraisal process has been the subject of considerable discussion on two important issues which are relevant to this scheme. The first is the issue of whether the value of time savings are proportional to their size and direction (very small savings are unusable, time losses have a much higher impact than gains). The second is whether there are any economic benefits beyond the time savings usually predicted.

The issue of time savings has been covered by Alan Wenban Smith in his analysis for NW TAR in January 2013 and his conclusion was that the benefits of this scheme were extremely sensitive to these two effects, sufficient to remove most of the predicted benefits. These conclusions remain valid. His report also covered the issue of "wider economic benefits" and the DfT guidance on this has been re-issued since his report as TAG Unit 2.1. This is completely compatible with the original NW TAR/CfBT report, although the fact that impacts can be negative as well as positive is recognised, including renaming the Unit "Wider Impacts". While the Unit is clear, there has been some confusion about how to deal with this in transport appraisal. The Unit lists the following impacts:

- "1.1.4 The types of Wider Impacts that need to be considered in transport appraisals are:*
- WI1 – Agglomeration*
  - WI2– Output change in imperfectly competitive markets*
  - WI3 – Tax revenues arising from labour market impacts (from labour supply impacts and from moves to more or less productive jobs)"*

Items one and two are essentially causing improvements in labour productivity.

Practitioners also appear to have confused the issue of the creation of new jobs in the UK economy and the relocation of jobs, which does not lead to overall national GDP growth (and may result in time disbenefits where they are relocated and economic disbenefits where they are not created).

If there is to be a claim that the SEMMMS proposal will create improved labour productivity this needs to be analysed in its own right in a separate report.

In the original Appendix N to the Business Case for this scheme figures are given for jobs but very little detail as to whether these are additional or relocated. If this scheme results in increased employment from either source this needs to be added to the trips in the model over and above that used for the Do Minimum. This would allow a realistic measure of the congestion costs to be calculated, not the broad brush estimate in Appendix N. Given that the scheme is justified on the basis of relieving congestion, the relocation of jobs is critical.

In fact, creation of new jobs through labour productivity is not a necessary outcome, for example it may be used to increase profits and withdrawn from the local economy. The relocation of jobs is easier to understand and if there is a claim that jobs will increase locally as a result of the scheme, these trips must also be added to the DM trips locally, and subtracted from the trip matrices somewhere else. In practice this is extremely difficult and subject to high levels of uncertainty, although in this case there are very clear regional level risks in making one sub-regional area more attractive than another, and in making a peripheral location more attractive than the centre.

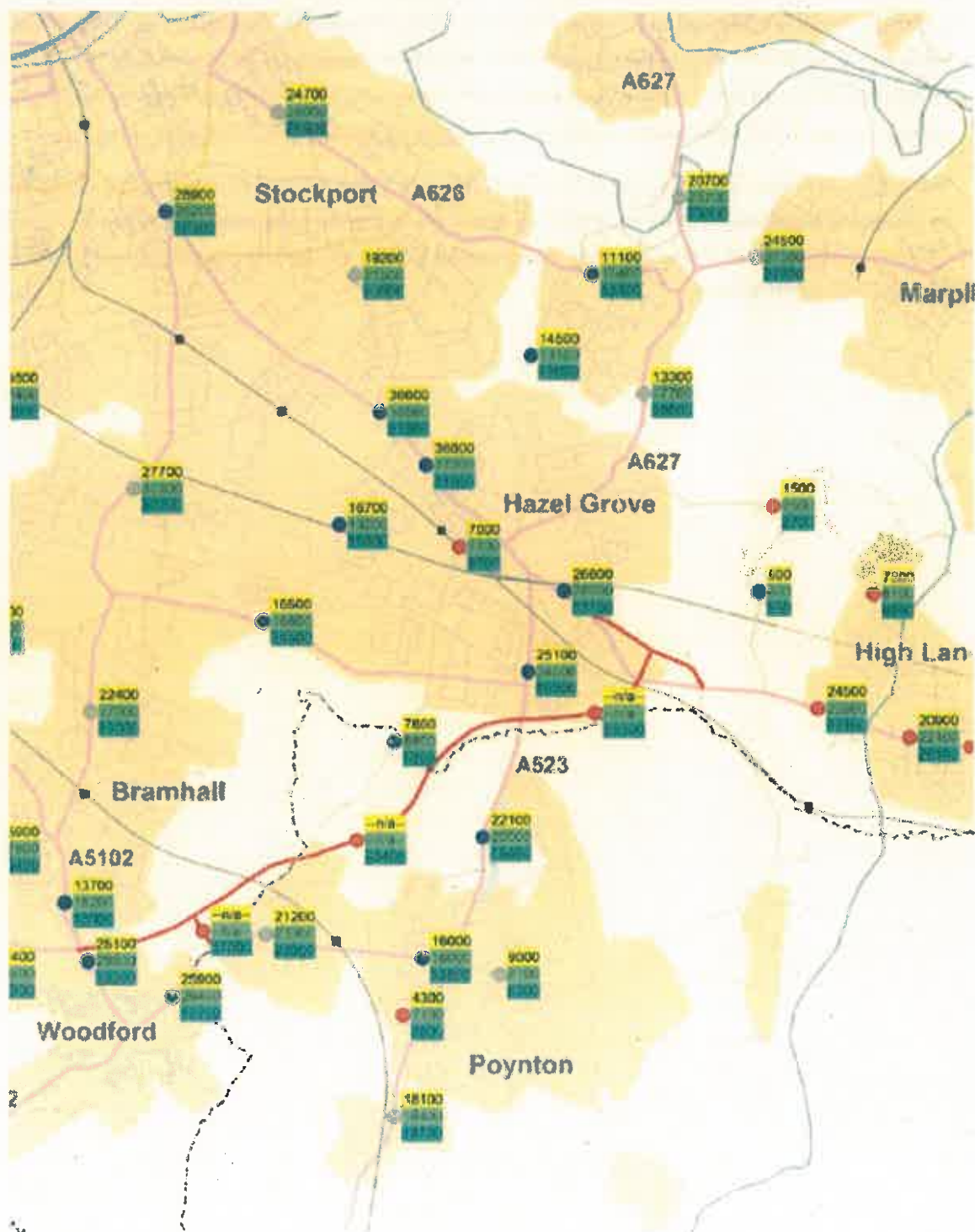
Despite this, as Alan Wenban Smith pointed out in his January report for NW TAR, there is no land use and transport model being used which would help to show which areas would gain and which would lose, and how this would affect the time savings. It is important to note that the benefits from transport agglomeration (basically putting more people and businesses within a certain time distance of each other) can also occur through the opposite – one area within or adjacent to a functioning urban region (FUR) becomes more attractive and reduces the number of businesses in another. This is particularly the case in terms of orbital road networks, because public transport is traditionally strongest for radial journeys to the established centre.

Put simply, making it easy to drive to a peripheral location will encourage businesses to locate there and employees will find it easier to drive to work than take public transport to the centre. There is nothing in the new guidance which undermines the economic analysis submitted as part of the consultation.



## Annex

Map showing major redistribution of flows towards the Eastern section of A6 MARR





## **SEMMMS A6 Manchester Airport Relief Road: Air quality and climate change implications**

### **A response to the planning application by Friends of the Earth England, Wales & Northern Ireland**

#### **Introduction**

Since the original South East Manchester Multi Modal Study (SEMMMS) study which was completed in 2001, there has been no full up-to-date review of the need for the A6 to Manchester Airport Relief Road (A6 MARR) against other non-road building options to address congestion problems, despite a national flattening out in traffic growth, <sup>1</sup> changes to travel patterns, new legislation on air quality and climate change, and new evidence emerging to drive policy decisions, for example on the urgency for action on climate change.

The planning application is being presented in isolation from other major infrastructure development that would add to cumulative emissions, air pollution and climate change – including the wider network of SEMMMS roads, Manchester Airport City Enterprise Zone, plans for Woodford Garden Village on land at the former Woodford Aerodrome site south of the A6-MARR and plans for a major new settlement east of Handforth at the junction of the A555 and the A34. The three local authorities are therefore unable to form a holistic view of the overall cumulative climate change and air quality impacts from linked planned development – and, importantly, to adjust plans accordingly in line with legal air quality and climate change targets.

#### **Air quality issues and evidence**

Air pollution is a serious problem in the UK, and reduces life expectancy by an average of seven to eight months, with equivalent annual health costs estimated to be up to £20 billion a year <sup>2</sup>. Road transport is a major source of air pollution, and is estimated to be responsible for £5 - £11 billion per annum of the wider costs of transport in urban areas <sup>3</sup>.

The European Commission has declared 2013 as the 'Year of Air', with new proposals on improving air quality across Europe to be developed this year. The EC cites emissions from traffic on roads as one of the key contributors to air pollution, which in turn is cited as the main cause of lung conditions such as asthma, with twice as many sufferers today compared to 30 years ago, and as the cause of over 350,000 premature deaths in the EU every year <sup>4</sup>.

Children are particularly at risk, with epidemiological studies for the World Health Organisation showing that symptoms of bronchitis in asthmatic children increase in association with long-term exposure to NO<sub>2</sub> <sup>5</sup>.

The World Health Organisation's specialised cancer agency has classed outdoor air pollution as carcinogenic to humans in relation to lung cancer, and is classified as Group 1, signifying there is 'sufficient evidence' of a 'causal relationship' <sup>6</sup>.

1 Department for Transport road traffic statistics 2012, table TRA5102

<https://www.gov.uk/government/organisations/departement-for-transport/series/road-traffic-statistics>

2 UK Air Quality Strategy, 2007 [www.defra.gov.uk/environment/airquality/strategy/index.htm](http://www.defra.gov.uk/environment/airquality/strategy/index.htm)

3 Air pollution: Action in a Changing Climate, 2010 <http://www.defra.gov.uk/publications/2011/04/13/pb13378-air-pollution/>

4 [http://ec.europa.eu/research/infocentre/article\\_en.cfm?id=/research/headlines/news/article\\_13\\_01\\_16\\_en.html&item=Infocentre&artid=28973](http://ec.europa.eu/research/infocentre/article_en.cfm?id=/research/headlines/news/article_13_01_16_en.html&item=Infocentre&artid=28973)

5 <http://www.who.int/mediacentre/factsheets/fs313/en/index.html>

6 [http://www.iarc.fr/en/media-centre/iarcnews/pdf/pr221\\_E.pdf](http://www.iarc.fr/en/media-centre/iarcnews/pdf/pr221_E.pdf)

## Air quality legal and policy context

Legal standards for ambient air quality are set out in the 2008 Ambient Air Quality Directive, EC Directive 2008/50/EC, which prescribes limits for a number of concentrations of pollutants that affect public health, including particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2) <sup>7</sup>. The 2008 Directive was transposed into English law through the Air Quality Standards Regulations 2010 and the Government's National Air Quality Strategy.

Under the Environment Act 1995 Part 4, local authorities are also required to review air quality in their area and introduce Air Quality Management Areas (AQMAs) in locations where air quality objectives are not met and to set out measures to reduce concentrations of air pollutants.

The EU Directive 2008/50/EC stipulates that compliance with the NO2 limit values should have been achieved by 01/01/2010, but allowed Member States to postpone this attainment date until 01/01/2015 provided air quality plans are established demonstrating how the limit values will be met by this extended deadline.

In a recent Supreme Court ruling, the Government was found to be in breach of article 13 of the EU Air Quality Directive <sup>8</sup>. Under the EU's Air Quality Directive, the Government should be forced to provide the European Commission with plans for reducing nitrogen dioxide levels by 1 January 2015 in 17 regions of the UK.

Clean Air London has recently lodged a complaint with the European Commission under the Directive 2008/50/EC regarding removal of the M4 bus corridor despite it causing aggravated, unmitigated and ongoing breaches of the annual NO2 limit value <sup>9</sup>. The Directive stipulates that limit values must be applied everywhere in a zone where the public has access, and does not allow for a balancing of improvement and worsening.

The Highways Agency has recently ruled out hard shoulder running between junctions 8 and 18 of the M60, covered by the Greater Manchester AQMA, because of the detrimental impact it would have on air quality. In a precedent-setting decision, the Agency's environmental assessment concluded that allowing more cars to use the road between Swinton and Sale would breach UK and EU standards protecting public health and the natural environment.

In their consultation report <sup>10</sup>, the Highways Agency stated that:

*"We looked extensively at the option to provide all-lane running on the M60 section between junctions 8 and 18. However, our environmental assessment concluded that creating this improvement would result in an increase in traffic using the motorway which would then have a detrimental affect [sic] on air quality. Poor air quality is a concern for the UK and across much of Europe, despite air being cleaner now than at any time since the industrial revolution.*

<sup>7</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:152:0001:0044:EN:PDF>

<sup>8</sup> [http://www.supremecourt.gov.uk/decided-cases/docs/UKSC\\_2012\\_0179\\_Judgment.pdf](http://www.supremecourt.gov.uk/decided-cases/docs/UKSC_2012_0179_Judgment.pdf)

<sup>9</sup> <http://cleanairinlondon.org/legal/government-treats-limit-values-with-contempt-by-m4-bus-lane/>

<sup>10</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/255525/M60\\_J8\\_-\\_M62\\_J20\\_MMM\\_Consultation\\_Document\\_SI\\_November\\_final\\_061113\\_1030\\_doc\\_\\_attachment\\_.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/255525/M60_J8_-_M62_J20_MMM_Consultation_Document_SI_November_final_061113_1030_doc__attachment_.pdf)

*There are UK and European standards designed to protect human health and sensitive ecological habitats which we cannot ignore; as a result we are unable to take this proposal of making the hard shoulder available to traffic on this section at this time. We are committed to delivering solutions to minimise the air quality impacts resulting from traffic using our network and are working to develop further solutions that will help improve this section of our network that comply with statutory air quality limits.” (emphasis added)*

The Greater Manchester Local Transport Plan 3 (LTP3) acknowledges that the 2010 requirements for NO<sub>2</sub> concentrations have not been met, but does not set out how transport planning decisions will enable the 2015 deadline to be met <sup>11</sup>. Despite the focus on meeting EU limits on NO<sub>2</sub>, the Greater Manchester Air Quality Strategy and Action Plan <sup>12</sup> ‘made very little difference’ (LTP3 section 9.3) to NO<sub>2</sub> concentration at most road side locations.

The National Planning Policy Framework states in relation to air quality:

Para 109. *“The planning system should contribute to and enhance the natural and local environment by: - preventing both new and existing development from contributing to or put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;”*

### **Greater Manchester health inequalities**

It is recognised that South Manchester and Wythenshawe have higher cancer rates than Manchester as a whole:

*“The mortality rate for all cancers for people under 75yrs in South Manchester is on the whole above the average rate for Manchester (153.5 per 100,000), Didsbury East and Didsbury West are the only two wards below the average. The data for cancer mortality rates in Wythenshawe shows that 3 of the 5 wards exceed the city average; Northenden (177.7 per 100,000), Sharston (168.9 per 100,000) and Baguley (154.9 per 100,000) <sup>13</sup>”*

The latest Public Health Outcomes Framework Indicator, Figure 3.01 for Fraction of all-cause adult mortality attributable to long-term exposure to current levels of anthropogenic particulate air pollution for the three authorities within the scheme boundary are Manchester 5.4%, Stockport 5.2% and Cheshire East 4.5% <sup>14</sup>. It is recognised that South Manchester and Wythenshawe have higher AAACM rates than Manchester as a whole:

*“In South Manchester and Wythenshawe there is significant variation between wards for all age all cause mortality (AAACM). Chorlton Park, Old Moat Northenden, Baguley and Sharston have relatively high rates when compared to Manchester as a whole <sup>15</sup>”*

<sup>11</sup> [http://www.tfgm.com/journey\\_planning/LTP3/Documents/Greater\\_Manchester\\_Local\\_Transport\\_Plan\\_Core\\_Strategy.pdf](http://www.tfgm.com/journey_planning/LTP3/Documents/Greater_Manchester_Local_Transport_Plan_Core_Strategy.pdf)

<sup>12</sup> [http://www.tfgm.com/journey\\_planning/LTP3/Documents/Air-Quality-Strategy-and-Action-Plan.pdf](http://www.tfgm.com/journey_planning/LTP3/Documents/Air-Quality-Strategy-and-Action-Plan.pdf)

<sup>13</sup> NHS Manchester PNA Consultation, September 2010. [http://www.manchester.nhs.uk/document\\_uploads/PNA/PNA%20Framework%20section3.pdf](http://www.manchester.nhs.uk/document_uploads/PNA/PNA%20Framework%20section3.pdf)

<sup>14</sup> <http://www.phoutcomes.info/public-health-outcomes-framework#gid/1000043/pat/6/at/102/page/3/par/E12000002/are/E06000049>

<sup>15</sup> NHS Manchester PNA Consultation September 2010. [http://www.manchester.nhs.uk/document\\_uploads/PNA/PNA%20Framework%20section3.pdf](http://www.manchester.nhs.uk/document_uploads/PNA/PNA%20Framework%20section3.pdf)

### **AQMAs affected by the A6 MARR**

An AQMA has been declared for Greater Manchester, parts of which overlap with the A6 MARR scheme. Twelve AQMAs have been declared in Cheshire East including in Disley, to the south east of the A6 MARR. Comment on the implications of the scheme on these AQMAs is contained in the next section.

The UK Air Pollution report 2011 found that annual mean concentrations of NO<sub>2</sub> beside busy urban roads frequently exceed 40 µg m<sup>-3</sup>, the limit value set by the European Union to protect human health. The report showed that the Greater Manchester agglomeration had locations with measured or modelled mean NO<sub>2</sub> concentrations higher than the 40 µg mean limit <sup>16</sup>.

Greater Manchester is not due to meet legal NO<sub>2</sub> limits until 2020, which puts the UK, and in turn Greater Manchester authorities, at risk of large fines of up to £300 million <sup>17</sup>. The LTP3 acknowledges that 'financial penalties may have a significant impact on future budgets' yet this financial and legal risk has not been taken into account in the Business Case nor Planning Statement.

The 2011 UK Air Pollution report also shows that the Manchester South air quality monitoring station, on Styal Road near the western end of the A6-MARR scheme, recorded four days of exceedances for ozone concentrations <sup>18</sup>. Ozone is a harmful air pollutant and potent greenhouse gas, which can be transported large distances by weather.

The Greater Manchester LTP 3 Air Quality Strategy and Action Plan states that detailed assessment and air quality modelling is being carried out by the Greater Manchester Transportation Unit through the Greater Manchester Emissions Dispersion project (Para 2.4) to provide a forecast for emissions for 2015/16, yet this is not referred to in the Environment Statement <sup>19</sup>.

### **Air quality impacts of scheme**

The Planning Statement has summarised air quality impacts as:

**"7.2.13 The EIA has demonstrated that Nitrogen Dioxide (NO<sub>2</sub>) concentrations will fall at approximately 79% of receptors whilst 2% will be unchanged and 19% will experience an increase. Particulate Matter (PM<sub>10</sub>) concentrations are predicted to fall at approximately 61% of receptors whilst 22% will be unchanged and 17% will experience an increase.**

**7.2.14 The EIA has demonstrated that implementation of the proposed development is expected to result in a small increase in regional emissions associated with increased vehicular use of the road network." (emphasis added)**

<sup>16</sup> [http://uk-air.defra.gov.uk/library/annualreport/air\\_pollution\\_uk\\_2011\\_issue\\_2.pdf](http://uk-air.defra.gov.uk/library/annualreport/air_pollution_uk_2011_issue_2.pdf)

<sup>17</sup> <http://www.guardian.co.uk/environment/2010/jun/03/uk-warning-london-air-quality>

<sup>18</sup> [http://uk-air.defra.gov.uk/library/annualreport/air\\_pollution\\_uk\\_2011\\_issue\\_2.pdf](http://uk-air.defra.gov.uk/library/annualreport/air_pollution_uk_2011_issue_2.pdf)

<sup>19</sup> [http://www.tfgm.com/journey\\_planning/LTP3/Documents/Air-Quality-Strategy-and-Action-Plan.pdf](http://www.tfgm.com/journey_planning/LTP3/Documents/Air-Quality-Strategy-and-Action-Plan.pdf)

The map of impacts of the scheme on annual mean NO<sub>2</sub> concentrations shows a 'slight adverse' effect in the Disley AQMA on annual mean NO<sub>2</sub> concentrations and in the Greater Manchester AQMA south of Hazel Grove on the A6.

The traffic assessment identifies traffic increases in Wythenshawe (south of Simonsway) to the north of the A6 MARR, and Handforth, High Lane and Disley to the south of the A6 MARR (9.10). It also outlines an increase in traffic on certain routes: the A6 between High Lane and Disley; the A34 between the A555 and Dean Row Road; A555 between the B5358 (at Handforth) and A5102 (at Woodford/Bramhall); and M56 between junctions 5 and 7 <sup>21</sup>. Figure 9.1 shows significant increases of over 5% in annual average daily traffic flow at points in Wythenshawe, Handforth, Poynton, Hazel Grove, High Lane, Disley and Newtown for 2017 with the A6 MARR than without.

With proposed mitigation Figure 9.3 and Table 9.3 show that significant traffic increases of between 25-30% continue to be expected on the A6 through High Lane and Disley; mitigation in Wythenshawe may lead to increased traffic flows on Simonsway; and mitigation on Gillbent Road may lead to increased traffic on the A34 north of the A34/B5094. Figure 9.3 shows significant increases of traffic flow of more than 5% with mitigation continue to be shown for parts of Wythenshawe, Handforth, Poynton, High Lane, Disley and Newtown.

Table 8-12 in the Environmental Statement shows annual exceedances for NO<sub>2</sub> of >40 µg m<sup>-3</sup> within AQMAs. The scheme is **predicted to increase the number of annual exceedances in Disley**, from 85 in the Do Minimum scenario to 88 in the Do Something.

EU air quality legislation is clear that **limits must be met everywhere in an air quality management zone, and air quality cannot be worsened where pollution is already over EU legal limits**, as is the case with the Greater Manchester AQMA and Cheshire East's AQMA at Disley. Any new development granted in an area with pollution levels already breaching limits, that would worsen air quality, would leave the UK at risk of large financial penalties. In their response to the NW TAR consultation response of January 2013, the project team failed to address the legal implications of adding to exceedances of NO<sub>2</sub> levels in areas where pollution levels already breach EU standards.

It is also important to note the limits of the traffic forecasting, which does not consider induced traffic. Induced traffic occurs when a greater volume of traffic is generated as a result of extra road capacity, and evidence of this has been well documented. If induced traffic is not fully included in the assessment of the scheme, the traffic and resultant air pollution and carbon emissions will be underestimated.

<sup>20</sup> <http://www.semmms.info/140683/435117/639723/airquality>

<sup>21</sup> <http://a6marr.stockport.gov.uk/746597/760095/760276>

<sup>22</sup> <http://a6marr.stockport.gov.uk/746597/760095/760276>

Goodwin, P. Empirical evidence on induced traffic; Transportation Vol 23 Issue 1 1996; SACTRA report 1994, Trunk Roads and the Generation of Traffic concluded that 'induced traffic can and does occur, probably, quite extensively' (para 10) and 'the economic value of a scheme can be overestimated by the omission of even a small amount of induced traffic' (para 12) <http://www.dft.gov.uk/publications/trunk-roads-and-the-generation-of-traffic/>; Beyond Transport Infrastructure: Lessons for the future from recent road projects <http://www.transportforqualityoflife.com/u/files/Beyond-Transport-Infrastructure-fullreport%20July2006.pdf>



## Climate Change issues and evidence

The latest Intergovernmental Panel on Climate Change Fifth Assessment Report was published in September 2013 <sup>23</sup>. It confirmed that warming of the climate was unequivocal and that it is extremely likely that human influence is the dominant cause of the observed warming.

Its Headline Statements from the Summary for Policymakers <sup>24</sup> included the following excerpts:

*"Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased."*

*"Human influence on the climate system is clear. This is evident from the increasing greenhouse gas concentrations in the atmosphere, positive radiative forcing, observed warming, and understanding of the climate system."*

*"Continued emissions of greenhouse gases will cause further warming and changes in all components of the climate system. Limiting climate change will require substantial and sustained reductions of greenhouse gas emissions."*

Climate change has led to changes in climate extremes such as heat waves, record high temperatures and, in many regions, heavy precipitation in the past half century <sup>25</sup>. It is clear that bold action to radically reduce greenhouse gas emissions is urgently required, not business as usual.

In its latest annual progress report, the Committee on Climate Change, the government's independent advisors and statutory body reporting to Parliament on greenhouse gas emission reductions, found that the pace of measures needed to reduce emissions in the UK needs to increase fourfold to meet legal targets <sup>26</sup>.

## Climate change legal and policy context

The Climate Change Act 2008 introduced a binding reduction target requiring the UK to reduce its emissions by at least 80% by 2050 against 1990 levels and a reduction of at least 34% by 2020 <sup>27</sup>. It also introduced a long-term framework for managing emissions through a system of national carbon budgets, which place caps on the total quantity of greenhouse gases permitted in the UK over a specified time.

<sup>23</sup> [http://www.climatechange2013.org/images/uploads/WGIAR5\\_WGI-12Doc2b\\_FinalDraft\\_All.pdf](http://www.climatechange2013.org/images/uploads/WGIAR5_WGI-12Doc2b_FinalDraft_All.pdf)

<sup>24</sup> [http://www.ipcc.ch/news\\_and\\_events/docs/ar5/ar5\\_wg1\\_headlines.pdf](http://www.ipcc.ch/news_and_events/docs/ar5/ar5_wg1_headlines.pdf)

<sup>25</sup> [http://www.ipcc.ch/news\\_and\\_events/docs/srex/srex\\_press\\_release.pdf](http://www.ipcc.ch/news_and_events/docs/srex/srex_press_release.pdf)

<sup>26</sup> [http://hmccc.s3.amazonaws.com/2012%20Progress/CCC\\_Progress%20Rep%202012\\_bookmarked\\_singles\\_1.p](http://hmccc.s3.amazonaws.com/2012%20Progress/CCC_Progress%20Rep%202012_bookmarked_singles_1.p)

Df

<sup>27</sup> <http://www.legislation.gov.uk/ukpga/2008/27/contents>



The Government set out plans for achieving the emissions reductions committed to in the first four carbon budgets up to 2027 in The Carbon Plan published in December 2011 <sup>28</sup>. The 2023-27 carbon budget requires a 50% reduction on 1990 levels.

Emissions for the transport sub-sector, which accounts for 24% of overall UK emissions, are dominated by the car: 58% car, vans 12%, Heavy Goods Vehicles 17%. The Carbon Plan shows that the transport sector should reduce its emissions from 137 million tonnes of CO<sub>2</sub> (MtCO<sub>2</sub>) in 2009 to 116 MtCO<sub>2</sub> by 2030, a fall of 15%. The Plan sets out that sustainable travel choices are a key element of the Government's strategy for de-carbonising travel. A report by the Committee on Climate Change in 2012 concluded that local government is key to meeting national greenhouse gas emission targets, and the sector has the potential to significantly impact on the UK's scale and speed of emissions reductions. It highlighted the influence local authorities have over key emitting sectors including surface transport, and the importance of designing and implement local sustainable transport plans, enhancing public transport and promoting sustainable travel, and land-use planning that delivers sustainable patterns of development.

At the regional level, the North West Climate Action Plan and refresh set out a vision for a low carbon and well adapted region by 2020 <sup>29</sup>. The action plan sets out that by 2020 public transport and car sharing are the mode of choice for many journeys and walking and cycling will be preferred for short journeys. As a result of this approach, which clearly excludes road-building, the action plan says that road congestion and health will be improved.

At the sub-regional level, the Greater Manchester Climate Strategy was launched in July 2011, setting out a plan to build a low carbon economy by 2020 and reduce collective carbon emissions by 48%. The 'Mini-Stern' for Manchester found that inaction on climate change could cost the Greater Manchester economy £20 billion by 2020 <sup>31</sup>.

### National and local planning policy

The National Planning Policy Framework states that:

**Para 30 "Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion."**

**Para 93 "Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development." <sup>32</sup> (emphasis added)**

<sup>28</sup> <http://www.decc.gov.uk/assets/decc/11/tackling-climate-change/carbon-plan/3702-the-carbon-plan-delivering-our-low-carbon-future.pdf>

<sup>29</sup> [http://www.grabs-eu.org/membersArea/files/NW\\_England.pdf](http://www.grabs-eu.org/membersArea/files/NW_England.pdf) and North West Climate Change Plan, 2006 [http://www.4nw.org.uk/downloads/documents/nov\\_06/nwra\\_1163093027\\_North\\_West\\_Climate\\_Change\\_Acti.pdf](http://www.4nw.org.uk/downloads/documents/nov_06/nwra_1163093027_North_West_Climate_Change_Acti.pdf)

<sup>30</sup> [http://www.manchester.gov.uk/info/500117/green\\_city/3833/climate\\_change\\_and\\_energy/1](http://www.manchester.gov.uk/info/500117/green_city/3833/climate_change_and_energy/1)

<sup>31</sup> [http://www.deloitte.com/assets/Dcom-UnitedKingdom/Local%20Assets/Documents/UK\\_GPS\\_MiniStern.pdf](http://www.deloitte.com/assets/Dcom-UnitedKingdom/Local%20Assets/Documents/UK_GPS_MiniStern.pdf)

<sup>32</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

The Manchester Local Plan Core Strategy contains a target for reduction in carbon emissions by 41% from 2005 levels by 2020, and the following Spatial Objectives:

*"SO1. Spatial Principles*

*Provide a framework within which the sustainable development of the City can contribute to halting climate change".*

*"SO6. Environment*

*Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors."*

The Stockport Core Strategy contains the following:

*"Objective 1 Sustainable Development: Addressing inequalities and climate change*

*The Core Strategy will support, enable and encourage development that is environmentally, socially and economically sustainable so as to address the key issues of climate change and inequalities. It will achieve this by .... d. Actively requiring development to contribute to a reduction in the Borough's carbon footprint"*

The emerging Cheshire East Local Plan (Pre-submission core strategy draft) includes:

*"Policy SD1 Sustainable Development in Cheshire East ... to use appropriate technologies to reduce carbon emissions and create a low carbon economy"*

*"Policy CO Sustainable Travel and Transport 'To deliver a safe, sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport the Council will expect development to: Reduce the need to travel..."*

The Vision for Cheshire East in 2030 is:

*"Cheshire East will have made a significant contribution to reducing carbon emissions and tackling climate change through the high energy efficiency of new and existing buildings; generation of renewable energy; and sustainable patterns of development that enable a high proportion of people to travel by public transport, cycle or on foot."*

### **Climate change impacts of scheme**

Overall additional CO2 emissions of the scheme are predicted to be 11,586 tonnes (table 8-22). In the context of the UK's legal commitment to reduce greenhouse gases by at least 80% by 2050, in line with climate science, **an increase of 11,586 tonnes of carbon dioxide** deposited into the atmosphere for the opening year of 2017 is an extremely negative outcome in terms of climate change impacts.

We strongly reject the assertion in the Business Case that the scheme has a 'neutral impact on greenhouse gas emissions' <sup>33</sup>. The scheme clearly fails one of its key objectives to 'support lower carbon travel' (Planning Statement 1.3.1). The NWTAR January 2013 consultation submission highlighted the unacceptability of an increase in carbon dioxide (in the context of the radical reductions needed) and a failure to meet a key objective, yet the response from the project team merely repeats sections of the Business Case rather than addressing this fundamental problem of the scheme.

The conclusion to the Planning Statement claims (5.2.33) that the scheme 'will help to promote sustainable travel, which would contribute towards cutting greenhouse gas emissions through reducing dependence on the private car' which in light of the increased traffic flows predicted, induced traffic not included, and absolute increase in carbon emissions is entirely illogical.

### **Lack of consideration of alternative options**

Carbon reduction has been cited as one of the objectives of the scheme, and with an additional 11,586 tonnes it clearly fails to meet that, and in fact makes it worse. It is unacceptable that alternative options including a public transport improvement and cycling and pedestrian infrastructure only option, without the A6 MARR, have not been considered.

The planning application for the A6 MARR has been presented in isolation from other linked planned major infrastructure schemes and therefore cumulative emissions have not been forecast and considered. In particular, the lack of up to date traffic generation forecasts for the expansion of the Manchester Airport City Enterprise Zone, which is central to the strategic economic case made for the A6 MARR, does not allow a true climate change impact assessment to be carried out.

Notwithstanding the above, taken at face value the scheme's claims to have a negligible change in overall emissions show that the scheme will therefore make no contribution towards the three councils' core objectives for 'lower carbon emissions' (Business Case para 3.12 and Tables 3.2 to 3.4) and the commitment to reduce carbon emissions in line with UK Government targets, as set out in Greater Manchester LTP3. This raises the question of whether such significant sums of public money should be spent on a scheme which will make, at best, no contribution towards lowering carbon emissions and in fact lead to an increase.

Alternative non-road options to address congestion problems, which could also make greater contributions towards meeting carbon reduction and air quality targets, have not been considered and appraised. This is despite new legislation on climate change and air quality having come into force, and new evidence (IPCC 2013) on the scale and urgency to tackle the problems, since the SEMMMS process started.

<sup>33</sup> <http://www.semmms.info/140683/638805/a6tomanchesterairportmsbc> p.15

Measures aimed at promoting sustainable travel modes would contribute to both climate change and air quality objectives, and tackle congestion. Defra's 2010 document, *Air Pollution: Action in a Changing Climate*, sets out the need to align air quality and climate change strategies in order to identify options with the highest economic returns.

When considering overall economic benefits of transport infrastructure schemes, there is clear evidence that cycling infrastructure schemes in particular provide some of the highest returns on investment when considering overall economic benefits.

The Business Case states that the pedestrian and cycle route adjacent to the new road will support 'the step-change in provision of infrastructure for non-motorised modes required to encourage more people to choose cycling and walking as an alternative to the car' (para 2.19) yet nowhere is this backed up by evidence, nor is the option of a new path and cycleway without the road presented and appraised. Furthermore, the cost benefit analysis indicates a public transport disbenefit, due to modal shift from bus to car.

In 2013, Greater Manchester developed the 12 year Velocity (Cycling City Ambition Grant) vision – but has yet to allocate the funding to realise this vision. The £300 million earmarked for the 6 miles of A6 MARR road would enable Greater Manchester to meet the All Party Parliamentary Cycling Group (APPCG) funding target of £10 per person per year across the whole of Greater Manchester for 12 years – this would help deliver truly innovative and transformative transport solutions.

### **Reasons for refusal**

The proposed road scheme conflicts with national (NPPF) and local policies and targets on air quality and climate change.

The road will increase air pollution in a number of residential areas across the scheme's area, and significantly in the Greater Manchester and Disley AQMA where pollution levels already exceed NO<sub>2</sub> limits. A precedent has been set by the Highways Agency decision to not proceed with hard shoulder running on the M60 on air pollution grounds, and the Supreme Court ruling that the UK is in breach of the Air Quality Directive. Were the scheme to go ahead this would open up the UK to the risk of infringement action.

The IPCC Fifth Assessment issued a stark warning on the urgency and scale of action required to reduce carbon emissions and avoid dangerous climate change. Rather than contributing towards an 80% reduction in carbon dioxide emissions by 2050, the scheme is forecast to deliver an increase in emissions.

On the above grounds, and because alternative non-road options have not been considered, the planning application must be refused.

**Helen Rimmer, North West Friends of the Earth Campaigner**

**December 2013**

<sup>34</sup> <http://www.defra.gov.uk/publications/2011/04/13/pb13378-air-pollution/>

<sup>35</sup> Department for Transport, 2010, *Cycling Demonstration Towns Development of Benefit-Cost Ratios*

## **A6 to Manchester Airport Relief Road**

### **HEALTH IMPACT ASSESSMENT CRITIQUE by David Butler and Anon**

The Health Impact Assessment for the A6 to Manchester Airport Relief Road (A6 MARR) was produced by the Institute of Occupational Medicine (IOM), described as "a major independent centre of scientific excellence in the fields of occupational, environmental and public health, hygiene and safety", and specifically by the Centre for Health Impact Assessment (IOM CHIA). IOM was originally part of Edinburgh University, funded through the coal industry. It has charitable status, and now employs around 140 staff.

#### **Section 1**

Outlines the scheme and the SEMMMS context.

#### **Section 2 & 3**

Explains what a HIA is, and the approach that this study adopts. The definition it sets out is the generally accepted one, with the key elements being to judge the impact on health, and the making of recommendations to enhance positive impacts and mitigate negative impacts. The report uses the World Health Organisation's (WHO) model of health, encompassing both bio-medical and social aspects.

The authors see this as an "intermediate level, in depth HIA" – ie "detailed desktop analyses with some focused stakeholder consultation or feedback, e.g. stakeholder workshops and interviews that take weeks and months to carry out".

Other impact assessments, particularly the Environment Assessment, inform it, along with feedback from the more general consultations that have taken place. They also carried out three specific HIA workshops.

The report describes three impact zones – 200m either side of the road, 1km either side, and the administrative boundaries of Manchester, Stockport & Cheshire East.

It sets out the main health determinants that might result from the project: non infectious/ chronic diseases (including effects of air, water, soil, noise pollution), physical injury (accidents), mental health, employment, housing, transport, social capital, leisure & recreation, lifestyle (including physical activity), and land and spatial effects.

The authors acknowledge two major limitations: the use of ward level data as a surrogate for "areas 200m either side of road", and the inevitability of the "complexity of impacts being lost in assessment of positive/negative impact at general population level".

Regarding page 18, para. 2.49. In describing the HIA it refers to the follow up which can involve a detailed Health Management Plan. However, no Health Management Plan has been produced.

Page 12, para 3.12.1, acknowledges the limitations of HIA using ward data but states:

*"some impacts on sensitive sites have been considered eg Queensgate Primary School"*

It is unclear what other sensitive establishments have been considered and there is no definition of what is determined to be sensitive.

Para. 3.12.2 boldly states that the identified limitations have not affected the overall accuracy of the HIA.

#### **Section 4**

Describes the scheme, and the predicted traffic flows in 2017 and 2032. It sets (4.12) out the traffic mitigation measures, including traffic management during the construction period, and after the road is built.

Para. 4.1.2 identifies the fact that there will be four new rail crossings if the scheme goes ahead but not whether or not there would be any disruption to rail commuters during the construction.

Para. 4.8.1 states:

*"Lighting will be provided at new and existing junctions"*

It is worth noting here that Cheshire East Council (CEC) recently had to switch lights back on over a stretch of road due to protests from a cyclist group. Whilst NW TAR does not endorse light pollution it recognises the need for safety. It is to be hoped/ assumed that junctions would be properly lit.

Para. 4.12.2 states:

*"SMBC, CEC and DCC have committed to working together to develop [a] modal shift strategy for A6 to Derbyshire..."*

This is hardly a definitive commitment.

Para. 4.12.6 refers to predicted increases in traffic in Handforth Centre which, the report claims, are to be mitigated by local traffic management measures. This is another non-specific statement. NW TAR envisage the effects of any mitigation being undermined by Cheshire East's major development proposals for a new settlement to the east of Handforth on Green Belt.



## Section 5

Sets out the policy context:

*National* (Carbon plan, Air Quality strategy, Sustainable Local Transport, Active Travel Strategy, Noise policy, etc)

*Local* (GM LTP3, Cheshire E LTP).

## Section 6

...is the 'health and wellbeing profile' which provides the population baseline for the assessment. It covers all the available public data, concentrating particularly on Census information. It is very detailed, and illustrates the fact that the areas immediately affected by the scheme are fairly affluent, with the exception of Woodhouse Park in Manchester, and the area of social housing in Handforth. Generally there are low levels of deprivation, high levels of owner occupation, and high car ownership. The 2011 census journey to work figures are revealing: in Cheshire East the mode of travel to work was 50% by car, 6% on foot, 1% by bus, 1% by cycle. The equivalent Stockport figures are: 49%, 5%, 1% and 1%.

A lot of this section appears to be 'padding' and seems to be relatively irrelevant.

The modal share of journeys to work is worth highlighting in the seven Stockport wards as this identifies the need for implementation of a true multi modal strategy.

The following figures appear: 49% travel by car, 5% foot, 7% Public transport, 1% by car. The remaining figures that would make up 100% are missing.

Para. 6.18 states:

*"A large proportion of the land is designated as greenbelt".*

This is the case at present but, if the road were to go ahead, along with all the development proposals along it, this narrow area of Green Belt between Greater Manchester and Cheshire East could easily disappear.

## Section 7

This examines the kinds of impact that road schemes can have on health. It considers:

*Outcomes:* mental health, chronic diseases, injury & death.

*Determinants: access to services, amenities, jobs; social exclusion; physical activity; accidents, air and noise pollution, inequality.*

It is a good summary of possible impacts, and some of the points make interesting reading, for example 7.2.2 on the economic impact of roads. There is quite a comprehensive statement of the benefits of cycling and walking, and it quotes (7.2.5.9) studies showing a cost benefit ratio for cycling/walking infrastructure of 19:1. It looks at the noise impact of roads, and at accident rates on different types of roads (lower on dual carriageways). It acknowledges that traffic is now the leading source of air pollution (7.2.7.2), but notes that improving traffic flow (which is one of the alleged benefits of the scheme) decreases air pollution. The benefits/ disbenefits depend on specific location.

Paragraph 7.3.1.3 claims:

*"An out-of-town bypass may therefore reduce severance, levels of air pollution and noise for residents on existing roads while increasing them for those living near the bypass. A bypass can also increase accessibility to services and amenities for many people."*

The report also addresses other road related HIAs (para. 7.5). All have both positive and negative health impacts. They all offer better access to services, amenities and jobs, with attendant health benefits. Their impact on active travel depends on the quality and range of safe crossing places, pedestrian and cycle paths in the scheme. There are benefits and disbenefits relating to air and noise pollution, accidents, and local social interaction.

Para.7.2.2.5 generally sets out the economic benefits of road building, ie.

*"unlocking inaccessible sites for development".*

In the case of this particular, it has to be said that the road scheme would assist Cheshire East's controversial house building proposals.

## Section 8

Community views.

Key comments from the consultation were about increases in traffic generated by the road and increases on residential roads, and increases in air and noise pollution but the claims that:

*"All comments have been considered by the design team, and mitigation measures designed where possible".*

*"All comments have been considered by the design team, and mitigation measures designed where possible".*

It would have been helpful to include the specific questions asked in the Phase 1 and 2 community consultations in this section in order to be able to make informed comment/critique of the conclusions.

Para. 8.1.2 refers to the three HIA workshops but fails to provide proper reports about them or explain how invitees to the workshops were identified. In point of fact, just three stakeholders, including NW TAR and Friends of the Earth, attended the Stockport one (which was poorly promoted) and no one at all, apparently, attended the Wythenshawe event.

## **Section 9**

This covers the health impacts of the A6 MARR, which is the key section of the report.

The report looks at four geographical areas: the existing/realigned A6, the proposed new eastern section of the new road, the existing A555 and the proposed new western section leading into the airport. It says that the key facts include the increase in traffic on the A555 and increased noise and air pollution for some residents and it refers to: "complex patterns – see environmental statement"

### **Construction Phase**

Para. 4.13, page 41, refers to a 104 week construction phase also to a 39 week environmental mitigation phase but it is unclear if this is alongside the 104 week construction phase.

Para. 9.2.3, however, states that the construction phase will be 18 months long. This raises the obvious question – would the construction phase be 18 months or 2 years? Both seem to be optimistic.

Para. 9.2.4 explains that the construction would be phased.

Para. 9.210 flags up likely impacts on St James, Little Acorns Nursery and Queensgate with 50m of the boundary, the Royal School for the Deaf and one nursery (not identified) between 50 and 250 m of the boundary.

"

### ***Air pollution***

Para. 9.3.8 admits that there are areas in Greater Manchester and Cheshire East with pollution levels of NO<sub>2</sub> that exceed health guideline limit of 40ug/m<sup>3</sup>. However, it maintains that there are no areas where PM<sub>10</sub>s exceed that limit. The air quality modelling in the Environmental Statement estimates that there are 11,036 potentially sensitive "receptors" (houses, schools, hospitals, care homes, community facilities, etc.) within 200m of the A6 MARR and affected links

*Areas where levels of NO<sub>2</sub> will increase because of the scheme:* in those areas with levels above 40 ug, 209 "receptors" have NO<sub>2</sub> increases of 4+, another 407 increase by 2-4, and 1540 by 0-2. In the GM AQMA 39 receptors increase by 4+, 42 by 2-4 and 292 by 0-2 (our emphasis)

*Areas where levels of NO<sub>2</sub> decrease:* the number of receptors in areas exceeding 40 ug/m<sup>3</sup> decreases from 4566 to 3722

*Para. 9.3.8.3 estimates:*

*"Overall, 2,156 receptors will experience an increase in NO<sub>2</sub>, 193 will experience no change and 8,687 will experience a decrease"*

PM<sub>10</sub>s increases at 1,918 receptors, and decrease at 6,700. No areas currently exceed 40ug/m<sup>3</sup>, but one receptor is likely to experience an increase of more than 4 µg/m<sup>3</sup>; three receptors are likely to experience an increase of between 2-4 µg/m<sup>3</sup>; and 1,914 receptors are likely to experience an increase of between 0-2 µg/m<sup>3</sup>.

### ***Air Quality***

Para. 9.3.8.1 contains a difficult-to-follow claim, that Queensgate primary school would have a predicted significant increase in air pollution but would still be within limits. Three receptors in Disley AQMA would exceed health limits. The data presented suggests an overall fall in pollution levels with more receptors showing a decrease than increase

### ***Traffic noise:***

Of 26,064 potentially sensitive receptors about 18,600 experience increases (half of them over 1db) and 6,527 decreases.

Construction phase impacts such as dust, noise, etc are recognised and given an assessment of - "minor negative health impacts. This is counteracted with the claim that there would be new jobs.

The effects would be highly localised. The mix of positive/negative impacts vary by location, with most areas experiencing both.

*Key positive impacts:*

A key economic potential cited is the economic and employment potential along with accessibility and connectivity and the report highlights:

*"The reductions in traffic flows, congestion, noise, air pollution and visual intrusion and likely increased social capital/community cohesion in some residential areas."*

However, NW TAR would refer here to the analysis of the business case that was carried out by Alan Wenban-Smith for the first A6 MAA consultation which is downloadable from the 'consultations' page of the NW TAR website. This raised many doubts about the robustness of that case.

*Key negatives: (9.13.16)*

This covers loss of land and more on traffic and pollution aspects (for those residents close to road).

Positive/negative effects depend on opportunities for local people to benefit from construction, how construction is managed, diversion plans, maintenance of public transport, maintaining accessibility to services.

Para. 9.6.2.1 states:

*"Journey time and journey ambience are likely to improve for children taken to school by car, those who use improved cycle and footpaths to get to school. The improved cycle and foot path network is likely to increase leisure time physical activity and potential walking cycling to schools. There is likely to be an overall decrease in road traffic incidents".*

The evidence to support this does not appear in the HIA.

Para. 9.0 tackles health impacts on people on low income/unemployed people. Para. 9.10 claims the road would make it easier for unemployed people with access to a car or van to get to employment and education opportunities. Of course, it needs to be borne in mind that low income /unemployed people are the ones least likely to own a car.

Para. 9.10.2 maintains:

*"Provided that there is a policy in place that local residents near the route and Stockport, Cheshire East and Manchester residents are targeted first..... A6 MARR will likely have a positive impact on the health and wellbeing of local people who are on low incomes/unemployed"*

This claim is somewhat disingenuous. In Stockport and in Cheshire East, most residents near the route are from more affluent parts of the boroughs. In the absence of viable public transport improvements to the airport from the disadvantaged areas of Stockport, it is difficult to see how this will benefit the disadvantaged areas in the long term. The greatest benefit is clearly to car users.

Para. 9.11.1 says that the traffic modelling has taken into account the 750 to 850 homes proposed for the former BAe site at Woodford and also Airport City. And it boldly claims that, relatively speaking, there would only be small potential impacts from the numbers of additional vehicles generated by the proposed Handforth East settlement. (The new village would comprise 1,800 homes within the period of this Local Plan, plus other development, and more later) and their potential impacts are likely to be small. This is hardly an objective/quantitative statement.

Similarly, para. 9.11.2 claims that the level of land to be taken from existing green and open spaces is relatively small but fails to explain by what criteria it is being judged.

Regarding para. 9.12.1 and what it has to say on the inequality issue, we would maintain that whether or not the scheme has any positive impacts on health inequalities should be a key issues.

Para. 9.12.2 maintains that the A6 MARR could make it easier to get to other shops and services further away, although it does not attempt to quantify the percentage of longer distance trips it would generate. But, surely this is defeating the key national and local objective of 'reducing the need to travel'? If, as NW TAR (and CfBT) maintain elsewhere in this response to the A6 MARR planning application, the new road would induce a high level of new and longer traffic movements, this is an undesirable outcome. More and longer trips means more harmful emissions which in turn means poorer air quality. This point should not be 'sold' as an advantage, it is an unsustainable downside of the scheme.

Meanwhile there is yet another vague and unquantified statement in para. 9.12.5, ie.

*"Overall there is potential for the A6 MARR to provide some important positives..... in the deprived areas in Stockport....."*

No detail is presented as to how this may be realised.



And para. 9.13.4 says:

*"Less deprived areas are not experiencing a disproportionate share of the positive health and well being impacts"*

Here again, there are no references provided and it is unclear whether this is the opinion of the author or whether it is based on statistical evidence.

## Section 10

### Mitigation measures

This section covers construction impact measures: Environmental (see Environmental Statement) . The contention is that many "design" mitigations have been built into the scheme, for example keeping safe footpath access during construction, having a construction management plan and noise barriers and also :

Para. 10.2.11 states: *"20mph zones and shared spaces have been incorporated into the design of the A6 MARR at Wythenshawe (20mph zone), Handforth (shared space scheme), Disley (shared space scheme) and Bramhall (shared space scheme) to deter traffic along key residential and main local roads."*

The report suggests additional mitigation aspects (in para. 10.4) – local job recruitment, low emission lorries during construction, keep HGVs out of residential streets, monitor traffic flows, support more bus routes, active travel plans (including schools), encourage cycling & walking through engagement with local clubs (?), and monitoring noise, light and air pollution.

Para. 10.12 claims:

*"measures discussed are likely to ensure health inequalities are not widened and could potentially help reduce some of these inequalities over the long term"*

One of NW TAR's key lobbying issues is 'healthier lives', as stated on our website. If it should be the case that the A6 MARR is built, and we hope it will not be, we believe that tackling health inequalities should be seen as a major issue. The current HI record in Stockport is poor.

The main mitigation measures appear to ones to address noise and visual impact.

Transport measures relate to the protection of cycle and walking access and the provision of a cycle route along route of the road. The main traffic elements are the 20 mph zone in Wythenshawe and the shared space schemes at Handforth and Disley. It is unknown what level of funding has been set aside for these. The Poynton shared space scheme cost £4M! It is difficult to establish how far residents' suggestions regarding mitigation, set out in the 'Community Views' section, have been addressed in the package.

Regarding specific impacts eg air pollution Queensgate Little Acorns Nursery, St James high and some locations in Disley, it is not apparent how the negative impact is to be mitigated.

Para. 10.2.14 makes the rather weak statement that:

*"Discussion on developing bus routes along the A6 MARR have taken place."*

This is not adequate. It gives the impression that there are no firm commitments and no new quality bus corridors.

There is a reference in para,10.3 to additional proposed mitigation, but it is not clear what measures these are.

It is unlikely that NW TAR would disagree with any of the specifically stipulated additional mitigation measures proposed, but we query the likelihood of these being funded as an integral part of this scheme. There should certainly be more definitive plans for public transport improvements over and above extending Metrolink to Manchester Airport and adding a fourth heavy rail platform there. For instance, the long-promised Metrolink extension to Stockport from Didsbury and on to Marple, which the SEMMMS final report endorsed,, should be a committed Transport for Greater Manchester scheme, but it is not.

And more effort needs to be expounded to ensure any construction jobs benefit those living in our deprived wards (see para. 10.4.3).

## **Section 11**

This sets out some indicators that could be used to monitor/evaluate on going health impacts.

## Section 12

The HIA concludes:

*"Extensive changes have been made to the design of the A6 MARR to minimise the potential negative health and wellbeing impacts" (para. 12.1.1)*

The headline point is that the health impact is more positive than negative overall.:

Para. 12.1.2 surmises that:

*"Overall, the health and wellbeing impacts across the life of the A6 MARR are more positive than negative for the majority of residents, users of amenities and workers in Stockport, Cheshire East and South Manchester and the wards areas considered in this HIA."*

It notes that the pattern of impacts is very complex, however, with some areas and residents experiencing significant negative impacts. It notes that mitigation of negative impacts are embodied in plans, but suggests further mitigation, including:

monitoring noise and air pollution in key communities along the A6 MARR and developing additional ways of creating modal shift, in Stockport, Cheshire East and South Manchester from car and lorry traffic to travel by bus, tram, cycle and foot; in particular developing a green travel plan for the Airport City development (and green travel plans for businesses located within it) and encouraging the development of bus routes along the A6 MARR.

## Comments

Regrettably, the HIA has to restrict itself to evaluating the scheme for which it has been commissioned. It cannot, therefore, consider questions like how best to create a transport link which would have a beneficial impact on health, given a budget of £300m.....

The HIA approach endeavours to flush out the often unintended impacts of a project on health, and to help think through how to lessen the negative and enhance the positive. The impacts considered are wide ranging, from the positive effects of improving access to employment (and hence the health gains that come from higher incomes/self esteem/etc), to the negative impacts of increased accidents or the longer term impact of pollution on health. Weighing such very different impacts to arrive at an "overall balance" is a heroic task.

## Comments continued

The conclusion the report comes to, in para. 12.1.2, that the health impact is more positive than negative overall, is pretty meaningless. At best it is subjective; it is not possible to compare the potential health benefits of improved access to facilities with, say, the impact of noise pollution on mental health in any meaningfully quantifiable way.

But some of the inputs to the assessment are open to question too. The biggest health benefit is supposed to come from improved access to employment, resulting both from the economic growth that the road is predicted to deliver, and by making it easier for people to get to employment locations. This argument rests on the Business Case – which we believe to be flawed. And reduced journey times – to jobs, and to a whole range of services (which forms another of the “benefit” components) – rely on the predictions of the traffic model, which again are questionable.

The HIA doesn't really consider whether these employment-related health benefits will in fact benefit the disadvantaged areas of Stockport and there is no analysis of car ownership or accessibility to employment sites from these parts of Stockport. There is a strong likelihood the scheme will benefit current employees with cars or those unemployed who may have access to a vehicle (car ownership is lower amongst the unemployed).

The conclusions of the HIA are based on an acceptance of the Transport Assessment and Modelling and Business case, being accurate. The robustness of these has been questioned by many objectors, notably ourselves (in great detail). It needs to be borne in mind that in many cases of other road schemes the traffic predictions have been subsequently proved to be inaccurate. The HIA doesn't seem to consider or build in a degree of uncertainty.

The transport assessment/modelling does not take into account Cheshire East's proposed new settlement at Handforth East with its 1,800 homes up to 2030 and more thereafter. It does, however, take into account Airport City and Woodford Development.

There is no concrete information presented as to how accessibility by bus will be improved as a result of the scheme. It is therefore open to question as to whether the scheme would have any impact on health inequalities. The HIA is also limited in that it does not assess the likely potential knock on effects of the whole network of SEMMMS roads being built.

### Comments continued

HIA's can be good tools for helping to think through the wider consequences of actions, and to suggest ways of reducing negative impacts, but are not always helpful in coming to conclusions about the "overall" balance of benefits. The report does, quite rightly, qualify its conclusions by stressing the complexity of the pattern of benefits and disbenefits, which actually make that overall conclusion pretty meaningless. An in depth HIA would have been more appropriate given the size of this scheme and the size of the full network of SEMMMS schemes (which include the A6 Stockport North-South Bypass). But, according to the HIA, the scope of the report was determined by the Directors of Public Health of the respective areas.

The HIA also does not attempt to quantify the numbers of residents impacted negatively and seems overly qualitative. The Planning Department of Stockport Borough Council has sent consultation letters to some impacted areas. It is assumed, therefore, that some in depth analysis could have been conducted on this cohort and amongst the residents within the three impact zones, rather than merely relying on ward data. A consideration of key services within the impact zones, schools, health care establishments etc and how each specifically may be impacted could perhaps have been included rather than generalist statements.

This HIA also appears to have neglected to examine what the health impacts would have been if all the non-road recommendations in the SEMMMS final report had been enacted and if all the non-road proposals in the Manchester Airport Ground Transport Strategy had been enacted.

The report has not revisited commitments that the three promoting Local Authorities have made to reducing greenhouse gas emissions and tackling climate change. It could have attempted at assessment of how well or how poorly the principal authorities would be likely to measure against their climate change targets if this roads was built and if all the SEMMMS roads were built. The findings could then have been placed in the context of health impacts.

## Comments continued

The report underplays the importance of the scheme's impact on air pollution. The input from the Environmental Statement suggests that the overall impact on air pollution will be positive (primarily because although traffic will increase, faster moving vehicles emit relatively less pollution than those held up in traffic jams), but it also acknowledges that it will increase in some areas, including those within AQMAs. *"EU air quality legislation is clear that limits must be met everywhere in an air quality management zone, and air quality cannot be worsened where pollution is already over EU legal limits, as is the case with the Greater Manchester AQMA and Cheshire East's AQMA at Disley"* – quote from Helen Rimmer's "The A6 to Manchester Airport Relief Road: Climate change and air quality impacts" Jan 2013.

Two recent reports have emphasised the continuing link between air pollution and health: WHO *Air quality in Europe 2013*, which shows how poor air quality leads to respiratory problems, heart disease and shortened lives; and a study published in the Lancet Respiratory Medicine journal in November 2013 showing that babies born to mothers who live in areas with air pollution and dense traffic are more likely to have a low birthweight and smaller head circumference. For every increase of 5 micrograms per cubic metre in exposure to fine particulate matter during pregnancy, the risk of low birthweight in the baby rose by 18%.

The impact of noise on health is also perhaps underplayed. It will be felt not only in the "receptors" described in the report, but also by people who now use the area recreationally, and whose health may well be affected as a consequence.

Whilst acknowledging that "the close proximity of the new route to some community/recreational facilities could reduce outdoor activities undertaken in these facilities" it makes no mention of the impact on, for example, the Ladybrook Valley, which is a pleasant and popular walking route, upon which the effect will be profound. Simply keeping access points across the road does not mean that there is no other impact on users.



### **Comments continued**

The report points to the many positive mitigation measures that will be developed, and suggests some additional ones. However, there is little about junction/crossing design and the impact on non-motorised traffic– apart from:

Para. 10.3.1.3 says:

*“Ensure junctions are designed to encourage people to cross safely”*

but this appears to relate to bus stops/routes. There have been a series of meetings with Vulnerable Users, who have serious concerns about the design of junctions where the proposed multi-user path crosses other major roads. To quote from a recent letter to the design team:

*“The current design incorporates several time-consuming multi-stage signal controlled crossings of existing roads. More effective and equitable solutions are available such as bridges or underpasses, or single stage signal controls that would allow cyclists to cross junctions in the same number of stages as their fellow, motorised, road users.”*

**December 2013**

**SEMMMS A6 Manchester Airport Relief Road (A6 MARR): a walker's point of view**  
**by Janet Cuff, NW TAR Core Group member/  
CPRE Stockport District committee member/  
Stockport Walkaday Leader/lifelong rambler**

I am a longstanding walker and have walked the paths that would be affected by the line of the SEMMMS A6 Relief Road over many years for recreational purposes, particularly those at the eastern end, either as an individual or with a group of people. I object to the planning application. A new road in this location would desecrate an important green area and tranquil space.

- The area is a large 'green lung', surrounded on all sides by heavily built-up areas: Hazel Grove to the north, Poynton to the south, Bramhall to the west, and High Lane to the east. Because it is near to these built areas, people can access it easily by public transport or on foot, avoiding the need to drive further out of the urban areas for recreational walking.
- Despite the fact that the road would traverse the urban fringe, the Green Belt that would be affected has a countryside feel to it. It is a predominantly pastoral landscape, with small fields and with many hedgerows retained. When walking on paths running from the north to the south of the area, there are views of hills to the south. A good example of this is found when using paths running between Woodford Road and Lower Park Road.
- Although there is sometimes the distant noise of traffic, the area on the whole is tranquil. This will not be the case if the new road is built.
- Several old farm buildings and cottages remain. Some of these may need to be demolished to make way for the road. Even if they remain, the whole setting will be changed, so that they will lose their rural heritage appeal.
- The hedges, many of which are thought to be longstanding, contain a wide variety of trees and shrubs. In autumn, the many fruits and berries provide a valuable food source for birds. Seeing these hedges and the birds that use them as food and habitat provides extra interest for walkers.
- In the Norbury Hollow area, where walkers cross Norbury Brook from Old Mill Lane there is ancient woodland, designated as a Site of Biological Importance. Bluebells flower here in the spring. The woodland and footpath would be severely affected by the new road.

- The Ladybrook Valley Interest Trail (LVIT) – a long distance walking route - falls within the area. Guide No.7 in a series of leaflets about the LVIT states: *"As you pick your way across the (often muddy) farm tracks and trails, and take in the wonderful rural atmosphere, you will be experiencing true working countryside – so close to Stockport – in one of the most attractive parts of the Ladybrook Valley."* If the new road is built, this statement will no longer be valid.
- As stated in the main text of the Transport Assessment of the Planning Application (para. 5.51), footpath 109 running south from Old Mill Lane, set in the wooded valley along the banks of Norbury Brook, is part of the LVIT and is described in the Assessment as having high amenity value, *"reflected in the relatively large number of recreational and dog walkers that use this footpath. It is also in close proximity to the residential area that forms the southern fringe of Hazel Grove and the properties along the A6."* The new road would cross Norbury Brook at this point and, although there would be a path diversion, this "high amenity value" would be lost.
- Footpath 3, linking the dwellings on Mill Hill Hollow to the A523 is also part of the LVIT, but would be truncated by the new road, which will be a very serious loss to walkers, confirmed in para. 5.54 of the Assessment which states: *"The amenity value of the footpath is high as the route runs along the top of the wooded valley of the Ladybrook and wooded field margins."*
- Despite the fact that footpaths such as footpath 3, and the network of paths described in paragraphs 5.55 and 5.57 have good amenity value, they are described in the Assessment as being poorly used. One reason for this could be that people other than very local people are not aware of these paths. Conclusion 2 of the Information Theme of Stockport Council's Rights of Way Improvement Plan (ROWIP) states that *"improved information can increase the use of the path network"*, whilst in the Network Maintenance Theme, Conclusion 9 states that *"improvement to signage can encourage wider use of the network"*.
- Given this is a green oasis surrounded by large concentrations of population, it is an ideal area to encourage people to get out walking for their mental and physical well-being, particularly in view of government initiatives promoting regular walking as a way of reducing the likelihood of strokes and heart problems and fighting obesity. Yet there is no evidence of special efforts to publicise the area. On the contrary, information about the LVIT has declined over recent years. A series of leaflets entitled 'A short walk in the Ladybrook Valley' were produced by Stockport Council in 1997, but have not been available for some years. This valuable recreational walking area should be saved for future generations and promoted by the principal authorities.

## Appendix



37 Stafford Road

Sheffield S2 2SF

Tel: 0114 275 1649

[mail@friendsofthepeak.org.uk](mailto:mail@friendsofthepeak.org.uk)

[mail@cpresouthyorks.org.uk](mailto:mail@cpresouthyorks.org.uk)

21-11-2013

Dear Councils,

**SEMMMS A6 to Manchester Airport Relief Road Planning Applications -**

**Stockport Metropolitan Borough Council DC/053678; Cheshire East Council 13/4355M; Manchester City Council 104094/FO/2013/S2**

1. The Friends of the Peak District is the national park society for the Peak District and is run by the Peak District and South Yorkshire Branch of the Campaign to Protect Rural England (CPRE). We object to these planning applications. As the Friend's geographical remit is the Peak District National Park and wider Peak District, including High Peak, the infrastructure of the proposed road lies outside our area. Our objection is therefore based on the potential indirect impact of traffic on the Peak District National Park and wider Peak District, and directed at all three councils.

**Summary**

2. The Friends are extremely concerned that creating a west-east dual carriageway link road from Manchester Airport to the A6 near Hazel Grove, which lies adjacent to the western boundary of the Peak District National Park, would impact adversely on the Park by enabling and encouraging car and road freight traffic into and across the Park. The Business Case presented to the Department of Transport earlier this year actively promoted cross-Park travel and in our view had not assessed the potential impacts of the scheme on the National Park. We have now examined the planning application and its associated Transport Assessment and remain of that view. Until we have seen full and appropriate examination of those impacts and how the authorities propose to mitigate any adverse impacts on the Park, we object to the scheme.

**Impacts of the Scheme**

3. The scheme would create a dual carriageway between the A6 near Hazel Grove and the M56 that *'will provide much-needed connectivity for key strategic routes into the North West and to Manchester Airport, including traffic from the A6, A523 and A34 - all of which are key routes for business, leisure travel and freight from Cheshire, Derbyshire, Staffordshire, Yorkshire and beyond'*. This was described as one of the three core strategic needs for the scheme in the Business Case (Executive Summary pages 9 and 12).

President: Julia Bradbury

CPRE South Yorkshire and Friends of the Peak District are run by the Campaign to Protect Rural England, Peak District and South Yorkshire **for the countryside, for communities, for the future**

4. The Transport Assessment now identifies the need for the scheme (para 1.3) as to:
  - Relieve existing traffic congestion and address poor connectivity which constrains the economy through lengthening journey times. Current congestion reduces labour market catchments and business-to-business activity as well as creating delays on designated freight routes (e.g. the A6) which, in turn, generates productivity losses for businesses;
  - Address the current poor access to/ from the east to Manchester Airport which acts as a barrier for economic growth and regeneration;
  - Relieve current congestion problems along the A6

If all these outcomes are realised we believe that the scheme could lead to adverse impacts on the Peak District National Park.

5. The Transport Assessment para 60 recognises that the A6 is part of the national Primary Route Network and provides a strategic link between Greater Manchester and key towns in north Derbyshire including Buxton, Matlock and Chapel-on-le-Frith. It also serves New Mills and Whaley Bridge, and is a major access route for the Peak District National Park. The traffic modelling predicts a significant increase in traffic flow on the A6 through High Lane and Disley of between 25 to 30% with the A6-MARR in place. This increase is explained as a result of both background traffic growth and the reassignment of longer distance traffic as a result of the introduction of the A6-MARR.
6. In order to address this traffic increase and in response to public concern about it, a separate study is underway to consider traffic growth and demands in the wider A6 corridor. Ultimately, it is predicted *'a multimodal transport strategy is required to manage/ mitigate the predicted traffic growth and associated demands on the public transport networks in the corridor over the next twenty years, with an emphasis on achieving modal shift towards more sustainable modes.*
7. In addition, the promoting Authorities have resolved to implement a package of enhanced mitigation measures on the A6 tailored to limiting, as far as practicable, the impacts of the A6-MARR scheme through a combination of discrete local junction improvements, environmental enhancement measures, and speed management measures. The introduction of these mitigation measures reduces the predicted increased traffic flow to between 11 to 16%.
8. In response to our concerns about the Business Case for the scheme the promoters stated that the impact on the Park is insignificant and traffic growth is due to local developments in the Peak District. We do not agree. The assumptions used in the Transport Assessment in our view continue to undermine this assertion by the promoting authorities. These are (a) the small area of influence used in the modelling, (b) the assumption that traffic growth will continue despite recent trends showing a levelling off of growth, and (c) that traffic growth would be curtailed to 11-16%.

#### *Area of Influence*

9. The traffic model uses a very limited area of influence (para 7.19 & Fig 7.1) that surrounds the proposed road but does not extend further east than New Mills or into the wider Peak District. This is a major oversight. The National Park represents a national asset for enjoyment and amenity that attracts nearly 9 million visitors annually, many from Greater Manchester and Cheshire.

The Business Case forecast Appendix B5 Forecasting Report Table 6.5 & para 6.14. traffic increases of up to 33% in 2017 and up to 54% in 2032 are on the A6 Buxton Road where the National Park boundary is no more than 2 miles away and between High Lane and Disley is only yards away.

The A6 Corridor Group consists of representatives from Cheshire East Council, Derbyshire County Council, High Peak Borough Council, Peak District National Park Authority, Stockport Metropolitan Borough Council, and Transport for Greater Manchester.



The majority of these visitors arrive by car and the National Park Authority aims to get as many as possible arriving by more sustainable modes. The A6-MARR would undermine this aim by encouraging visitor journeys in and out of the Park to be continued to be made by car rather than public transport. In addition, the Sheffield City Region has longstanding aims to increase connectivity with the North West, Greater Manchester and Manchester Airport. Of the 22m passengers using Manchester Airport in 2007, about 5.1% (1.1 million) originated from South Yorkshire. Overall, 11% of passengers arrived at the Airport by public transport, although the proportion from the Sheffield City Region using the train or bus was smaller. We have not been able to find the average occupancy of each car accessing the airport but if we assume it is 2 passengers, more than 500,000 cars cross the Peak District every year to access Manchester Airport. In addition 1.9% of passengers (420,000) emanate from Derbyshire, the majority crossing the Peak District by car.

10. The A6 is the only cross-Park route mentioned although there is potential for traffic generation on the A619, A623, A57 and A624 due to long distance car commuting and freight movements. With the scheme in place the A619 and A623 corridor between the M1 at Chesterfield and the M60/M56/M6 could become an attractive alternative to the A50 or the A628 corridor. As the scheme would encourage access to the Park by car and longer distance inter-regional journeys to the airport, the area of influence for the Transport Assessment should have extended over the Peak District to South Yorkshire.
11. If the Transport Assessment were to adopt a wider area of influence, the special qualities of the Peak District National Park would come into play. As the Business Plan did not identify any traffic impacts on the Peak District from the A6-MARR, the Environmental Scoping Report did not identify the National Park as a major environmental asset requiring attention during scheme development. Consequently, the NATA worksheets concerned with landscape, noise and air quality make no assessment of the impacts of increased traffic flows on existing roads near to or crossing the Park. The Environmental Statement Vol 1 7.4.3 (October 2013) has concluded that because of the distance of the infrastructure from the Park there are no significant impacts. If journeys into and across the National Park were properly taken into consideration the Environmental Statement would have to be revisited.

#### *Trends in traffic growth and travel*

12. The assumption that traffic growth will continue does not reflect recent trends. DfT forecasts have predicted growth far greater than has occurred recently which refutes the case on which the A6-MARR is founded. Over the last decade there has been a steep decline in the number of trips/person by any mode and the annual average distance travelled per car has fallen by 11%. On all the cross-Park roads mentioned above traffic flows have levelled off during the last decade as reflected in the graph below showing all motor vehicle traffic on Derbyshire major roads. The levelling off of traffic growth within the Park helps fulfil National Park purposes (see below) and the promoting authorities should aim to reduce traffic levels on the A6, and therefore across the National Park, even further through demand management and investment in sustainable travel.

SYPTe and Sheffield City Region DaSTS Connectivity Study January 2010 Workshop Summary Note para 6.1

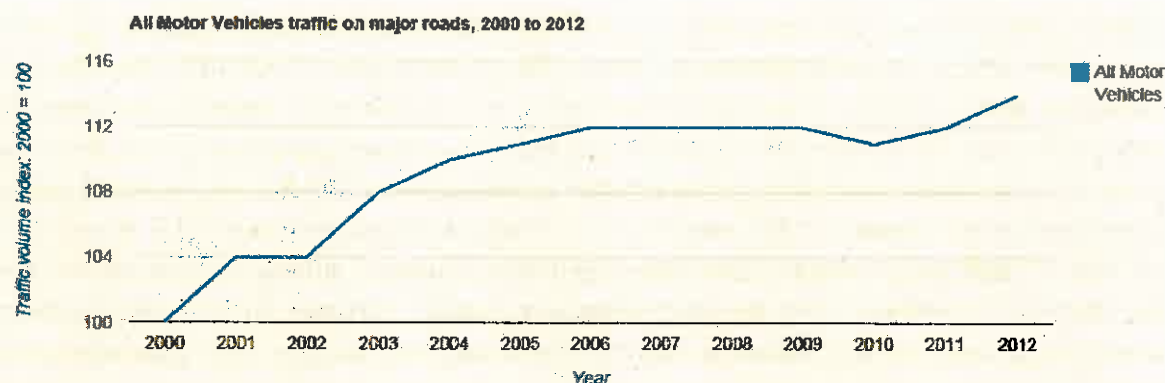
Manchester Airport Ground Transport Plan part of the Manchester Airport Master Plan to 2030, 2007

Outside the Park, the traffic increases on the A6 Buxton Road are forecast to increase substantially by up to 33% in 2017 and up to 54% in 2032.

A package of mitigation measures is being developed between the A6 Hazel Grove to Whaley Bridge aimed at assisting pedestrian and cycle safety along this length of the A6. 'In parallel, CEC, SMBC, Derbyshire County Council, Peak District and TfGM will work together to develop a modal shift strategy for the A6 to Derbyshire which will complement the public transport enhancements the Scheme will secure in terms of increased reliability and efficiency of existing bus services in the corridor.' Business Case para 2.31

Road Traffic Forecasts 2013 Department for Transport

2012 National Travel Survey <https://www.gov.uk/government/organisations/department-for-transport/sites/national-travel-survey-statistics>



### *Predicted traffic growth*

13. Traffic growth of 11-16% is unacceptable due to its impact on people and the environment. However, such growth may be an underestimate. The original South East Manchester Multi-Modal Study (SEMMMS) promotes additional road building - the Poynton Relief Road (now the Woodford-Poynton Relief Road) and the A6 to M60 bypass. The scheme incorporates neither of these but would facilitate a connection with both (Transport Assessment para 2.6). What is proposed would create effectively an outer ring road round the south east of Greater Manchester that would encourage yet more cross-National Park traffic.
14. In addition, the development assumptions presented in Appendix E of the Transport Assessment do not include possible future developments in the South Manchester Corridor. Only committed developments have been included within the core scenario, despite this being a corridor for large scale peripheral growth which would induce traffic.
15. We conclude that the flaws in the assessment of the A6-MARR outlined above underplay the full impacts of the scheme and require the scheme at the very least to be re-modelled, taking into account the full extent of the SEMMMS road schemes, future developments and the widest geography over which impacts would occur. The scheme is unsustainable. As presented it would (i) increase carbon emissions (by 11,586t annually), (ii) increase long distance commuting by car thereby favouring those who do not have to rely on public transport, undermining the use of public transport and of lower carbon modes, and increasing the risk of road accidents (iii) increase traffic impacts on local residents in the Park District and (iv) increase congestion on the A6. It therefore fails to meet the core transport objectives for Greater Manchester, as defined in its LTP3, and the objectives of the A6-MARR itself as presented in the Business Case (paras 3.88-3.89) and the Planning Statement (para 1.3.1). It should be rejected in favour of urban regeneration and investment in public transport.
16. Finally in order to ensure that the Peak District National Park receives the attention it requires by statute, we outline below its status and value.

Greater Manchester's third Local Transport Plan 2011/12 - 2015/16. Its objectives are to:

- ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties, and that other adverse health impacts are minimised;
- ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- maximise value for money in the provision and maintenance of transport infrastructure and services.

4 of 6

**Statutory requirements to consider the Peak District National Park (PDNP)**

17. The National Park designation confers the highest status of protection for landscape and scenic beauty. The statutory purposes of National Parks are:
  - i. to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks and
  - ii. to promote opportunities for the understanding and enjoyment of the special qualities [of the Parks] by the public.
18. This protection is reflected in the National Planning Policy Framework (NPPF). *'Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads'*.
19. With respect to transport planning the National Park Circular states that *'environmental quality should be the primary criterion in the planning of road and traffic management.'* *'Any investment in trunk roads should be directed to developing routes for long distance traffic which avoid the Parks.'*
20. In other words, even though the scheme would require no new infrastructure or development within the Park the potential and intended traffic generation of the scheme requires formal appraisal of its impact on the Park. Section 62 of the Environment Act 1995 places a general duty on statutory undertakers and relevant authorities, such as the local authorities promoting this scheme (Cheshire East Council, Manchester City Council and Stockport Metropolitan Borough Council) to have regard to the statutory purposes of National Parks when coming to decisions or carrying out their activities relating to or affecting land within the Parks. It has to be demonstrated that this duty has been carried out. The Friends can find no specific reference to meeting this requirement in the A6-MARR planning application.
21. A number of strategies seek to ensure these statutory requirements are met. The Peak District National Park Authority's Core Strategy (adopted 2011), Policy T1: Reducing the general need to travel and encouraging sustainable transport requires that *'conserving and enhancing the National Park's valued characteristics will be the primary criterion in the planning and design of transport and its management. Cross-Park traffic will be deterred. Modal shift to sustainable transport will be encouraged. The impacts of traffic within environmentally sensitive locations will be minimised. Sustainable access for the quiet enjoyment of the National Park, that does not cause harm to the valued characteristics, will be promoted. Demand management and low carbon initiatives will be sought where appropriate.'*
22. Policy T2: Reducing and directing traffic requires that *'Transport developments which increase the amount of cross-Park traffic or have other adverse effects on its setting and character, amenity and enjoyment will be opposed. Transport developments (including expansion of capacity, widening or a new route) that increase the amount of cross-Park traffic may be accepted but only where there is a demonstrable long term net environmental benefit within the National Park.'*
23. Derbyshire County Council's third Local Transport Plan aims to

Environment Act 1995, Section 61

National Planning Policy Framework, 2012, para 115

English National Parks and the Broads, UK Government Vision and Circular 2010, paras 84 & 85



- 'Make the best use of what its got;
- Efficient Heavy Goods Vehicle routeing e.g. aiming to avoid villages or the Peak District National Park;
- Transfer of freight from road to rail;
- Improve equality of opportunity to key services for residents and visitors to Derbyshire;
- Reduce carbon emissions;
- More people walking and cycling, with improved health, community and environmental benefits;
- Continuing reductions in casualties.'

24. It is clear from the policies, strategies and plans above that the potential of the scheme to increase cross-Park traffic from Yorkshire and Derbyshire is unacceptable and must be addressed.

#### Economic Value of the Peak District National Park

- 25 By ignoring the impacts of the scheme on the Park the promoters have also failed to appreciate that both the economy and society depend on the Park's high quality environment for clean water and air, carbon storage, beautiful landscapes, and physical and spiritual refreshment opportunities. These are essential to our survival and would add up to substantial economic value, which has yet to be fully captured.
26. Nevertheless, economic activity alone in the Park has significant value. The Peak District National Park is worth more than £1.1bn annually and supports over 14,000 jobs across 2,800 businesses. More than two thirds of businesses in the National Parks believe that high landscape quality has a positive impact on their business performance. Over a quarter of businesses think a deterioration in landscape quality would seriously affect their business. The achievement of economic growth in Greater Manchester, to which this scheme is purported to contribute, should not be at the expense of the National Park environment and its businesses.

#### Conclusions

27. During the preparation of the SEMMMS that proposed the network of roads that includes the A6-MARR, little attention was given to the impacts of the proposals on the Peak District National Park. This disregard for the substantial environmental asset within and adjoining the Greater Manchester City Region has persisted throughout the development of the SEMMMS schemes. The potential adverse impacts on the Peak District National Park of traffic generation on roads adjacent to, within and across the Park by the A6-MARR, have not been investigated and are likely to prove the scheme is unsustainable. Until we have seen that the schemes impacts on the National Park have been considered and assessed through full examination of those impacts, and how any adverse impacts on the Park would be mitigated, we object to it. However, as Greater Manchester's aspirations would be better achieved through urban regeneration and investment in public transport we urge all three Councils to abandon the scheme as unsustainable.

Yours sincerely

A Robinson

Anne Robinson  
Transport Campaigner

Valuing England's National Parks Cumulus Consultants Ltd and ICF GHK, May 2013, Table 2-13  
Contribution of the PDNP to the economy of the East Midlands, SQWConsulting, 2008;  
<http://www.peakdistrict.gov.uk/contributingtotheeconomy.pdf>

28 JAN 2014

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

Dr and Mrs A Hufton,  
South View,  
Lower Park Rd.,  
Poynton,  
Cheshire.  
SK12 1EE

26 Jan 2014

Dear Sir,

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

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

We wish to object to the Compulsory Purchase Order in East Cheshire to purchase greenbelt, agricultural land for the A6 to Manchester Airport Relief Road (A6 MARR), also referred to as SEMMMS (South East Manchester Multi Modal Strategy).

1. We are residents of Poynton and care very deeply about protecting the unique, peaceful, rural character of this area, currently classed as greenbelt land. It is the narrowest stretch of greenbelt land anywhere around the Greater Manchester conurbation and as such is vitally important in the preservation of a separate identity for the village of Poynton and in its role as a "green lung". It has rolling countryside and beautiful views of the Peak District. It is an area that has long provided recreation and open space for walkers, cyclists and riders. We live on a restricted byway (an ancient track way predating metalled roads) in the affected area and can testify personally to its intensive use by children, mothers with buggies, ramblers, cyclists, and horse riders who use it for fresh air and recreation as an escape from nearby densely populated areas. The current plans will also cut off the most ancient hamlet of Poynton, Dog Hill Green, from the rest of the village.

2. We have attended the local consultation meetings held by the SEMMMS team and found it incredibly frustrating to try and get sound factual information about the effects of and reasons for the current plans. Direct requests for information invariably led to being referred to a website that was labyrinthine in nature and where the graphics were of such poor quality that it was impossible to understand them. Despite asking, we are no wiser about the impact of noise or even whether vehicles will be seen from where we live. Even more basic and frustrating were conflicting pronouncements about the purpose and nature of the planned road. Originally the SEMMMS proposals were to allow for different transport proposals to aid local journeys. Consultation showed that road development was the least popular method proposed to solve local transport issues. The area is a commuter belt and inevitably people were looking for convenient but environmentally sound proposals such as good rail links, an extension of Greater Manchester's tram routes, development of cycle paths etc. as a means of avoiding greater congestion and preserving the nature

of the area they live in. The only road in the original consultation was to bypass Hazel Grove and link into the M60 and M56 motorways. The only transport proposal we have seen is for a substantially different road. The current road proposal finishes at the A6 where, according to official estimates, it will increase traffic by 30% - in an area that is already subject to air quality management because of emissions. The knock-on effect of this on the Peak District National Park does not seem to have been calculated. The proposals will also increase traffic on the A34 by an estimated 22% and this appears to be without an 1800 house development proposed by Cheshire East that will be adjacent to and, when built, link into the A34. And yet, the SEMMMS team have only consulted on what people's preferences are for junctions on the new road and **not** on the substantially changed scheme itself, let alone properly addressed the fundamental point that it was supposed to ease local journeys, not make them worse.

In addition, information was not made available to the public for the consultation that did take place. For example, it was not until after the Information Commissioner ordered the publication of what was proposed for drainage that the SEMMMS team agreed to release it. The importance of ancient woodland (of the highest grade), which will largely be destroyed by the proposed road, was misrepresented. The existence of an alternative route which would avoid the felling of this woodland and bypass many residential properties was not made public in the consultation.

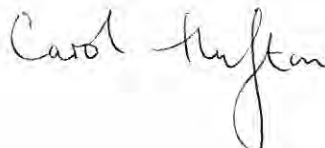
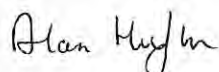
3. The issue of air quality is of direct importance to us. It appears that the current scheme on its published material will, if implemented, breach the EU Air Quality Directive 2008/50/EC. This is because Disley is already an air quality management area and the proposed scheme will increase substantially the traffic through the area and reduce the air quality, contrary to the requirements in the directive. Apparently the SEMMMS team - well after the public consultation - has just proposed a mitigation measure of a traffic limit of 30mph to reduce the traffic going along the A6. But,

- a. this will still reduce air quality
- b. the scheme was supposed to ease local traffic, and in any event the A6 through Disley is already 30mph in the most part! It is simply not a credible proposal and, if it were, it should already have been implemented to assist Disley's air quality management now.

In addition the road will increase air pollution along most of its length - and significantly runs right by the playground of Queensgate Primary School, Bramhall.

In short, there are substantial legal and public interest issues that need to be properly and transparently addressed, before even more public money is wasted. These may well cause the scheme to fail at public enquiry. We do not consider that, in these circumstances, compulsory purchase orders should be granted given that they may well lead, for example, to the premature felling of ancient woodland, before planning permission is obtained. This seems on basic democratic principles to be quite wrong.

Yours sincerely,



Dr and Mrs A Hufton



20 JAN 2014

8 Howard Close  
Romiley  
Stockport  
Cheshire  
SK6 3BH

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

Wednesday, January 15, 2014

Dear Secretary of State for Transport

Objection to CPOs

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

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

I wish to object to the above mentioned COPs on the grounds that there are serious  
illegalities with the roadscheme proposals, not least it being in breach of EU Air Quality  
directives, which means the entire roadscheme could fail at public inquiry. It would be  
insanity unsurpassed so far by Stockport Council to purchase 178 pieces of land with the  
resulting compensation and legal costs for a road which won't pass planning due to being in  
serious breach of EU law.

I do hope you will see sense on this issue.

Kind regards

  
Sheila Oliver



31 JAN 2014

30th January, 2014

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

Dear Mr McLoughlin,

Compulsory Purchase of land for the A555/SEMMMS road Greater Manchester

SMBC are currently applying to compulsory purchase land for the A555/SEMMMS road that includes Carr Wood. Carr Wood is a bluebell wood that straddles the county boundary between Greater Manchester and Cheshire East near Hazel Grove. Carr Wood is included in the Ancient Woodland Inventory and is protected as such in the NPPF. The current plans show that the carriageway, let alone flanking earthworks, overlay the ancient woodland. Experts say that the zone of a road's influence extends 100s of metres through ancient woodland. Carr Wood is about 300m wide. It is therefore likely that most of the woodland will be adversely affected by the road.

We contend that the Council (SMBC);

1. incorrectly identified Carr Wood as an Site of Biological Interest despite MCC correctly identifying it as AW before SMBC took leadership of the project in 2000,
2. supplied potential consultees with maps that omitted Carr Wood ancient woodland but which did show other neighboring areas of ancient woodland.
3. did not consult recognised experts regarding suitable mitigation
4. only produced alternative road alignments that mitigated the impact on the ancient woodland in September 2013 under pressure from NGOs and local residents.

We fear that allowing the ownership of the land to be transferred to the Council might result in damaging preparatory works being carried out before the road alignment and appropriate mitigation has been fully investigated.

We respectfully ask the Secretary of State to make provision to prevent any preparatory works that might adversely affect the ancient woodland before the road receives planning permission and before funding is fully granted.

The are many instances of damaging preparatory works preceding cancellations of this road scheme which dates back to the 1930s. In this area alone cottages were demolished following compulsory purchase, just downstream of Carr Wood in the 1990s even though today's alignment would probably have not required their elimination.

We trust the matter will be given the Secretary of State's full consideration.

Yours Sincerely,

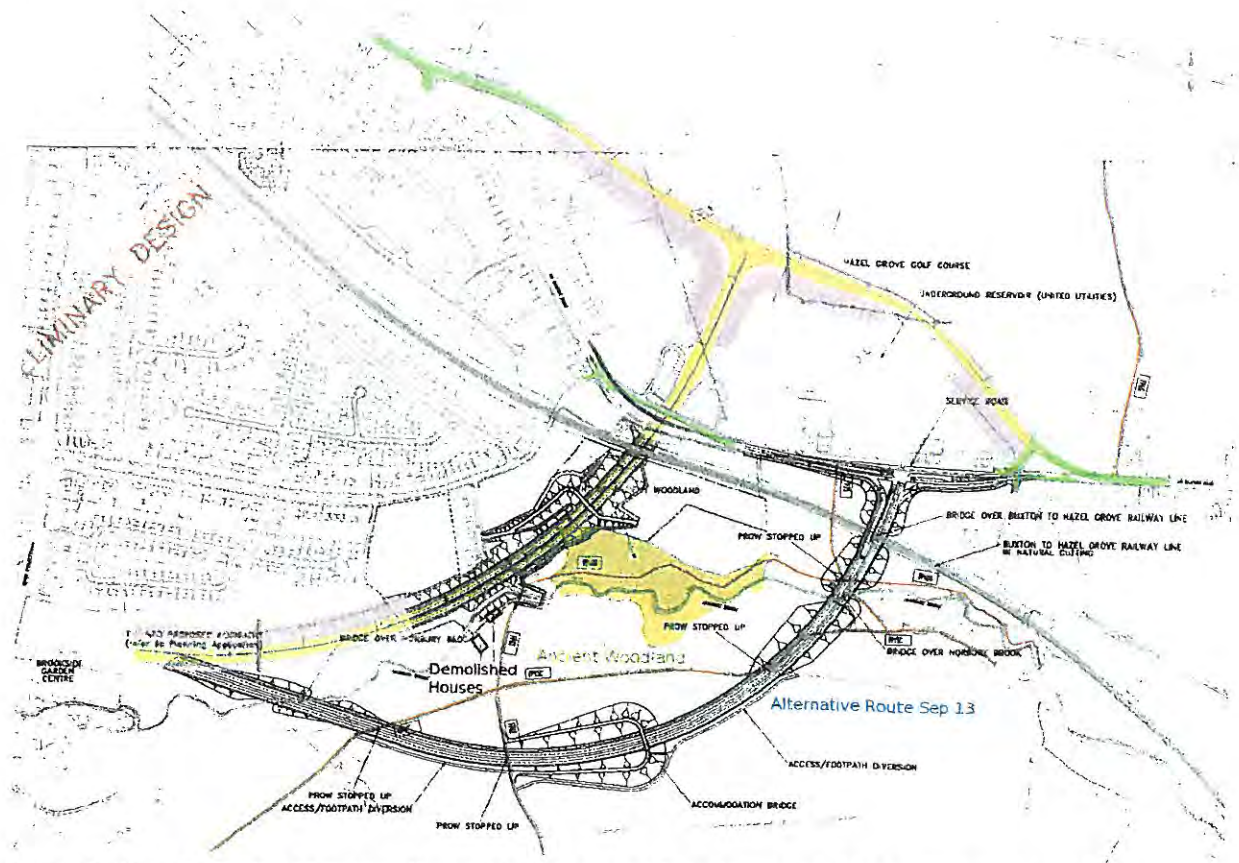


Stephen Houston  
(Chair, PAULA residents group)  
218 Chester Road  
Poynton  
Cheshire  
SK12 1HP  
(Mob 07929 603534)

Supporting drawings and notes

Council's 2013 map of Carr Wood showing the their alternative route to the A6. We would contend the route is actually less expensive because it reduces three separate junctions on the A6 to 1 junction because there is more space available than at Simpsons Corner. It also simplifies the crossing of the railway by an overbridge normally preferred by the Network Rail engineers. Furthermore, the A6 residents do not have to endure the A6 traffic being rerouted past their rear gardens. The driving consideration for the Council is maintaining the 1930s alignment for a simplified extension up to the M60 at Bredbury. However the Council are predicting NO2 exceedances on the existing section of the A555 when the road opens caused by the traffic flow rising from 24,000 to 60,000 vehicles per day. A future connection to the M60 would just make this so much worse.





Part of Council's drawing showing alternative route round Carr Wood (blue and brown notes added by PAULA)

The Council identified Carr Wood in their NATA worksheets (2013) as the most adverse environmental impact anywhere on the scheme but have proposed no mitigation, no other aspect of the scheme is identified as high as 'Large Adverse'.

Worksheet 1 Environment: Biodiversity - Plan Level

Scheme: DF4

Area	Description of feature attribute	Scale (at which attribute matters)	Importance (of attribute)	Trend (in relation to target)	Biodiversity and earth heritage value	Magnitude of impact	Assessment score
<b>Ancient Woodland: Norbury Brook Wood</b>	2.4 ha of the 22.2 ha Norbury Brook Wood is listed as Ancient Woodland. The site contains abundant breeding birds, badger activity and semi-mature trees with bat roost potential. Norbury Brook Wood is designated as a Site of Biological Importance (SBI).	The majority of the site is of local importance. The Ancient Woodland within the site is of National importance.	High	Regionally, broad-leaved woodland cover is below 1/2 the national average. The habitat is irreplaceable, and loss of ancient woodland can not be effectively mitigated for.	High	Intermediate negative. The scheme will result in the loss of approximately 10% of the ancient woodland which equates to 1% of the SBI.	Large adverse
<b>Non-statutory sites:</b>	Mit Hill Farm Wood which	Local	Medium	Within Greater	Medium	Neutral With	Neutral

*The overall assessment score of moderate adverse has been derived due to a number of individual moderate adverse assessment scores. The large adverse assessment score for the loss of a small area of ancient woodland at Norbury Brook Wood is unavoidable as the proposed scheme in this location is not subject to change due to*

*other physical constraints. As such and in line with WebTAG guidance the overall assessment score is considered to fairly represent the scheme as a whole.*

Yet the Woodland Trust would have given the Council specific advice based on extensive research. In particular they advise a buffer zone between 50 and 150m wide separating the road from the woodland. This would have allowed the road to pass south of the wood joining up again with the A6, 300m further up the A6 towards High Lane.

The Trust sent the Council a letter of objection for the first phase of public consultation but the Council made no subsequent attempt to seek the Trust's advice. The Trust is not included on list of consultees in the current planning application.

*24th January 2012*

*Dear Sir or Madam,*

***Proposal: A6 to Manchester Airport Relief Road***

*...The Woodland Trust objects to the proposed scheme as it will cause the direct loss to an area of ancient woodland. This site is Norbury Brook, also known as Carr Wood (grid ref: SJ933854) and is an area of Ancient Semi Natural Woodland (ASNW)....*

***....The protection of woodland in England – legislation and policy.***

*The current mechanisms provide for the general protection of woodland in England and for the specific protection of ancient woodland sites:....*

*...We hope that you find these comments of use. If you have any queries relating to the information that we have provided then please do not hesitate to contact us.*

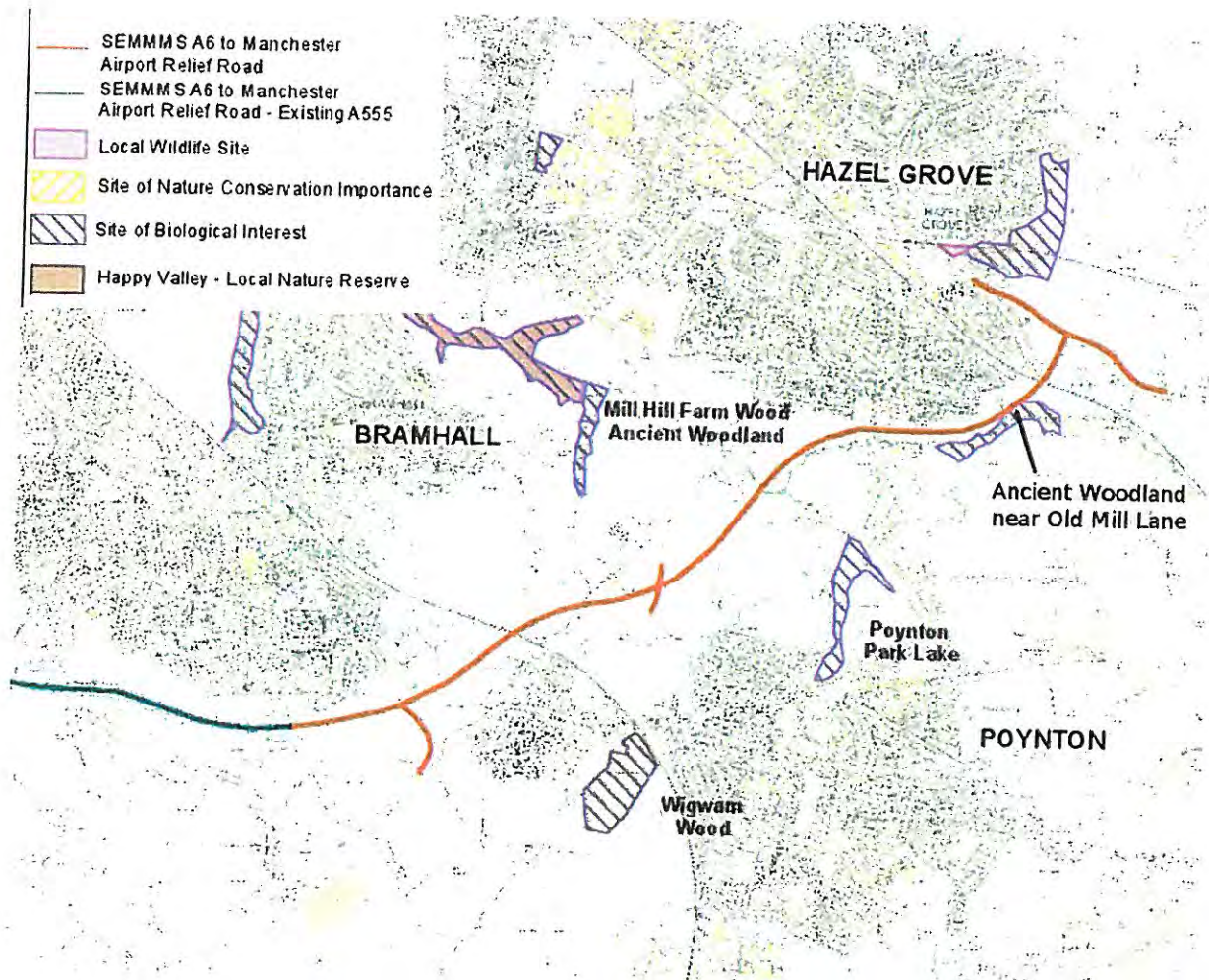
*Yours sincerely*

*Katharine Rist  
Campaigner- Ancient Woodland*

In fact the 2010 environmental scoping report produced by the Council's consultants included maps and supporting text that referred to other areas of ancient woodland nearby but completely omitted the existence of ancient woodland at Carr Wood. The Carr Wood area was simple



identified along with a far more extensive wooded area, as an SBI. At this time the Council's Solicitor was preparing notes for briefing lawyers for the SEMMMS planning application in which he specifically refers to this ancient woodland. This implies a worrying lack of clarity in the Council's appreciation of local Geography.



Part of figure 2c from the 2010 Environmental Scoping Report that omitted the ancient woodland (note in black identifying Carr Wood added later by PAULA)

Here is a commentary from Transport for Greater Manchester describing the significance of SBIs;

*Sites of Biological Importance (or SBIs) are a non-statutory designation used locally by the Greater Manchester districts. SBIs have no legal protection, but do receive some protection through different policies and they must be taken into consideration by the local authority when planning applications affect the site. Sites are selected using a*

*number of attributes that include; habitat type, diversity and rarity of the species present, and the sites naturalness.*

-compared to the protection of Ancient Woodland in the NPPF, paragraph 118;

*..planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.*

Natural England responded to the request to comment, oblivious to the omission of the ancient woodland(19/07/2013);

*Dear Mr McMahon*

***Proposal: A6 to Manchester Airport Relief Road – Phase 2 Consultation***

*Thank you for your consultation on the which was received by Natural England on 10 June 2013. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.*

*Natural England has previously commented formally and informally on the EIA Scoping report in 2009 and 2010 and then in January 2013 we responded to a request from Mouchel for comments on scope of the EIA in the light of minor changes to the scheme design. Overall we were satisfied with scope and coverage of environmental issues related to our statutory purpose.*

*Having considered the information in the Phase 2 consultation, we have no further specific comments.*

(Please excuse the abridged content. We would be pleased to send the original documents obtained under FOI and EIA if this would be useful. SH)

From: Greg Willman [<mailto:gregwillman2001@yahoo.co.uk>]  
Sent: 08 March 2014 14:16  
To: Kelly Schrocksnadel  
Subject: THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD SCHEME 2013

Dear Ms Schrocksnadel,

As you can see from the enclosed email correspondence with regard to the above applicant, concerning Application ref; DC/053678, I have challenged the applicant to provide important information, integral to this application, that has neither been disclosed to the Councillors that voted on this application or the public despite my written requests to the applicant going back to 2013 and I would be obliged if my objection to the application be registered with regard to my request that this matter be referred to Public Inquiry.

Regrettably, despite consulting my MP, Sir Andrew Stunell, personally, who is in favour of this application, I was not advised of the need to contact you and I would wish to make the below request for the below referred to traffic modelling data which will show that the application, and Scheme deriving from it, is not fit for purpose and should not proceed without consideration by a Public Inquiry, especially, as the applicant is refusing to respond to the below referred to correspondence in order clarify my reasonable request on a matter that will cost millions of pounds of public money and will, in my opinion, if built, destroy the south of Manchester through which it will travel as well as the Peak District National Park through which commercial traffic from the continent will be sucked as a short cut to Manchester airport as opposed to using the present motorways presently facilitated for commercial traffic of such volume.

This application is not for the benefit of the public it is a duplicitous fraud that will destroy an area of outstanding natural beauty if allowed to proceed without consideration by Public Inquiry.

I look forward to hearing from you in due course.

Yours sincerely,

G Willman

36 Cromley Road  
High Lane  
Stockport SK6 8BP.

----- Original Message -----

**From:** [Greg Willman](#)

**To:** [Eamonn](#)

[Boylan](#) ; [lisa@lisasmart.org.uk](mailto:lisa@lisasmart.org.uk) ; [enquiries@andrewstunell.org.uk](mailto:enquiries@andrewstunell.org.uk) ; [eric.pickles@communities.gsi.gov.uk](mailto:eric.pickles@communities.gsi.gov.uk) ; [SUTTON, Tracy](#) ; [Jacqueline Lowe](#)



**Cc:** [paula555@googlegroups.com](mailto:paula555@googlegroups.com) ; [andrew.stunell.2nd@parliament.uk](mailto:andrew.stunell.2nd@parliament.uk) ; [sarah.marsh@guardian.co.uk](mailto:sarah.marsh@guardian.co.uk) ; [andrew.gwynne.mp@parliament.uk](mailto:andrew.gwynne.mp@parliament.uk) ; [jess.fitch@bettertransport.org.uk](mailto:jess.fitch@bettertransport.org.uk)

**Sent:** Thursday, March 06, 2014 12:30 PM

**Subject:** DO NOT DESTROY MY VILLAGE - FOR THE PERSONAL ATTENTION OF THE CEO, MR E BOYLAN, SMBC.

Dear Lynn,

I am grateful for your time.

The submission document that was presented to the Area Committees refers to the software that is used for traffic modelling on the entirety of the Scheme as being; **SATURN** ( Simulation and Assignment of Traffic to urban Road Networks ) which is allegedly an industry approved tool and a "steady-state Wardrop equilibrium assignment model".

The document goes onto state that **LinSig and ARCADY** Industry accepted software was used for assessing the operational assessment of junctions along the A6/MARR corridor.

Whilst this is all double-dutch to me the document goes onto detail with traffic figures the effect in vehicle numbers presented as a percentage increase that will occur if the Scheme proceeds and then presents further figures as a result of the "enhanced mitigation measures".

AKA the "30%" to "11% to 16%" , also, referred to, although, I assume these are rounded percentages as the figures without mitigation vary depending on the point on the A6 from a 24% to 34% increase without mitigation to a 10% to 16% with mitigation. Similarly, for other roads on the Scheme.

Whilst Mr McMahon, specifically, referred when he spoke with me to a 30mph limit from HG to NM Newtown as a mitigation measure the document refers only obliquely to a "combination of gateway treatments and reduced speed limits" to achieve such spectacular reductions by way of mitigation.

You will no doubt be aware that there are tabulated boxes showing the % increase at points on the A6 which are presented in terms of numbers of vehicles as is also the case for other roads affected by the Scheme.

As we all know there are lies, damned lies and statistics.

I am sure you will agree that it should not be a problem, at all, for Mr Boylan to present a cd to me showing with reference to the above software how the numbers of vehicles indicated thereon have been ascertained first as a base figure in 2009 and then how they have been estimated as a 2017 figure ( when the Scheme will be completed ) and how such "Mitigation Measures" will reduce the initial figures by half.

This is a classic example of how a computer is only as good as the programming and to suggest, for example, that introducing a 30mph limit from Hazel Grove on the A6 to New Mills Newtown will, magically, reduce the anticipated increase in traffic as a result of the Scheme by half is plain daft!

Most of the A6 at this point is already a 30mph limit and even where it isn't I'll buy Mr Boylan a pint for every mile he can manage along that road in rush hour at any speed above 30mph.

I am, understandably, concerned that as the Scheme cannot proceed unless such reduction is wholly substantiated that such figures be, immediately, re-assessed in the public interest so the Scheme can be re-considered if it is found that a fraud, inadvertently, I accept, is being

perpetuated on both the public and those Councillors who voted for such Scheme based on the veracity of such figures.

I can confirm that when I presented my challenge to this Scheme at Area Committee at Marple when this matter was voted on and raised the above matter as the *raison d'être* of my presentation despite Cllr Ingham then requesting of Mr McMahon that he provide an explanation of how such reduction was reached no explanation was forthcoming and when Cllr Alexander then requested details of how the Scheme would provide for mitigation finance after the Scheme was completed in order to ascertain that there was sufficient funds to respond, again, no response was forthcoming on a matter in which it is quite obvious those pursuing this Scheme have, absolutely, no idea what effect this Scheme will have in any manner, whatsoever, hence my request for full disclosure in order to ascertain what I believe will be clear evidence that in its present form this Scheme is not fit for purpose.

I remain, as a result of the above, and with no disrespect to anyone involved that the Scheme is simply being rail-roaded through in the full knowledge that it is not fit for purpose with the intention of worrying about the consequences after it has been built!

I, personally, asked Mr McMahon that if the 30mph limit will deliver the spectacular reduction in the increased traffic flow that he alleges and which is the foundation upon which the Scheme stands and falls why not introduce it now, especially, as he accepts that the traffic on the A6 will increase whether the Scheme proceeds or not to which he replied that such 30mph limit would only be introduced if the Scheme was sanctioned which says more about Mr McMahon's confidence in such measure, fundamental to the pursuance of this Scheme, than I could ever say and makes me all the more determined that there be a full accountability of this incompetent mess before it can do any more damage.

I would like to make it clear that I, unreservedly, withdraw any comment I have made that may without my knowledge be accurate but whilst such confusion and doubt persists I will, persist, until the truth of all matters are before the public as only at such time in a democracy can the appropriate decision be made, and not before.

I look forward to hearing from Mr Boylan as a matter of urgency.

Yours sincerely,

G Willman

On 6 Mar 2014, at 11:27, Eamonn Boylan <[eamonn.boylan@stockport.gov.uk](mailto:eamonn.boylan@stockport.gov.uk)> wrote:

Dear Mr Willman

Unfortunately I cannot provide you with a specific date but I can assure you that this is being looked at as a matter of priority.

I hope this is helpful but let me know if you require anything further.

Thanks

Regards

Lynn

Lynn Williams  
Chief Executive's Office  
Tel: 0161 474 3001

-----Original Message-----

From: Greg Willman [<mailto:gregwillman2001@yahoo.co.uk>]

Sent: 06 March 2014 11:19

To: Eamonn Boylan

Subject: RE: DO NOT DESTROY MY VILLAGE - FOR THE PERSONAL ATTENTION OF THE CEO, MR E BOYLAN, SMBC.

Dear Lynn,

I would be obliged if you would confirm within what timespan the reply will be forthcoming?

Yours sincerely,

G Willman

On 6 Mar 2014 11:09, Eamonn Boylan <[eamonn.boylan@stockport.gov.uk](mailto:eamonn.boylan@stockport.gov.uk)> wrote:

Dear Mr Willman

I am writing to acknowledge receipt of your email to the Chief Executive of 5th March 2014. The issues you have raised will be looked into and you will receive a fuller response in due course.

Thanks

Regards

Lynn

Lynn Williams

Chief Executive's Office

Tel: 0161 474 3001

From: Greg Willman [<mailto:gregwillman2001@yahoo.co.uk>]

Sent: 05 March 2014 15:34

To: Eamonn Boylan; [paula555@googlegroups.com](mailto:paula555@googlegroups.com)

Cc: [enquiries@andrewstunell.org.uk](mailto:enquiries@andrewstunell.org.uk)

Subject: DO NOT DESTROY MY VILLAGE - FOR THE PERSONAL ATTENTION OF THE CEO, MR E BOYLAN, SMBC.

Dear Mr Boylan,

I note that within the Public Questions website forum of SMBC there is provision for a response within 7 days to a question from the public and I would therefore ask why, in response to my unanswered annexed email of 16 February 2014 and my correspondence extending back to November 2013; Ms Curle of SMBC won't, simply, provide a cd or other method of transmission so I can have access to the traffic modelling data I have requested which is fundamental to whether the A6/MARR Scheme can proceed irrespective of any other issue.



I look forward to your personal reply as a matter of urgency.

Yours sincerely,

G Willman

Begin forwarded message:

From: Greg Willman <[gregwillman2001@yahoo.co.uk](mailto:gregwillman2001@yahoo.co.uk)>

Subject: DO NOT DESTROY MY VILLAGE - High Lane Residents' Association Meeting; 6 March 2014.

Date: 5 March 2014 15:08:33 GMT

To: Robert <[robert.jean.taylor@tinyworld.co.uk](mailto:robert.jean.taylor@tinyworld.co.uk)>, Jacqueline Lowe <[deannejlowe@yahoo.co.uk](mailto:deannejlowe@yahoo.co.uk)>, [enquiries@andrewstunell.org.uk](mailto:enquiries@andrewstunell.org.uk), [lisa@lisasmart.org.uk](mailto:lisa@lisasmart.org.uk), [elaine.dunkley@bbc.co.uk](mailto:elaine.dunkley@bbc.co.uk), [jess.fitch@bettertransport.org.uk](mailto:jess.fitch@bettertransport.org.uk), [paula555@googlegroups.com](mailto:paula555@googlegroups.com), [tracey.sutton@parliament.uk](mailto:tracey.sutton@parliament.uk), [sarah.marsh@guardian.co.uk](mailto:sarah.marsh@guardian.co.uk)

Cc: [eamonn.boylan@stockport.gov.uk](mailto:eamonn.boylan@stockport.gov.uk), [andrew.gwynne.mp@parliament.uk](mailto:andrew.gwynne.mp@parliament.uk), [eric.pickles@communities.gsi.gov.uk](mailto:eric.pickles@communities.gsi.gov.uk)

Dear Treasurer,

I write as a Resident of High Lane as I am lead to believe that Lisa Smart, the prospective Liberal Parliamentary Candidate for my constituency, will attend the Meeting this coming Thursday.

I would, respectfully, ask that Ms Smart, whom I am lead to believe has a degree in Maths, explain simply to the Village, the sums, as to how a 30mph limit through my Village is going to reduce, by more than half, the anticipated increase in traffic the A6/MARR Scheme will generate?

The Scheme accepts that if such increase is not reduced to the, alleged, "11/16%" from the "30%" increase, that it is accepted will be generated by the Scheme, then the road cannot be built whether it is a good idea or not.

Sometimes in life, things happen, whether they are right or wrong, and it is often difficult to deal with the complexities of such matters but this is a simple premise and no doubt Ms Smart, faced with such a nonsensical foundation to the Scheme will be no less interested to see the, actual, data that supports it, as I do, in the interests of those she wishes to represent, and will no doubt treat with the same suspicion, as myself, the fact that Mr Boylan, the CEO of SMBC ( see below ) is refusing to disclose it to prove such is the case.

This Scheme is not fit for purpose and will destroy not just my Village but also the Peak District.

I have copied in Sir Andrew Stunell, as my MP, whom the Association stated was supposed to carry out surgeries explaining this Scheme, and has not, so that I can also receive an explanation from my MP and his support with regard to such request as referred to in the annexed email of 16 February 2014 which has been ignored by

SMBC.

I would, respectively, ask that this letter and the above specific question be placed on the Agenda of the Association, for this Meeting, as relating to the most important issue ever to face my Village.

Yours faithfully,

G Willman

Begin forwarded message:

From: Greg Willman <[gregwillman2001@yahoo.co.uk](mailto:gregwillman2001@yahoo.co.uk)>

Subject: COMPLAINT; A6/MARR SCHEME NOT TO PROCEED UNTIL DATA REQUEST COMPLIED WITH IN THE PUBLIC INTEREST; Formal Request for traffic modelling data; Application ref; DC/053678.

Date: 16 February 2014 00:17:23 GMT

To: Emma Curle <[emma.curle@stockport.gov.uk](mailto:emma.curle@stockport.gov.uk)>, [democratic.services@stockport.gov.uk](mailto:democratic.services@stockport.gov.uk)

Cc: [eric.pickles@communities.gsi.gov.uk](mailto:eric.pickles@communities.gsi.gov.uk), [sarah.marsh@guardian.co.uk](mailto:sarah.marsh@guardian.co.uk), [paula555@googlegroups.com](mailto:paula555@googlegroups.com)

Dear Ms Curle,

I, respectfully, require, immediate, disclosure of the traffic modelling data highlighted below in dark type, and any other pertaining data relevant thereto, and exhibited on page 142 of SMBC Application DC/053678 as presented to the Area Planning Committees who voted on this Scheme which as you are fully aware was requested of yourself and your Department in an email of 27 November 2013, by myself, and I would be obliged if you would, respectfully, take this email as a formal Complaint in respect of such failure to so disclose.

I would be obliged to receive confirmation from SMBC in writing that the A6/MARR Scheme will not proceed, further, until this Complaint has been fully investigated and resolved as such failure to comply with my reasonable request not only questions the democratic assessment of this Scheme but also, with respect, casts doubt as to whether the computerate modelling you are refusing to disclose supports the contention that the Scheme should proceed at all.

I was informed by your colleague Ms Broomhead when I met with her that no documentation would be considered in the planning process of this application that was not submitted to you before 5 December 2013 and I, therefore, accordingly made my application to you for disclosure on 27 November 2013 and further requested that the planning deadline of 5 December 2013 be extended to ensure that any written report emanating from such data might then be provided to the Councillors when they voted on the Scheme to ensure that they were fully informed in compliance with the democratic process.

I would, respectfully, contend that your failure to disclose such data for independent assessment prior to the voting by the Area Committees has totally undermined the credibility of any democratic decision made by the Area Committees who quite clearly should not have voted without a clear itemisation of what they were voting on which was not before them.

I refer to the document handed out by SMBC and partners at the Area Committee Meetings that voted on this matter and, in particular, page 141 ( continuing on page 142):

“Traffic modelling of the A6MARR...predicted an increase in traffic of up to 30% on the A6 through High Lane, however taking account of the introduction of enhanced mitigation measures the impact markedly reduces this increased flow to between 11% and 16%.

Much of the discussion from residents in High Lane is that they do not believe that the measure as proposed would reduce the potential impact to such a degree. Whilst there may be some scepticism from the public, the traffic modelling and impacts have been verified...”

None of the highlighted data, annotated or otherwise, has been presented to the Area Committees for their consideration, totally, undermining their decision in voting on the Scheme.

Who has verified such data as stated and what does such verification consist of?

Mr McMahon informed me, personally, when I met with him that there was no automatic mandate to build the Scheme and that if the 30%, above, was not reduced to the level alleged such would prevent the Scheme being built at all.

It is clearly, therefore, imperative that such data should have been disclosed and carefully and independently assessed prior to voting in order to ascertain whether the Scheme should be provided with consent.

In short, according to the Scheme the 30% will be reduced to 11/16% by the introduction of a 30mph speed limit from Hazel Grove to New Mills along the length of the A6 corridor despite the fact that most of the road is already 30mph and none of the traffic travels faster than 30mph, in any event, as a result of the present congestion.

To contend, as SMBC does in their Scheme, that such reduction in traffic flow as a result of the 30mph would be in excess of 50% of the initial traffic modelling estimate is palpable nonsense and in my respectful opinion reflects a determination to build the road whether the Scheme is viable or not which is totally unacceptable and affront to democracy.

I have yet to speak to anyone in favour or against the Scheme who believes the 30mph will provide the reduction required to allow the Scheme to be built.

In the next paragraph on page 142, the application refers to an issue I actually raised with Mr McMahon, personally at his Office, when he put forward the above contention on traffic modelling which is that if this 30mph is going to work why not introduce it, immediately, to alleviate the, presently, escalating congestion that he indicates below he is already aware will continue whether the Scheme proceeds or not:

“It has been cited by objectors that the applicant should introduce a 30mph limit on the A6 prior to the determination of the application to prove whether or not the mitigation would work. ...(the 30mph) would only be required if the A6MARR were to be introduced...it should...be noted that without the A6MARR, growth on the A6

would be expected on the corridor between the M60 and Disley."

The above paragraph you will note is contradictory in that, on the one hand, it alleges that the 30mph would only be "required" if the A6MARR were built and then in the same breath admits that "growth" will occur, if it isn't.

The application in italics, above, referring to what was cited by objectors, clearly, indicates that the 30mph limit, if effective, is no less relevant as an introduction, now, and that the viability of the Scheme can be, immediately, ascertained without further expense by such, immediate, introduction.

We will only know, as I am sure you will accept on reflection, when such above confusion on the part of SMBC is resolved by the disclosed data in the public interest.

It is also, understandably, concerns me that and without any reflection, whatsoever, on the integrity of the Councillors, involved, that there is a serious and actual conflict of interest on the part of all the Councillors who have voted on this Scheme none of whom live anywhere near the spout of the funnel of this Scheme which is the A6 corridor leaving those that live there with no democratic representation at all.

I put to you, respectfully, on notice as a public servant, that the data above referred to must be disclosed in order to show that it clearly, and if appropriate, arithmetically, corroborates the figures presented by SMBC in the Scheme which should be an easy matter to ascertain and will serve, simply, to confirm that the Scheme as stated is fit for purpose in which case I fail to see why disclosure should be challenged and I would view, quite rightly in my submission, any decision to challenge such disclosure as evidence that the data does not support the Scheme as why, otherwise, would SMBC refuse to disclose it for public and independent scrutiny in compliance with the democratic process, especially, bearing in mind the huge public expense that this Scheme is costing?

I have copied in the Right Honourable Eric Pickles as Secretary of State for Communities and Local Government who, as has is Government, championed self-determination by communities which I am sure you will agree can only take place when local government provides the disclosure I have referred to in order to ensure total transparency and honesty with a view to, at the very least, calling this matter in for a Public Inquiry if SMBC persist in refusing to disclose data to the public that is wholly integral to the fundamental viability of this Scheme and which may on disclosure show that this Scheme should not only not proceed but will destroy the area it is supposed to serve.

This is a simple matter of disclosure to the public in respect of a publicly funded project.

Provide the data and justify that the Scheme is fit for purpose which I submit it is not and that the data will confirm in the public interest that the Scheme is not fit for purpose and should not proceed.

I put you on notice to copy this Complaint to the Chief Executive Office of SMBC whom I believe is Eamonn Boylan from whom I would request a response and not from your Complaints Department as this is a matter which I am sure you will agree requires immediate attention before any more public money is expended in order to ensure that such money is not wasted and that the Scheme will respond as cited in the application to the area and environment upon which it will have an irrevocable and permanent effect.

I have also copied in Sarah Marsh who writes for the Guardian on Local Government matters in order that the public be fully informed on a Scheme that will facilitate a goods train of lorries through the Peak District National Park en route from the east coast ferry ports and, potentially, destroy one of the most beautiful areas of our

national heritage if allowed to proceed without proper public accountability as is presently the case.

Kindly acknowledge receipt as a matter of urgency and confirm when such data, in toto, will be provided for my attention.

Yours sincerely,

G Willman

14 APR 2014

Oakwood Cottage  
4 Old Mill Lane  
Hazel Grove  
Stockport  
Cheshire  
SK7 6DP

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

11 April 2014

Dear Sirs

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

I have recently received details of the above order and would like to lodge my objection to the new road.

My objections are:

- it will increase traffic through the already near grid locked Hazel Grove as cars get to the new road in High Lane
- it will destroy irreplaceable ancient woodland
- it will destroy green areas irreversibly changing the area
- it will increase pollution along its entire route
- it is not difficult to get to the airport now from this area so a new road is not even required

Yours faithfully

  
Charlotte Valek