

Dated

16th May 2014

THE 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

STATEMENT OF CASE

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1. Preliminary Matters

1.1 This Statement of Case (the “**Statement**”) has been prepared by The Metropolitan Borough Council of Stockport (the “**Council**”) in its capacity as acquiring Authority for the purposes of the Highways Act 1980, being the relevant acquiring Authority, acting on its behalf and as agent on behalf of Cheshire East Borough Council (the “**CEC**”) and Manchester City Council (the “**MCC**”) (and where the context so admits are referred to collectively as the “**Partnering Authorities**” or as the case may be the “**Partnership Authority**”), pursuant to an Agreement dated the 3rd December 2013 made under Section 8 of the Highways Act 1980 and has made and submitted to the Secretary of State for Transport (the “**Secretary of State**”) –

The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Sides Roads) Order 2013 under sections 8, 14 and 125 of the Highways Act 1980 (the “**SRO**”)

and

The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 under Sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980 (the “**CPO**”).

and where the context so admits the SRO and the CPO shall collectively be referred to as the “**Orders**”

and has had regard to the provisions pursuant to The Compulsory Purchase (Inquiries Procedure) Rules 2007 and The Highways (Inquiries Procedure) Rules 1994 (the “**Rules**”) and guidance contained in ODPM Circular 06/04 Compulsory Purchase and the Crichel Down Rules’ (and includes reference to the items listed in Appendices A and R of (the “**Circular**”).

1.2 The Statement is to be served on all persons entitled to receive a copy of the Statement under the Rules. It will be distributed to all those parties suggested by the Circular and will be placed on deposit for public viewing in the reception at the offices of the Council at Fred Perry House, Edward Street, Stockport and can be inspected at all reasonable normal office opening hours.

1.3 The Orders have been made and submitted to the Secretary of State for confirmation. In the event that if the Orders are confirmed, it will authorise the exercise of powers to enable the compulsory purchase of land and new rights to facilitate the provision of a proposed new relief road linking Hazel Grove (A6) to Manchester Airport (the “**A6MARR**” and where the context so admits is referred to as the “**Relief Road**” or “**Scheme**”) and will allow alterations to be made to the highways affected by the Relief Road, which will support the Orders being made at the same time to ensure that all the land needed for the Relief Road is acquired should this not prove possible through voluntary means.

1.4 Statutory notice of the making and submission of the Orders was served on all persons known at the time to have a purported interest in land contained in the CPO and affected by the proposed alterations in the SRO to the highway network. Notice of the making and submission of the Orders was served on all persons entitled to be served under the statutory

prescribed requirements and copies of the Orders and Statement of Reasons setting out the reasons for the Orders and the Council has continued to ensure that all persons who have a purported interest in any of the land affected by the orders is made aware of the Orders and the opportunity to make representations and objections to the Secretary of State.

1.5 The date for the expiry of objections to the Orders to be sent to the Secretary of State was Friday, the 31st January 2014.

1.6 52no objections (the “**Objections**”) have been received by the Secretary of State.

1.7 In a letter dated the 10th March 2014 the Secretary of State gave notice of an intention to convene a local Public Inquiry (the “**Public Inquiry**”) to consider the objections to the Orders. The date and venue for the Public Inquiry has yet to be notified to the Council.

1.8 Throughout the Statement mention is made of land and buildings and other interests included in the Orders and is referred to hereinafter as the “**Order Land**”.

1.9 The “**Order Schedule**” refers to the schedule to the CPO.

1.10 The “**Order Map**” is that bearing the title as in the CPO. ,

1.11 The Council considers that there is a compelling case in the public interest for the making and confirmation of the CPO and that the SRO will enable the Council, on behalf of the Partnering Authorities to make alterations to the highways affected by the Relief Road and which will support the CPO to ensure that all the land needed for the Relief Road is acquired. There would be other reasonably convenient routes available or provided before the stopping up of highways pursuant to the SRO. Insofar as private means of access would be stopped up by the SRO, the SRO is justified because it provides for another reasonably convenient means of access to the affected premises to be made available for where none is currently available or else no other means of access is reasonably required.

1.12 This Statement is not intended to discharge the Council's obligation under the Rules and the Council reserves the right to produce additional documents to those listed at paragraph 37 and to submit further evidence to justify the need for the Orders in light of the Objections.

2. Introduction

2.1 The A6MARR forms part of the South East Manchester Multi-Modal Strategy (the “**SEMMMS**”) which is a 20 year transport plan covering areas south east of Manchester, parts of Cheshire East, Derbyshire, Manchester, Stockport and Tameside local authority areas.

2.2 The A6MARR is being promoted by the Partnering Authorities.

2.3 The route of the A6MARR is shown on the plan appended hereto and has been well established and has been evident in local plans since the 1990's, with more specific plans being developed since 2001 when the then Minister of Transport accepted the recommendations of SEMMMS and requested that the Partnering Authorities should work together to develop and improve the highway network to benefit both local communities and the economy.

2.4 Since then, the Partnering Authorities have worked together to see if SEMMMS relief road can be delivered in phases. The SEMMMS relief road is the proposed road from the M60 at Bredbury, Stockport via the A6 Hazel Grove, Stockport to Manchester Airport. Funding has been identified to deliver the first phase of SEMMMS relief road and this is the Hazel Grove (A6) to Manchester Airport Relief Road. (i.e Relief Road)

2.5 On the 1st October 2013, the Council's Executive body on behalf of the Partnering Authorities approved in principle and later on the 29th November 2013 under Executive delegated authority resolved to make the Orders and which have been submitted together to the Secretary of State to facilitate the construction of this phase of SEMMMS. In reaching the decision to make the Orders, the Council has had full regard to the Human Rights Act and Convention and is satisfied that any interference would be lawful, necessary and proportionate.

2.6 Negotiations are proceeding to secure land parcels and the proposed new rights by agreement and these will continue. All known or reputed freehold owners, lessees, tenants and occupiers affected by the proposals have been or will be invited to enter into negotiations with the Council to agree heads of terms and compensation. Whilst negotiations will continue, it is clear that if implementation of the Relief Road is to be achieved within a reasonable timescale then compulsory purchase powers must be employed. The Circular advises that it is often sensible for the formal compulsory purchase process to be initiated in parallel with negotiations to acquire land. Furthermore the Council will take advantage wherever possible of the new alternative dispute resolution techniques introduced by the Planning and Compensation Act 2004 for trying at the earliest opportunity to help to clarify areas of uncertainty with those with a vested interest in the Order Land as the Council recognises the stress that the compulsory purchase process inevitably places on those whose interests might be affected by the Relief Road.

2.7 The CPO seeks to acquire all interests in the Order Land, including rights, easements, the benefit of covenants, rent charges and options except where otherwise expressly stated in the Order Schedule together with new rights reasonably required for the Relief Road.

2.8 Careful consideration has been given to the reasons to make the Orders in pursuance of the statutory powers and it is considered that a compelling case exists for the Relief Road. In order to implement the Relief Road the acquisition of land and rights is required.

3. Need for the Relief Road

3.1 There is currently no direct transport link running east-to-west through south-east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.

3.2 The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The Scheme has been identified as the best solution to address this problem, as part of the overall SEMMMS.

3.3 The Scheme has been developed for the following main reasons -

- 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;
- Improve the existing poor transport links in communities throughout south Manchester in particular relating to the east-west highway network;
- Relieve congestion on the existing roads, where average peak time vehicle speeds of less than 10mph have been recorded on many parts of the network. Greater Manchester (including Stockport) has comparable levels of congestion to Outer London, while a comparison of journey times on key commuter links across England's ten largest urban areas over the same period identifies Greater Manchester as experiencing the greatest levels of congestion;
- Reduce existing trips using residential streets as well as passing through local centres which will in turn reduce levels of pollution, road traffic incidents and journey times;
- Relieve current congestion problems along the A6 and in local centres including Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme which currently affect accessibility and lead to delays;
- Improve existing poor environmental conditions in local communities caused by the high volumes of traffic passing through the areas to reach other destinations; and
- Relieve currently congested conditions for pedestrians and cyclists which results in non-motorised transport users facing problems of safely accessing education, employment and leisure facilities.

3.4 In 2012/2013 a two phase consultation was undertaken. The feedback received indicated strong support for A6MARR and the proposed design.

4. Relief Road Objectives

The main objectives of the Relief Road are to -

- Reduce the impact of traffic congestion on local businesses and communities
- Improve the safety of road users, pedestrians and cyclists; reduce the volume of through traffic from residential areas and retail centres
- Increase employment and generate economic growth provide efficient surface access and improved connectivity to, from and between Manchester Airport, local, town and district centres, and key areas of development and regeneration (e.g. Manchester Airport Enterprise Zone):

- Boost business integration and productivity: improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel;
- Promote fairness through job creation and the regeneration of local communities: reduce severance and improve accessibility to, from and between key centres of economic and social activity;
- Support lower carbon travel: reallocate road space and seek other opportunities to provide improved facilities for pedestrians, cyclists and public transport.

In order to understand the Scheme's performances against the above objectives, the following specific measurable outcomes were agreed by the Project Board -

- reduce journey times to/from Manchester Airport and the Enterprise Zone from the following locations: Wythenshawe, Stockport town centre, Cheadle, Cheadle Hulme, Hazel Grove, Bramhall, and Poynton
- reduce journey times to/from Handforth Dean from the following locations: Wythenshawe, Cheadle, Cheadle Hulme, Hazel Grove, and Bramhall
- reduce journey times and improve reliability on the following north/south routes: A6 (Hazel Grove to M60), A5149 (A5102 to A560)
- reduce journey times and improve reliability on the following east / west routes: A560 (Stockport town centre to A5103), A5143, Etchells Road / Finney Lane
- reduce traffic volumes and severance on the following key routes through local centres: A6 through Hazel Grove, A5102 through Bramhall, Finney Lane through Heald Green
- reduce the number of road traffic accidents on the above roads through the local centres
- improve public transport accessibility (reduced journey times for buses) and increase bus usage between Stockport town centre and Manchester Airport
- improve facilities for and usage by cyclists and pedestrians between Hazel Grove and Manchester Airport
- improve pedestrian and cyclist facilities and usage on local roads relieved of heavy traffic

The Project board comprises senior officers from the Partnering Authorities and Transport for Greater Manchester (TfGM).

5. Relief Road Description

Summary

5.1 The Scheme comprises three sections. The first section is approximately 5.1 km of new dual carriageway commencing from the realigned A6 at Hazel Grove, and extending to the

A555 at Woodford Road, Bramhall, Stockport. The second section is the new shared use cycleway/footway adjacent to the existing A555 (4.0km in length) and the highway improvement works on the A34 between its junctions at Stanley Road, Cheadle, Stockport and Long Marl Drive, Handforth, Cheshire. The third section is approximately 3.2km of new dual carriageway and is an extension of the existing A555, crossing Styal Road and heading towards Manchester Airport and ties in at Ringway Road, Wythenshawe, Manchester.

5.2 The A6MARR intercepts many of the radial commuter routes through the conurbation for traffic accessing the City of Manchester and surrounding commercial centres. The Relief Road will be constructed on the fringe of Cheadle Hulme, Hazel Grove, Bramhall, Wythenshawe, Gatley and Heald Green.

5.3 The A6MARR provides access from the south and east of the region to Manchester International Airport and the surrounding commercial areas, including the newly formed Enterprise Zone adjacent to the airport. The Relief Road will provide a quality route for freight vehicles to access the strategic road network (M56) from the south and east of the region. This in turn will reduce the number of heavy goods and other commercial vehicles using residential and neighbourhood streets.

6. Development of the Relief Road and Consultation

6.1 The Council has carried out a robust consultation exercise during the initial design phases of the Relief Road where proposals were in the early stages. Precise details were provided as to why certain aspects of the Relief Road design were being considered and stakeholders, affected parties, local residents and businesses were asked for their comments. 6.2 To ensure that everyone with a particular interest in the proposed Relief Road had an opportunity to comment and assist in shaping the proposals, a two-phased consultation approach was undertaken by Stockport, Manchester City and Cheshire East Councils. The first phase of consultation began on the 22nd October 2012 and closed on the 25th January 2013. It was designed specifically to capture the level of support for the Relief Road along with people's views on junction options and facilities for pedestrians and cyclists.

6.3 As part of consultation Phase One, two leaflets were distributed to properties within the area surrounding the Scheme. The purpose of Leaflet One was to raise awareness of the Relief Road while Leaflet Two provided more detailed information about the Scheme and junction options. Leaflet Two also provided a self-completion response form including questions relating to overall support of the Scheme and preferences on the layout of the six junctions.

6.4 In addition to the leaflets, a range of other methods were also utilised to provide the public and other stakeholders with an opportunity to engage in the consultation period, including:

- By email: semmms.relief.road@stockport.gov.uk;
- By telephone: 0161 474 2055;
- By post: SEMMMS Project Team, Stopford House (Fred Perry House), Stockport, SK1 3YQ;
- Twitter (@SEMMMSA555) and Facebook; and
- Website (including interactive map): www.semmms.info

6.5 The level of overall respondents to consultation Phase One has been good. In total, 8,737 response forms to the consultation have been received, representing a response rate of approximately 10%. Adding the 294 other responses to the response forms provides a total sample size of 9,031 consultation responses. The geographical distribution of respondents has also been good, especially when focusing on the pre-determined leaflet drop zone. The information provided on each of the responses has been considered and utilised to determine any conclusions that are detailed fully in this report.

6.6 Information and data captured as part of the first phase of the consultation process demonstrates that there is a significant level of support for the proposed A6 to Manchester Airport Relief Road. 69% (6,208) of overall respondents support the proposals with approximately 50% (4,505) of respondents specifying that they are strongly in favour of the Scheme. 13% (1,132) of overall respondents have specified that they are not in favour or definitely not in favour of the proposed Scheme.

6.7 A total of 17 exhibitions took place between 3rd November and 1st December 2012 and approximately 2000 people attended.

6.8 Local Liaison Forums (LLF) were undertaken in areas most affected by the proposals. These meetings are considered to be a vital channel for a two-way dialogue between the local community, the Local Authorities and, eventually, the appointed contractor. Approximately 300 residents attended the LLFs as part of the Phase 1 consultation.

These exercises enabled feedback, comments and views from the public and other stakeholders to be taken into consideration with modifications to the design being made where possible.

6.9 Once all the comments were explored and feedback was collated, the A6MARR was amended in some areas to address certain concerns. A further consultation exercise then followed on the emerging preferred scheme for the A6MARR in a similar fashion to the first exercise, through June and July of 2013. As part of the consultation, respondents provided feedback on which of the two potential junction options they preferred at six locations along the route. After consideration of the feedback and the other design requirements, the preferred junction options have been selected. The emerging A6MARR had been informed by comments received during the Phase 1 consultation. This has resulted in changes to the design proposals along the length of the scheme including:

- To further reduce the noise and visual impacts of the Scheme we have included additional noise fencing and low noise surfacing, extended earth mounds (noise bunds), lowered the level of the road and developed mitigation landscaping along the route;
- Where possible, the road has been moved further from residential properties;
- The proposals to accommodate the needs of pedestrians, cyclists, equestrians and public rights of way have been refined.

6.10 Numerous meetings have and are continuing to be held with interested parties in an endeavour to acquire wherever possible all the land needed for the A6MARR in advance of the Council being authorised to seek to rely on the use of compulsory purchase powers as a last resort to achieve the desired objectives and these negotiations will continue throughout the compulsory purchase process.

6.11 Following the second phase of the consultation the route of the A6MARR was updated to reflect the feedback and representations received and the preferred Relief Road route announcement was made on the 1st October 2013.

7. Detailed Relief Road Description

Overview

7.1 The Relief Road comprises a new dual carriageway connecting the A6 to Manchester Airport. The Relief Road travels adjacent to Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton and Wythenshawe District Centres and Gatley and Heald Green Local Centres.

7.2 The A6MARR is approximately 10 kilometres long, predominantly of dual 2-lane carriageway standard and would include seven new junctions and four improved junctions and the realigned A6. It also incorporates a further 4 kilometres of existing A555 dual carriageway to the south of Bramhall (the central section of the Relief Road). There are four rail crossings in the new sections including the Hazel Grove to Buxton Line, West Coast Main Line (Stockport to Stoke), Styal Line and the Styal Line Northern Airport Spur. A pedestrian and cycle route is proposed for the whole length of the Relief Road, including retrofitting it to the 4 kilometre existing section of A555.

7.3 Additional footpath and bridleway provision as well as that above will also be provided along parts of the Relief Road and it is proposed, as part of the complementary measures package to upgrade a number of existing public rights of way from footpaths to bridleways to improve linkages into the existing networks. Appended at Appendix 1 is a plan showing the route of the Relief Road and the associated public rights of way network changes.

The Road Cross Section

7.4 Each carriageway will measure 7.3m wide. Between the A6, Hazel Grove and Styal Road, Wythenshawe, east and westbound traffic will be separated by a hard standing central reservation measuring between 1.8m and 3.9m across with a concrete central barrier as the Relief Road speed limit is to be 50 mph. Between Styal Road and the tie in to Ringway Road West, Wythenshawe. The central reservation will be kerbed and vary in width between 3.0m and 5.4m and will not feature a central barrier as a result of the speed limit being 40 mph.

7.5 Between the A6 and Styal Road there will be a soft verge on either side of the carriageway. The shared use cycle way to the north of the Relief Road and footway will be separated from the carriageway by the soft verge. There will be another soft verge on the outside of the shared cycleway and footway.

7.6 Between Styal Road and the tie in to Ringway Road West, Wythenshawe, the shared cycle path and footpath will be adjacent to the highway. A soft verge will be created on the outside of the shared cycleway and footway with soft verge present on the opposite side of the road.

Main Alignment -A6 to A555

7.7 The Relief Road starts in the east from a traffic signalled junction with a 1 kilometre realigned section of the A6 Buxton Road on pasture and Highways Agency land.

7.8 From the new A6 T-junction, the Relief Road goes west and passes under the existing Buxton Road which is taken over the main alignment on a new bridge for the use of buses, cycles, equestrian and pedestrians. The main alignment then goes under the Hazel Grove to Buxton railway line and continues west avoiding houses along Old Mill Lane to the north and impacts on the northern extremity of the northern ancient woodland.

7.9 A bridge of sufficient standard will be provided to divert the existing Public Rights of Way ("PRoW") and allow farm vehicles to cross the road near Old Mill Lane.

7.10 The route passes between Norbury Brook and residential property in Ashbourne Road and Darley Road. At Macclesfield Road an at-grade signalised cross roads arrangement is proposed allowing all traffic movements with Toucan facilities for cyclists and pedestrians.

7.11 From Macclesfield Road the route continues west and runs to the north of Norbury Brook and associated woods and south of the residential streets of Sheldon Road and Longnor Road before it crosses Norbury Brook via a bridge at Mill Hill Hollow. A bridge of sufficient standard will be provided to divert the existing PRoW and allow farm vehicles to cross the road at Hill Green. The main alignment then passes in cutting under Woodford Road, which will be raised in the vicinity of the A6MARR and then climbs on embankment over the West Coast Mainline (WCML) Railway line.

7.12 A new at-grade signalised roundabout junction will provide access to the Bramhall Oil Storage Depot and a new link providing access to Chester Road. This junction will also incorporate Pegasus facilities for equestrians, pedestrians and cyclists.

7.13 At the A5102 Woodford Road the existing roundabout joining to the A555 will be replaced by a new grade separated junction (Half Diamond - west facing slip roads). The main alignment would pass through cutting under Woodford Road. The junction configuration at Woodford Road will be signalised and incorporate Toucan facilities for pedestrians and cyclists.

A555

7.14 A pedestrian and cycle track will be created adjacent to the existing A555, and where the A555 crosses over the A34 there will be junction adaptations to facilitate and manage the anticipated traffic flows including the widening of carriageways. The updated junction will be fully signalised and provide Toucan cycle crossing facilities for pedestrians and cyclists. The existing A555 extends as far as the B5358, Wilmslow Road.

7.15 North of this junction, at the junction of the A34 and Stanley Road, again the existing roundabout will be upgraded to traffic signal control as well as providing increased lane capacity. Toucan crossing facilities for pedestrians and cyclists will be integrated into the traffic signal controls at the junction. The A34 will be improved between Stanley Road, Cheadle Stockport to the north and Long Marl Drive, Handforth, Cheshire East to the south.

A555 to Ringway Road

7.16 The existing A555 alignment will be continued west under the existing grade separated dumb-bell junction linking to the B5358 (Wilmslow Road), where new west facing slips will be constructed.

7.17 Between the B5358 Wilmslow Road, and B5186 Styal Road, the Relief Road passes through Styal Golf Course and agricultural land. A footbridge will be provided to divert the PRow across the road at Yew Tree Farm. The Relief Road then passes over Styal railway line, which is in existing deep cutting, and then between the airport southern rail spur and Moss Nook electricity substation.

7.18 At Styal Road, an at-grade signalised cross road arrangement incorporating Toucan facilities, for pedestrians and cyclists, is to be constructed requiring extensions to the existing road over Rail Bridge over the northern airport spur. From Styal Road West, the Relief Road runs parallel to Manchester Airport rail spur where it will terminate as it merges with the existing Ringway Road/Ringway Road West junction west of Shadowmoss Road. Between Shadowmoss Road and the proposed main alignment, Ringway Road would be stopped up and a new layout arrangement with Shadowmoss Road constructed.

8. Design Standards

8.1 The requirements for the geometric layout of the Relief Road comply with Department of Transport standards and advice notes contained in the Design Manual for Roads and Bridges. The standards set out the desirable requirements for unconstrained sites but allow for lower parameters or 'departures' to be used in some circumstances. Such circumstances are where the adoption of departures would lead to environmental benefits or cost savings in locations where there would be no overriding safety implications.

8.2 There are some aspects of the Relief Road horizontal and vertical alignment, which will require a departure from normal standards however these are mainly associated with the existing A555 where there are existing physical constraints such as bridges or junctions. These departures are as follows -

- The east facing merge and diverge slip roads at the A34/A555, Cheadle junction;
- The west bound diverge slip road at the B5358 Wilmslow Road, Handforth junction;
- The weaving length between the A34/A555 and the B5358 Wilmslow Road junctions on the A555.

8.3 In addition to the above departures a number of relaxations have been applied to the design of the Relief Road in various locations. Designs adopting at least the desirable minimum standards, as shown in TD9; Table3, produce a high standard of road safety and are the initial design objective. However, not maintaining the desirable minimum standard does not inherently mean that the road design is unsafe when these values are reduced. This reduction in standard is classified as a relaxation. The limits for relaxations are defined by a number of design speed steps below a specific bench mark, usually the desirable minimum standard. When a design situation of exceptional difficulty cannot be overcome by a relaxation of the desirable minimum standard, then a departure from standard will be required. It should be noted that departures from standards have only been identified within

the design of the mainline; departures for other parts of the Relief Road have not been considered at this stage of the design.

9. Junctions

9.1 The following table describes the new and improved existing junctions along the length of the Relief Road

Junction	New Or Improved Junction	Junction Description	Facilities
A6 Buxton Rd/ Realigned A6 (west)	New	Priority Junction	Toucan crossing located 30m to the east
Realigned A6/ Relief Rd	New	Signalised T Junction	No Pedestrian Movements
Realigned A6/ A6 Buxton Rd (east)	New	Signalised T Junction	No Pedestrian Movements
Relief Road/ A523 Macclesfield Road	New	Signalised Cross Road Junction	Toucan Crossing Facilities
Relief Road/ Bramhall Oil Terminal	New	Signalised Roundabout Junction (elongated gyratory)	Pegasus Crossing Facilities
Chester Road/ Chester Road Link	New	Signalised T Junction	Toucan and Pegasus Crossing facilities
A5102 Woodford Road, Bramhall	Improved	Grade Separated (Half Diamond) Signalised Junction at top of slip roads	Toucan Crossing Facilities
A555/ A34	Improved	Existing Grade Separated Junction. A555 over free flow Gyratory A34 Roundabout	Toucan Crossing Facilities. Gyratory Roundabout upgraded to permanent signalisation
A34/ Stanley Green	Improved	Existing at grade free flow roundabout.	Toucan Crossing Facilities Roundabout upgraded to permanent signalisation

B5358 Wilmslow Road	Improved	Existing Grade Separated (Half Diamond East facing Slips)	No Signals or crossing facilities. Junction upgraded with West Facing Slip Roads
Relief Road/ B 5166 Styal Road	New	Signalised Cross Road junction	Toucan Crossing Facilities

10. Structures

10.1 The following table describes the principal structures along the length of the Relief Road

Structure Reference	Structure Description
Noise Bunds	Noise bunds are located throughout the scheme and will be constructed using "site won fill" material to mitigate the requirement for imported material/disposal of existing material. They will vary in height along the scheme dependant on the requirements for noise mitigation.
Bridges	
B001-A6 Bus Bridge	The proposed structure will carry Buxton Road over the proposed relief road with access restricted to pedestrians, cyclists, equestrians and buses. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on contiguous bored pile abutment foundations.
B002 -Hazel Grove to Buxton Line	The proposed structure will carry the existing Hazel Grove to Buxton Railway Line over the proposed relief road. It has been preliminarily designed using a standard Network Rail "E" type bridge deck on reinforced concrete cantilever abutment foundations.
B003 -Mill lane Accommodation Bridge	The proposed, structure will carry a proposed PRow over the proposed relief road with access for pedestrians, cyclists, equestrians and farm vehicles. The structure mitigates severance of farm fields and the permanent stopping up of the existing PRow FP76. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on piled reinforced concrete cantilever abutment foundations.

B004 -Mill Lane Footbridge	The proposed structure will carry a proposed PRow over Norbury Brook with access for pedestrians, cyclists and equestrians. The structure is a replacement for the existing structure 597 - Fernlea Footbridge. It has been preliminary designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on reinforced concrete bank seat abutment foundations.
Structure Reference	Structure Description
B004A -Norbury Bridge Widening	The proposed structure will carry the widened carriageway of Macclesfield road over Norbury brook The structure is a widening of existing structure 116 Norbury Brook Bridge. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on piled reinforced concrete cantilever abutment foundations.
B005 - Mill Hill Hollow Bridge	The proposed structure will carry the proposed relief road over Norbury Brook. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on piled reinforced concrete cantilever abutment foundations.
B005A – Mill Hill Hollow Footbridge	The proposed structure will carry a proposed PRow over Norbury Brook with access for pedestrians only. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on the proposed contiguous bored pile training walls.
B006 – Hill Green Accommodation Bridge	The proposed structure will carry a proposed PRow over the Relief Road with access for pedestrians, cyclists, equestrians and farm vehicles. The structure mitigates severance of farm fields and the stopping up of the existing PRow FP31. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on reinforced concrete cantilever abutment foundations.
B007 – Woodford Road Bridge	The proposed structure will carry the existing Woodford Road (Poynton) over the Relief Road. It has been preliminarily designed using a longitudinal steel plate girder and reinforced concrete deck slab on piled reinforced concrete abutment foundations.
B008 -West Coast Mainline Overbridge	The proposed structure will carry the Relief Road over the West Coast Mainline railway line. It has been preliminary designed using a steel beam and reinforced concrete deck

	slab on piled reinforced concrete abutment foundations.
Structure Reference	Structure Description
B010B -Woodford Road Bridge (Bramhall)	The proposed structure will carry the existing Woodford Road (Bramhall) at the eastern end of the A555 over the A6MARR. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on contiguous bored pile abutment foundations.
TR11 - Dairy House Lane Footbridge	The proposed structure will carry a proposed PRow over an existing culvert with access for pedestrians, cyclists and equestrians. It has been preliminary designed using pre-cast concrete box culverts.
B012 -Yew Tree Accommodation Bridge	The proposed structure will carry a proposed PRow over the A6MARR with access for pedestrians. The structure mitigates the stopping up of the existing PRow FP119. It has been preliminary designed using a steel beam and reinforced concrete deck slab on piled reinforced concrete abutment foundations.
B013 -Styal Mainline Overbridge	The proposed structure will carry the A6MARR over the existing Styal Mainline railway line. It has been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on contiguous bored pile abutment foundations.
B014 -Styal Road Airport Spur	The proposed structure will carry the A6MARR at its junction with Styal Road over the existing Northern Airport Spur Railway Line. The structure consists of a widening of the existing structure 526 - Styal Road Overbridge (Northern Leg) on its east and west side. They have been preliminarily designed using a pre-stressed pre-cast concrete beam and reinforced concrete deck slab on contiguous bored pile abutment foundations.
Structure Reference	Structure Description

Retaining Walls	
TR1 B-Retaining Wall for Attenuation Pond	The proposed structure retains an embankment above a proposed attenuation pond to the north side of the A6MARR. It has been preliminarily designed using steel sheet piles.
R002A -Pumping Station Retaining Wall	The proposed structure retains an embankment above a pumping station on the south side of the west bound carriageway. It has been preliminarily designed using steel sheet piles.
R003 & R004-Woodford Road Retaining Walls	The proposed structures retain private land and properties on the north and south side of the A6MARR. It has been preliminarily designed using contiguous bored piles.
TR1 G-Retaining wall to support widened path	The proposed structure retains Dairy House Lane above a proposed footway. It has been preliminarily designed using steel sheet piles.
R009 -A34 Retaining Wall Adjacent to Eastbound off Slip	The proposed structure retains a proposed PRow above the existing PRow FP 38A. It has been preliminarily designed using contiguous bored piles.
R010 -Wilmslow Rd Junction Adjacent to Eastbound Off Slip Retaining Solution	The proposed structure retains the proposed Eastbound off slip at the Wilmslow Road Junction above the proposed relief road. It has been preliminarily designed using contiguous bored piles.
R011 – Styal Road Electricity Sub Station	The proposed structure retains the Relief Road above the private Electricity Northwest Ltd land, which houses the Moss Nook electricity sub-station. It has been preliminarily designed using an "L" shaped reinforced concrete cantilever wall.
R016 – Retaining Wall Associated with the Existing Styal Road Rail Bridge (Airport Spur South)	The proposed structure retains the proposed westbound left turn lane from A6MASRR onto Styal Road above the north embankment of the existing Southern Airport Spur Railway line. It has been preliminarily designed using contiguous bored piles.
Structure Reference	Structure Description

TR1 M -Retaining Wall for Landing Light	The proposed structure retains the existing Manchester Airport Group landing lights above the proposed relief road. It has been preliminarily designed using an "L" shaped reinforced concrete cantilever wall.
Culverts	
Proposed Culvert C1	The proposed culvert carries the diverted Ox Hey Brook between the realigned A6 and Hazel Grove Golf Course. It has been preliminarily designed using a 0.9m wide x 0.6m deep concrete channel.
Proposed Culvert C2	The proposed culvert carries an existing watercourse from United Utilities land to the diverted Ox Hey Brook beneath the realigned A6. It has been preliminarily designed using 300mm diameter pre-cast concrete pipes.
Proposed Culvert C3	The proposed culvert maintains a connection between two existing ponds to the north and south side of the relief road. It has been preliminarily designed using 300mm diameter pre-cast concrete pipes
TR1 12 -Spath Brook Twin Culvert Extension	The proposed structure provides an extension of an existing culvert which carries Spath Brook, to accommodate a proposed PRow with access for pedestrians, cyclists and equestrians. It has been preliminary designed as an extension to the 2 No. 600mm diameter pipes with a reinforced concrete headwall.
Gantries	
Gantry G1 Gantry G2	The proposed gantries will carry directional signage and traffic signals for vehicular traffic on the A34 north bound entry to A34/A555 roundabout and Stanley Green Roundabout northbound. All gantries have been assumed to have a steel framework construction with concrete bases and foundations.

11. Lighting and Road Furniture

11.1 The Council in liaison with the lighting designers and street lighting maintaining Authorities has determined a street lighting strategy and preliminary lighting design. The emphasis was on sustainability, integration into the existing lighting network including using compatible computer management systems, future health and safety maintenance issues and future energy costs. The proposals allow for lighting predominantly the junctions only with the section between Styal Road and Ringway Road lit due to the requirements of the local highway Authority and being a more urban environment.

12. Code of Construction Practice

12.1 A Code of Construction Practice (CoCP) has been prepared for the Relief Road which addresses specific legislative requirements in addition to compliance with the British Standards, Health and Safety Executive Guidance and planning conditions. In this respect it has been prepared to protect the interests of local residents, businesses, the general public and the surroundings in the immediate vicinity of the construction works. It will apply throughout the entire period of the construction works.

12.2 The Contractor, his agents and employees are expected to comply fully with the terms of the CoCP. The Contractor will be given a reasonable period of time to rectify any breaches of the CoCP during the construction process, however should these not be rectified within that time the Employer under the contract will make arrangements for a third party to carry out the necessary works to rectify the breaches at the expense of the Contractor.

12.3 In addition to the requirements as set out by the Code, the contractor is to also adopt the recommendations of the Local Government Association's Considerate Constructor Scheme which aims to improve the "image" of the construction industry through good practice. The Contractor shall adopt the requirements of this Code of Practice where they are more onerous than those set out in the Considerate Constructor Scheme. Where necessary it is expected that the Contractor, with no prior intervention, shall adopt stricter controls than may be included in this Code or the Considerate Constructor Scheme to reduce annoyance or nuisance.

13. Duration of Works

13.1 Construction of the Relief Road is scheduled to commence in 2015 and due for completion in 2017 when the Relief Road will be opened. The programme will be finalised with the appointed contractor for the Scheme.

13.2 Working hours are expected to be 0800hrs to 1830hrs Monday to Friday and 0800hrs to 1300hrs Saturdays subject to agreement with the Partnering Authorities.

13.3 Certain aspects of the construction works will need to be undertaken outside of these normal working hours due to scheduling constraints. In particular this would include construction of the proposed rail crossings where disruption of the rail network must be kept to a minimum.

14. Main Activities

14.1 Early activities would include the following -

- Construction of the boundary fence.
- Site clearance.
- Environmental mitigation measures identified throughout the assessment Chapters 8-17.
- Topsoil strip and storage.
- Enabling works including construction of the main site compound equipment, lay down areas, site access, temporary drainage networks and temporary service requirements.

14.2 The main work activities to be undertaken are as follows:

- Diversion of Statutory Undertakers equipment.
- Earthworks including excavation of cut areas, construction of embankments, bunding, and finished levels.
- Construction of structures including retaining walls, underpasses and bridges.
- Piling including sheet and bored piles.
- Installation of services including communications and power cabling.
- Construction of the drainage networks and treatment.
- Pavement construction.
- Construction of the footpath, cycle path and bridleway.
- Landscape planting
- Installation of safety barriers, signs, traffic signals and lighting.
- Road safety audit, completion and handover.

Site Access and Haul Routes

14.3 Access to the site for construction traffic would be restricted to certain haul routes. The proposed haul routes have been agreed with the relevant local highway authorities and include the following roads connecting the site to the primary road network:

A6 Buxton Road

- A523 Macclesfield Road
- A5102 Woodford Road (between A555 and Chester Rd A5149)
- A5149 Chester Road
- A555
- A34
- B5166 Styal Road (to the north of the proposed Relief Road)
- Ringway Road West
- Woodford Road, Poynton (between proposed bridge structure and Chester Road A5149)

15. Traffic Management

15.1 Most of the Scheme will be built 'offline' minimising disruption to traffic along the existing road network. In a number of locations where new junctions and tie in works would

connect to the existing road network, construction would be phased to minimise traffic disruption. Disruption to traffic would occur at the following locations:

- A6 Buxton Road
- A523 Macclesfield Road
- Woodford Road crossing
- Chester Link Road Tie In
- A5102 Woodford Road/ A555 Junction
- A34 Stanley Road Junction
- A34/ A555 Junction
- B5358 Wilmslow Road
- B5166 Styal Road Junction
- Ringway Road West Tie In.

16. The Proposed Construction programme

A6 Buxton Road

16.1 The new A6 link to the east of the existing A6 is envisaged to be constructed offline whilst traffic access along the existing A6 would be maintained. Embankments along the A6 link and the section of the Scheme between the existing and proposed A6 would be constructed at the same time.

16.2 The second phase would see traffic travelling along the A6 diverted to travel along the new A6 link, whilst the main alignment of the Scheme east is constructed.

A523 Macclesfield Road

16.3 The main alignment would be constructed up to the east and west sides of Macclesfield Road. Lane closures of the east and west lane could be introduced using temporary traffic signals to construct the tie in works as required.

Woodford Road Crossing

16.4 The first phase would involve the construction of a diversion just north of Woodford Road where the new bridge would be constructed. Traffic would then be switched to the diversion whilst the new bridge and cutting is constructed. Diverted traffic would then be switched back to the existing Woodford Road over the new bridge whilst the diversion route is demolished and reinstated to its previous use. The main alignment would be constructed in the new cutting under the new bridge.

Chester Road Link Tie In

16.5 The tie in points would be constructed using temporary traffic signals for lane closures as required.

Woodford Road I A555 Junction

16.6 Traffic flow would be maintained as far as possible in order to construct the west facing slip roads, divert the underground services and construct the bridge. Further details would be agreed with the appointed contractor.

A34/Stanley Road Junction

16.7 The areas of road widening would be constructed using temporary traffic signals for lane closures as required.

A34/A555 Junction

16.8 The areas of road widening would be constructed using temporary traffic signals for lane closures as required.

B5358 Wilmslow Road

16.9 The slip roads would be construction offline, and the mainline constructed beneath the existing bridge structure with no requirement for traffic management. The slip road tie in points would be constructed using temporary traffic signals for lane closures as required. The relocated Clay Lane junction would be opened prior to the closure of the existing clay lane junction to allow the continued movement of traffic.

Styal Road Junction

16.10 The junction would be constructed in three phases. It is envisaged the bridge widening would be constructed during rail possessions whilst allowing traffic flow to continue along the existing Styal Road. The works above the structures to the east and west would then be completed in the separate phases using temporary traffic signals for lane closures as required.

Ringway Road West Tie In

16.11 The main alignment would be constructed up to the existing Ringway Road West which would remain open to traffic. Traffic travelling along Ringway Road West would then be switched to the eastbound carriageway, whilst the new junction arrangement with Shadowmoss Road is constructed. The westbound carriageway would then be opened to traffic.

Earthworks

16.12 At detailed design stage a final review of the cut/fill balance will be undertaken to achieve an overall neutral cut/fill earthworks balance. This would eliminate the requirement to import fill material from off-site locations or dispose of excess cut material at licensed waste management facilities. Generally excavated material would be transported throughout the site on internal haul routes and designated haul roads from areas of cutting where material would be won to deposition areas where embankments and bunds would be built.

Contractors Compound and Working Space

16.13 There are ten potential areas within the site which could be used as site compounds/lay down areas. There are three potential compound areas adjacent to the proposed Hazel Grove to Buxton Line Rail Bridge (to the northeast, southeast and southwest of the structure), two areas south of the Oil Terminal Gyratory Junction (to the east and west of the Chester Road Link Road), one area to the southwest of the Woodford Road, Bramhall, one area to the southwest of the A555/A34 junction, two areas adjacent to the east side

Styal Mainline Bridge (to the north and south side of the relief road) and one to the northwest of the Styal Road Junction.

Surface Water Run Off

16.14 Temporary drainage networks would be constructed to attenuate and treat surface water flows from the construction area. At each watercourse, appropriate measures would be installed to treat and regulate surface water runoff. Further detail would be developed at the detailed design stage.

17. Services

17.1 A number of diversions would be required for existing services as detailed below -

A6 Buxton Road

Statutory Undertaker	Description
UU Water	Diversion of 4 No. water mains (further details are noted within the mains schedule on drawing 2001)
UU Wastewater	Existing services to be diverted, awaiting further details
ENWL	Diversion of 3 HV Cables Diversion of 4 LV Cables Replace 1 LV Link Box
National Grid	Diversion of 1 LP Main Diversion of 1 MP Main
BT – Yew Tree	There exists multiple duct routes (numbered 717 and 719) consisting of High Grade Optical Fibre Cables, Network Copper Cables and Local Copper Distribution Cables, which require diversion
BT – A6 Bus Bridge	There exists multiple duct routes (numbered 730, Bridge 730B and 2852) consisting of High Grade Optical Fibre Cables, Network Copper Cables, Local Copper Distribution Cables. There also exists various intermediate footway jointing chambers, 519, 520 and 521 which contain amplification equipment, which require diversion.
BT – Norbury Hollow	There exists multiple duct routes (numbered 735, Hollow 736, 737 2121 and 2121) consisting of High Grade Optical Fibre Cables, Network Copper Cables, Local Copper Distribution Cables, Poles and overhead apparatus, which require diversion.

A523 Macclesfield Road

Statutory Undertaker	Description
ENWL	Diversion of 1 HV cable Diversion of 2 LV cables
ENWL (Transmissions)	Assumed accommodation works to be agreed with ENWL
National Grid	Diversion of 1 LP Main
BT	There exists multiple duct routes (numbered 149, 79, 80 and H2598B) and affected manhole numbered R11 57 consisting of Grade Optical Fibre Cables, Network Copper Cables, Local Copper

	Distribution Cables, which require diversion
Virgin Media	Diversion of 1 cable

Woodford Road, Poynton

Statutory Undertaker	Description
UU Water	Diversion of 3 mains
ENWL	Temporary Diversion of 11kV o/h line and terminal pole Temporary diversion of 2 HV and 1 LV cable Permanent diversion of 2 HV and 1 LV cable Relocate 11kV o/h line and terminal pole to original location after temporary road is removed
BT	There exists a single duct route (numbered sections 187-190) consisting of Local Copper Distribution Cables, which require diversion
National Pipeline	Included within Bramhall Oil Terminal/ A5419 Chester Road works. Any necessary works that are to be completed by the contractor shall be agreed by the Contractor with the Oil Pipelines Agency

Bramhall Oil Terminal/ A5149 Chester Road

Statutory Undertaker	Description
UU Water	Diversion (lowering) of 1 main
ENWL	Diversion of 1 HV Cable Diversion of 1 LV Cable
National Grid	Diversion of 1 MP main Diversion of 3 LP mains
BT	Diversion of 1 Cable
National Pipeline	Diversion of 2 No. pipes

A5102 Woodford Road, Bramhall

Statutory Undertaker	Description
UU Water	Diversion of 2 mains
ENWL	Initial diversion of 2 HV cables, 1 LV cable and disconnect 1 Tele/Pilot cable Full diversion of 2 HV cables, 1 LV cable (including replacement link box) and disconnect 1 Tele/Pilot cable.
BT	There exists multiple duct routes (numbered 708,709 and 709A) consisting of High Grade Optical Fibre Cables, Network Copper Cables, local Copper Distribution Cables, which require diversion
National Grid	National grid have stated that no diversions works will be required to their apparatus, however due to the depth of the Relief Road it is envisaged that some diversionary works will be necessary. The Contractor shall confirm the requirement for diversion with National Grid.

B5358 Wilmslow Road

Statutory Undertaker	Description
UU Water	Diversion of 1 Main
ENWL	Diversion of 2 HV cables Diversion of 1 LV cable Disconnection of 1 LV cable Disconnection of 2 Pilot/ Tele cables

Styal Road

Statutory Undertaker	Description
ENWL	Diversion of 11 HV cables Diversion of 1 LV cable Diversion of 4 Pilot/Tele cables Diversion of 1 Fibre Optic cable
	Install duct for cable diversions Install cable arid pilots in ducts Undertake jointing and termination activities on cable Undertake all necessary outages testing and pre commissioning of cables Excavation, backfill and reinstatement
National Grid	Divert 1 LP main
BT	There exists multiple duct routes (numbered 4741, 4738, 1365(A)1366,4739,4740,4743,1609,) intermediate jointing chambers consisting of Local Optical Fibre Cables, Local Copper Distribution Cables, Poles and overhead apparatus, which require diversion
Virgin Media	Divert 1 cable Relocate 3 chambers Construct 3 new chambers Install 4 new cables

Ringway Road/ Ringway Road Wes/ Outwood Lane/ Aviator Way

Statutory Undertaker	Description
UU Water	All diversion works to be completed prior to A6MARR by TfGM as part of the Ringway Road Highway Improvement Scheme.
ENWL (Transmissions)	
National Grid	
BT	
Virgin Media	
Cable and Wireless	

UU Wastewater

Statutory Undertaker	Description
A6 Buxton Road	Diversion of 1 No. Sewer Extension of 1 No. Sewer
Darley Road	Replacement of 1 No. Sewer
Mill Hill Hollow	Diversion of 3 No. Sewers
Wensley Drive	Diversion/Extension of 1 No. Sewer
Woodfoird road, Bramhall	Diversion of 2 no foul sewers

18. Maintenance

18.1 Upon completion of the Relief Road, the partnering Authorities will be responsible for all highway maintenance aspects of the Relief Road in their particular area once the Relief Road is opened to traffic and in use.

18.2 The required design life for the new and widened road pavements shall be 40 years.

Any existing road pavement to be retained shall be assessed and strengthened if necessary to provide 20 years residual life after completion of the Scheme.

19. Meeting Objectives

Traffic

19.1 The SEMMMS study recognised that there was a number of locations in the area that experienced significant traffic congestion and associated environmental impacts. The introduction of the Relief Road will relieve the surrounding areas of local traffic that is travelling to non-local areas by providing a more appropriate and efficient route.

19.2 The Scheme will improve surface access to Manchester Airport and provide better connectivity along the south Manchester corridor, to assist Greater Manchester and Cheshire East in meeting their aspirations for economic growth. It directly supports the Government's objective to provide major transport infrastructure that will deliver economic growth, a fact acknowledged by the announcement on prioritisation for funding in the Chancellor's Autumn Statement in November 2011 and inclusion in the National Infrastructure Plan. The Scheme will provide congestion relief to local communities and generate wider benefits to business through improved journey time reliability on the local and strategic highway network.

19.3 The Scheme is an integral component of the wider SEMMMS, which has delivered benefits to local communities across south-east Manchester through a range of public transport and sustainable transport measures over the past ten years. It is widely recognised that the Scheme is critical to delivering the long-term objectives of SEMMMS and to meet national objectives for growth, employment and connectivity.

Relief Road Traffic Model

19.4 A robust approach to Scheme assessment has been undertaken, using a variable demand modelling framework originally developed for the Greater Manchester Transport Innovation Fund (GMTIF) work, but updated specifically for the Scheme. The modelling suite was developed jointly by the Transport for Greater Manchester, Highways Forecasting and Analytical Services (TfGM, HFAS) and MVA Consultancy. Additional modelling input and a formal reviewing role was provided by Atkins. The model has been used to inform both the Relief Road scheme design and major scheme business case.

19.5 The model is fully compliant with national (WebTAG) guidance and has been subject to rigorous review by the Department for Transport in relation to the major scheme business case for the scheme, which has secured programme entry approval in October 2013.

19.6 The Scheme model incorporates a number of committed developments and highway schemes which will be in place and operational before the modelled future years. An Uncertainty Log has been developed in accordance with WebTAG Unit 3.15.5 in order to determine the certainty of all developments and highway schemes relevant to this study.

Economics

19.7 A robust modelling and appraisal framework has been developed to assess the impact of the Relief Road. The Relief Road is expected to lead to substantial benefits through improvements to journey times and from the wider economic impacts this is likely to have a result. Across a 60-year project lifetime, the Scheme will generate:

- Travel time savings valued at up to £825 million, with total transport economic efficiency benefits of £858 million;
- High value for money, with a benefit-cost ratio of 5.06; and

20. Environmental Impact Assessment

20.1 The Scheme comprises Environmental Impact Assessment (EIA) development as referred to in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (The Regulations). An Environmental Statement (ES) detailing the findings of studies and assessments undertaken for the Scheme has accordingly been prepared. The Environmental Statement was published in October 2013 and can be inspected on the SEMMMS website which can be reached via the website of each Partnering Authority. The following paragraphs provide a summary of the findings of the ES -

Environmental Context

20.2 The Scheme traces the southern fringe of the Greater Manchester conurbation from the A6 in the east to Ringway Road West in the west. The Scheme 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. Key settlements along the Scheme corridor include Hazel Grove, Bramhall, Cheadle Hulme and Heald Green to the north and Poynton, Woodford and Handforth to the south.

20.3 A complex network of public rights of way provides access to the countryside and open areas from the neighbouring communities. In addition to numerous footpaths, the principal rights of way include –

- Ladybrook Valley Interest Trail;
- National Cycle Route 55;
- Regional Cycle Route 85; and
- Greater Manchester Cycle Routes.

Construction

20.4 Construction of the Scheme is scheduled to begin in 2015 with completion scheduled for 2017, when it would formally open.

20.5 Mitigation of construction related impacts would be addressed through the adoption and implementation of a fully compliant Construction Environmental Management Plan (CEMP).

20.6 There would be a requirement upon the contractor to agree and incorporate detailed measures aimed at reducing construction related impacts and to monitor the effectiveness of the measures, by way of regular internal auditing. External auditing by the Client's agent would also form part of the CEMP procedures.

Environmental Impacts and Mitigation

Air Quality

20.7 Air Quality assessments have considered the effects of the Scheme upon a total of 11,036 receptors including residential properties, care homes, hospitals, schools, nurseries and businesses.

20.8 The assessments have demonstrated nitrogen dioxide (NO₂) concentrations will be likely to fall at approximately 79% of receptors whilst 2% will be unchanged and 19% will be likely to experience an increase.

20.9 They have further demonstrated Particulate Matter (PM₁₀) concentrations are likely to fall at approximately 61% of receptors, whilst 22% will be unchanged and 17% will be likely to experience an increase. The assessments have also demonstrated that implementation of the Scheme is expected to result in a small increase in regional emissions associated with traffic using the network forming the focus of the traffic model.

Cultural Heritage

20.10 The assessments have indicated that 29 known archaeological assets of low value will be damaged, destroyed or removed during the construction of the Relief Road. They have also indicated that the impact relative to Norbury Hill, a site of medium value, will be moderate and adverse. In accordance with English Heritage guidance each Built Heritage Asset will have specific mitigation agreed with the relevant Heritage Officers and formalised in a Written Scheme of Investigation, prior to construction. This will include the requirement for a Watching Brief to be maintained in these areas of known heritage assets to identify, record and where appropriate remove the assets.

Landscape Effects

20.11 Avoidance/mitigation of impacts related to landscape character and views has been an integral part of the planning and preliminary design for the Relief Road. Where possible, this has involved –

- integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical;
- the design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography;
- the creation of a strong, unified landscape utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments;
- realisation of opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and
- the creation of new landscape/parkland/informal public open spaces to compensate loss of such land and increase open space provision.

20.12 notwithstanding this approach, the assessments have indicated that the Relief Road will have a significant impact on landscape character local to parts of the corridor, north of Norbury Brook, the Ladybrook Valley, Bramhall Oil Terminal and the crossing of the West Coast Mainline.

20.13 The visual impact assessments have concluded that with the proposed mounding and planting the Relief Road will have a large adverse impact on 2 residential receptors and moderate to large adverse impact on 13 residential receptors, at a number of locations during winter months in the long term. They have further indicated that with the mitigation provided by the proposed planting, there will be no residential receptors subject to large impact and 6 subject to moderate to large impact during summer months in the long term.

20.14 The visual impact assessments have concluded that the Relief Road will have a large adverse impact on users of FP76 in the vicinity of Norbury Brook during winter and summer months in the long term and a moderate impact on 3 sections of the footpath during winter months reducing to 1 during summer months.

Ecology and Nature Conservation

20.15 Measures have been taken to ensure that statutory obligations regarding the conservation and protection of protected species would be satisfied.

20.16 The assessments have demonstrated there will be a beneficial impact relative to the beneficial habitats either by virtue of an increase in their extent in the area or in the quality of the habitat type included as part of the Relief Road –

- species rich hedgerows;
- ponds capable of supporting great crested newts;
- semi-natural broad-leaved woodland; and
- semi-improved grassland.

Alignment of the Scheme to the south east of Old Mill Lane will involve the loss of some 0.4ha of lowland deciduous woodland within the SBI, 0.08ha of which is ancient woodland. The loss of the woodland will be in part compensated for by the planting of mixed deciduous woodland on the new cutting slopes where the road crosses the northern margin of the locally designated site. It will not, however be possible to compensate the loss of the small area of ancient woodland with new planting.

20.17 The assessments have also concluded that, with proposed mitigation measures in place, potential impacts upon protected species of fauna will not be significant.

Geology & Soils

20.18 The Scheme will not have an impact on any areas designated for their geological interest.

20.19 Targeted investigations will be undertaken where necessary as part of a wider ground investigation of the Airport Woodhouse Park historic landfill site. This will ensure the presence of any potentially harmful contaminants is more fully understood and appropriate contaminant-specific measures are incorporated into the methods of construction for the potentially contaminated site.

Noise and Vibration

20.20 The assessments have identified traffic-related noise as an environmental aspect where it is predicated there will be large numbers of receptors subject to increases or reductions in levels where they are located in the vicinity of the proposed alignment or along existing roads. In light of anticipated high levels of increase for many properties in the vicinity of the proposed alignment, a substantial commitment has been made to the introduction of noise mitigation measures to reduce the higher orders of increase. The measures include the introduction of low noise surfacing along the new sections of the dual carriageway and of mounding and/or environmental barriers at a number of locations along the Scheme corridor.

Allowing for this substantial commitment, predicted increases in the vicinity of the Scheme and roads affected by the changes in traffic volumes will be moderate for some 850 residential receptors and 8 other sensitive receptors and major for 34 receptors.

20.21 Construction activities and noise limits would be agreed and specific Contractors' method statements would be prepared prior to construction for activities such as piling or blasting.

Effects on All Travellers

20.22 The assessments have concluded the inclusion of proposals for a new footpath/cycle route along the entire length of the Scheme combined with the provision of bridges and controlled crossings to mitigate potential severance and access to the countryside will constitute a significant beneficial impact for users of the footpath network, cycle routes and bridleways in the area.

Community and Private Assets

20.23 Construction of the Scheme will involve the loss of agricultural land and land associated with recreational and residential use. It will also involve using some areas of industrial and commercial land.

20.24 The Relief Road will sever and fragment a number of agricultural holdings with potential implications for future operation. In addition to these permanent impacts there will

be potential temporary impacts on existing uses related to disruption to access. The loss of land at Styal Golf Course will be mitigated by providing replacement land and remodelling the golf course in advance of the Relief Road construction. Moorend Golf Course and Woodford Recreation Ground will also have an adverse impact. However this will be mitigated by the provision of new open space to the east of the ground, south of Albany Road, Branhall, Stockport.

Road Drainage and the Water Environment

20.25 The principal watercourses comprise the Oxhey Brook, Threaphurst Brook, Norbury Brook, Lady Brook and Poynton Brook at the eastern end of the Scheme corridor, the Spath Brook in the central part of the corridor and the Gatley Brook and Baguley Brook at the western end of the corridor.

20.26 There are two areas of notable flood risk; the confluence of the Norbury Brook, Poynton Brook and Lady Brook and the area related to Spath Brook in the vicinity of Stanley Green Trading Estate.

20.27 There are several aquifers that are considered as important for public water supply and a water source protection zone in the vicinity of Woodford.

20.28 The assessments have demonstrated that, with the inclusion of mitigation measures, including the taking of land to accommodate attenuation and balancing ponds as part of the drainage strategy for the Relief Road, impacts on surface water quality, groundwater and flood risk will not be significant. .

Wider Scheme Impact

20.29 Completion of the Relief Road will in general reduce future year traffic flows on many local roads in the surrounding areas, notably –

- Heald Green, Bramhall, and Hazel Grove (and to a lesser extent Gatley, Cheadle and Cheadle Hulme) to the north of the A6MARR; and
- Styal, Wilmslow, Woodford and Poynton Town centre to the south of the A6MARR.

20.30 In terms of the traffic using local primary routes and the strategic road network, completion of the Relief Road will reduce traffic using –

- A6 between the eastern terminus of the Relief Road and M60 motorway;
- A523 between the A6 Rising Sun and Poynton cross-roads;
- A538 between the M56 motorway and Wilmslow and between Wilmslow and Prestbury;
- A560 between Gatley and Cheadle;
- A5102 between the A555 (at Woodford) and A538 (at Wilmslow);
- M60 between junctions 1 and 2; and
- M56 between junctions 1 and 2 (Sharston Link) and between junctions 4 and 5.

20.31 It is recognised, however, that some local areas will experience some increase in traffic following completion of the Relief Road, notably –

- Wythenshawe (south of Simonsway) to the north of the Relief Road and;
- Handforth, High Lane and Disley to the south of the Relief Road,

20.32 Potential local routeing issues following completion of the Relief Road have also been identified in connection with -

- Gillbent Road, Cheadle Hulme;
- Torkington Road and Threaphurst Lane, Hazel Grove; and
- Clifford Road, Poynton.

20.33 In terms, of the traffic using local primary routes and the strategic road network, completion of the Relief Road will increase traffic using:

- A6 between through High Lane and Disley;
- A34 between the A555 and Dean Row Road;
- A555 between the B5358 (at Handforth) and A5102 (at Woodford/ Bramhall), the existing completed section of MAELR; and
- M56 between junctions 5 and 7.

20.34 Discussions are presently ongoing between the A6MARR Project Team and Highways Agency regarding the impact of the scheme on the Strategic Road Network (SRN) and the M56 in particular. The Highways Agency has been included in all stages of consultation on the scheme development from its original conception as a Highways Agency proposed trunk road scheme, through to the current proposals. A statement will be issued by the Highways Agency to confirm that there is no objection to the scheme proposals, and that it is compliant with the National Planning Policy Framework and latest SRN planning policy document.

20.35 A package of measures, known as Complementary and Mitigation Measures (CMM), has been proposed to address the predicted change in traffic flow on the local highway network following completion of the Relief Road. The measures aim to ameliorate the scheme's impact on local communities where there are predicted to be traffic increases, and seek opportunities to encourage walking, cycling and support to local centres where there are predicted to be reductions in traffic flow.

20.36 Funding within the Relief Road budget has been allocated for each complementary and Mitigation Measure proposed. Following planning approval, the Scheme Project Team will consult with CEC, MCC and SMBC officers regarding the implementation of mitigation measures within their respective authorities.

20.37 Based on the latest traffic modelling information the following mitigation measures are proposed:

A6 through High Lane and Disley:

20.38 The traffic modelling originally predicted significant increase in traffic flow on the A6 through High Lane and Disley of between 25 to 30% with the Relief Road in place. This increase is a result of both background traffic growth and the reassignment of longer distance traffic as a result of the introduction of the Relief Road. There is also the potential risk of increased traffic flows on Windlehurst Road.

20.39 The A6 Buxton Road performs an important role for the Greater Manchester City Region carrying a mix of general and freight traffic from the Peak District and beyond into Greater Manchester. The A6 is part of the national Primary Route Network (PRN) and provides a strategic link between Greater Manchester and key towns in north Derbyshire including Buxton, Matlock and Chapel-en-le-Frith. It also serves New Mills, Whaley Bridge and a number of smaller settlements including High Lane and Disley. The A6 is also a major access route for the Peak District National Park.

20.40 Through Disley and High Lane the A6 is fronted by a mixture of open fields, wooded areas, residential and commercial properties, and numerous side-roads providing access to residential areas and onward connections to Marple and Whaley Bridge. To the west of Disley Village centre, attempts have been made to reduce the width of carriageway through the introduction of central hatching and cycle lanes as the road continues towards High Lane.

20.41 Within High Lane itself, the wide carriageway accommodates numerous right-turn facilities, and occasional formalised on-street parking facilities. Elsewhere, double yellow line markings prevent on-street parking for the majority of the A6 through High Lane. A constant high level of traffic movement creates a potentially intimidating environment for vulnerable road users along the A6.

20.42 Footways are generally adequate along this corridor, although the volume of traffic and heavy goods vehicles using this route detracts from the high street environment within High Lane and Disley. Pedestrian crossing facilities are provided at the signalised junctions with Windlehurst Road and Buxton Old Road, along with occasional pedestrian refuge islands and Pelican crossings on Market Street in Disley and at two locations in High Lane.

20.43 The nature of the A6 through High Lane and Disley means that it is neither possible nor desirable to significantly increase network capacity along this corridor. The Relief Road Project Team has been sensitive to the concerns raised by the public and stakeholders alike in relation to the predicted increases in traffic through High Lane and Disley, both as a result of background traffic growth and the reassignment of longer distance traffic movements following completion of the Relief Road, such that - :

20.44 A separate study is nearing completion following consultation to consider traffic growth and demands in the wider A6 corridor, irrespective of the Relief Road coming forward. Ultimately, 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. The A6 Corridor Group consists of representatives from Cheshire East Council, Derbyshire County Council, High Peak Borough Council, Stockport Metropolitan Borough Council, and Transport for Greater Manchester; and

20.45 Following the Phase Two Consultation 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 Relief Road through a combination of; discrete local junction improvements, environmental enhancement measures, and speed management measures. These measures have been developed to address the original 25-30% increase in predicted traffic flows. These enhanced mitigation measures seek a balanced approach to managing the predicted traffic on the A6 through High Lane and Disley by -

- better managing traffic flows for local residents at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme;
- enhancing the local district centre environment in Disley Village through the introduction of shared-space type interventions; and
- limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the Relief Road in place. This will be achieved through a combination of gateway treatments and reduced speed limits.

20.46 These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two consultation which focussed on improvements to non-motorised user facilities, including –

- cycle lanes on sections of the A6 between Hazel Grove and New Mills Newtown where practicable;
- a new pedestrian refuge on the A6 Buxton Road at Wellington Road;
- a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;
- new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;
- a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to link bus stops and the park entrance; and
- a new cycle link between Disley and High Lane/ Poynton through Lyme Park.

20.47 Traffic modelling of the Relief Road previously predicted an increase in traffic of 25-30% on the A6 through High Lane and Disley. The introduction of enhanced mitigation measures markedly reduces this increased traffic flow to between 11 to 16%. Some growth on A6 through High Lane and Disley should be expected when one considers the following –

- Without the Relief Road in place traffic growth in the A6 corridor between the M60 and Disley is heavily constrained, compared to other routes through Stockport, most notably through Hazel Grove and Stockport Town centre; and
- With the Relief Road in place, the A6 through Hazel Grove and Stockport Town centre is predicted to experience reduced traffic levels (below 2009 base year levels). As a result journey times over this section of A6 will markedly improve.

20.48 Whilst there may be some junction delay at particular locations on the A6, such as the Fountain Square junction in Disley or Windlehurst Road junction in High Lane, these delays are more than offset by reduced junction delays elsewhere along the A6.

Torkington Road & Threaphurst Lane, Hazel Grove:

20.49 The traffic modelling has identified a potential risk that completion of the Relief Road could lead to some inappropriate routeing of local traffic between the A6 south-east of the new Relief Road junction and Offerton using 'country lanes' such as the unclassified Torkington Road and Threaphurst Lane.

20.50 In order to mitigate this potential risk it is recommended that both Torkington Road and Threaphurst Lane are designated as Quiet Lanes. Quiet Lanes are minor rural roads, typically C or unclassified routes, which have been designated by the local highway authority to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. Cars are not banned from Quiet Lanes and the use of Quiet Lanes is shared. Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic. The final form of mitigation would be subject to consultation with the Council.

A627 Torkington Road/ Offerton, Hazel Grove:

20.51 The latest traffic modelling predicts that there is a potential risk that completion of the Relief Road along with enhanced mitigation measures on the A6 through High Lane and Disley could lead to a material increase in traffic on the A627 Torkington Road/ Offerton Road, Hazel Grove. It is recommended, therefore, that traffic flows on the A627 Torkington

Road/Offerton Road are monitored prior to and following completion of the Relief Road. In the event that the A627 Torkington Road/ Offerton Road is shown to attract a material increase in traffic as a consequence of the scheme appropriate traffic management would be introduced to mitigate its impact. The final form of traffic management would be subject to consultation with the Council.

Clifford Road, Poynton:

20.52 The traffic modelling predicts a potential slight risk of increased traffic levels on Clifford Road following completion of the Relief Road. Clifford Road has the potential to act as an alternative route for through traffic between the A5149 Chester Road and the A523 London Road South (and vice versa). For this reason and to control traffic speeds, Clifford Road has already been traffic-calmed with shallow vertical deflections.

20.53 It is recommended that prior to and following completion of the Relief Road that traffic flows on Clifford Road are monitored to ascertain whether or not it attracts increased through traffic between the A5149 Chester Road and the A523 London Road South. In the event that Clifford Road is shown to attract increased through traffic appropriate traffic management would be introduced to discourage 'rat-running' and ensure as far as practicable that Clifford Road retains its function as a residential local distributor route.

20.54 The final form of traffic management would be subject to consultation with CEC. Traffic signage will play an important role in directing strategic traffic that wishes to use the Relief Road to use the most appropriate route through Poynton.

Gillbent Road, Cheadle:

20.55 The traffic modelling predicts a potential risk of increased traffic levels on Gillbent Road following completion of the Relief Road or more specifically the proposed junction improvements to the A34/ B5094 Stanley Road junction. In order to mitigate this potential risk and discourage its use it is recommended that consideration is given to the introduction of speed management measures and/ or local access improvements on Gillbent Road. The final form of mitigation would be subject to consultation with the Council.

Handforth:

20.56 The traffic modelling predicts increased traffic flows along the A34 Handforth bypass following completion of the Relief Road. The A34 is a 2-lane dual carriageway and is a key north-south radial route linking Cheshire with Manchester.

20.57 Capacity issues along the A34 Handforth bypass are currently limiting the attractiveness of this route with some traffic from the south heading to/ from Manchester Airport predicted instead to route through Handforth town centre on the B5358 Wilmslow Road. It is intended that the A34 - A555 route should be used for longer-distance journeys, with the B5358 Wilmslow Road/ Relief Road junction reserved for use by more locally Handforth-based traffic.

20.58 In order to discourage inappropriate routeing through Handforth town centre, whilst retaining the proposed west-facing slip roads at the B5358 Wilmslow Road/Relief Road junction, it is recommended that district centre traffic management and traffic calming along the B5358 Station Road/Dean Road is introduced. The final form of traffic management would be subject to consultation with CEC.

Wythenshawe (south of Simonsway):

20.59 The traffic modelling predicts that the changes to Shadowmoss Road/Ringway Road junction which are necessary to facilitate the Relief Road could increase the risk of inappropriate routing of traffic through the Wythenshawe area south of Simonsway, traffic which without the Relief Road would use the Ringway Road/ B5166 Styal Road junction.

20.60 Simonsway is a local distributor road which provides an important east-west route within Wythenshawe both for vehicular traffic and pedestrians and cyclists. The route provides access to residential areas, Wythenshawe Town centre, and the Atlas Business Park, as well as providing a strategic link to the motorway network via north-facing slip roads on to the M56 at Junction 4. Portway and Cornishway provide single carriageway access routes to residential properties, occasional retail units and other uses. Traffic is free-flowing throughout the day and both routes are lightly traffic calmed in the form of coloured carriageway surfacing and shallow speed cushions.

20.61 To manage this potential risk it is recommended that further local traffic management measures are introduced on residential routes to the south of Simonsway to discourage, as far as practicable, strategic traffic routing through the Wythenshawe area, but at the same time retaining local accessibility to Manchester Airport for Wythenshawe residents. The final form of traffic management would be subject to consultation with Manchester City Council. Although Simonsway is predicted to experience some increase in traffic flow with the Relief Road plus mitigation in place this is not matched by any noticeable increase in junction delay. It is considered therefore that given the current role of Simonsway as a local distributor road, in providing access to Wythenshawe Town centre and the Atlas Business Park, such traffic flow increases would not materially alter the prevailing character of the road.

20.62 Traffic signage will play an important role in directing strategic traffic wishing to access Manchester Airport to use the most appropriate routes through the area, notably Simonsway, Styal Road and the western section of the Relief Road.

20.63 Based on the latest traffic modelling information the following complementary measures are proposed:

Interface of the Relief road with the Existing Pedestrian/Cycle Network:

20.64 The Scheme includes provision of a shared pedestrian and cycle route adjacent to the new road and existing length of the A555, providing a new orbital link for the strategic cycle/ pedestrian network. It is essential that this new orbital link is fully integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore maximise the benefits associated with the Scheme.

20.65 Further to consultation with landowners a series of upgrades to the existing PRoW network will be promoted as being complementary to the Relief Road having taken account of public benefits and the in-principle support from landowners in terms of delivery.

A6 through Hazel Grove:

20.66 The traffic modelling predicts that completion of the Relief Road will significantly reduce traffic flows on the A6 north of the new Relief Road junction. The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of heavy goods vehicles and high frequency bus services. The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor, and is an accident 'hot-spot' for pedestrian road injury

accidents. All of these factors, coupled with the impact of congestion on noise, severance, vibration, and poor air quality, are adversely affecting the vitality of the district centre.

20.67 Existing traffic levels and the width of available carriageway within the district centre create further problems in respect of on-street parking and servicing/ deliveries to the numerous retail and commercial properties that line the A6. Delivery vehicles frequently block one of the two available lanes for through traffic leading to delays not only during but also outside of peak periods. Parking restrictions prevent on-street parking through the district centre, leading to a lack of parking overall for visitors to shops and properties. Greater Manchester Combined Authority, MCC and the Council have made a bus quality partnership scheme (QPS) for the A6 between Manchester City centre, Stockport and Hazel Grove. The A6 is a key bus corridor into Manchester City centre, operates with the most frequent single bus service in Greater Manchester (the 192) carrying almost 10 million passengers every year, and plays a critical role in supporting sustainable economic growth and accessibility in Greater Manchester. The QPS will ensure high standards of service for the passengers along this route and a commitment to the provision of quality infrastructure for bus operators. This includes bus lanes, upgraded bus stops and traffic management measures.

20.68 The predicted reduction in traffic through Hazel Grove presents the opportunity to reallocate road space in a more sustainable manner by, for example, the introduction of bus lanes where space permits, and/ or by reducing the number of lanes to a single lane in each direction with a shared third lane for right-turning provision and pedestrian refuges.

Bramhall:

20.69 The traffic modelling predicts a reduction in traffic flows through Bramhall following completion of the Relief Road. The Ack Lane East/Bramhall Lane South junction is located at the heart of the vibrant Bramhall District Centre. The junction is a three-arm mini-roundabout with uncontrolled crossing facilities located on each arm of the roundabout. The Ack Lane East/ Moss Lane three-arm priority junction lies to the immediate west of the mini-roundabout.

20.70 The junctions currently experience peak period congestion due to the high volume of traffic passing through the district centre and the close proximity of the two junctions, as well as catering for high pedestrian movements. With high traffic flows, and uncontrolled pedestrian crossing provision at the mini-roundabout intersection of key routes, the district centre lacks adequate pedestrian crossing facilities on key desire lines (although signalised pedestrian crossings exist to the immediate north of the mini-roundabout).

20.71 Completion of the A6MARR therefore represents a potential opportunity for an environmental and traffic scheme to be introduced in Bramhall that improves the pedestrian and traffic environment within the local district centre.

Finney Lane, Heald Green:

20.72 The traffic modelling predicts that Finney Lane will experience a significant reduction in traffic flow as a result of completion of the Relief Road. Heald Green is a thriving local centre with a wide variety of retail outlets, shops and services and is therefore a focus for pedestrian activity. Due to its location and close proximity to Manchester Airport and motorway system, Heald Green shopping area serves the needs of the local Heald Green community as well as regular commuters who travel to and from Manchester Airport and Cheadle Royal Business & Retail Park.

20.73 Notwithstanding recent public realm improvements, completion of the Relief Road and the associated reduction in airport traffic flows will present a potential opportunity for further district centre environmental improvements/ public realm aimed at enhancing facilities for pedestrians and cyclists.

Styal Road, Styal:

20.74 The traffic modelling predicts that the B5166 Styal Road will experience a reduction in traffic flow as a result of completion of the Relief Road. The B5166 Styal Road currently provides a popular route to Manchester Airport from Handforth, Wilmslow and further afield. Whilst it would be desirable in-principle to see this traffic using the A34, the scope and effectiveness of traffic calming along the length of the B5166 Styal Road would be limited, particularly for local residents.

20.75 Completion of the Relief Road does, however, present a potential opportunity for speed management measures to be introduced on the B5166 Styal Road on the approach to the new Relief Road junction.

20.76 Traffic signage will play an important role in directing strategic traffic wishing to access Manchester Airport to use the most appropriate routes through the area. For example, traffic from Macclesfield should be signed via Monks Heath and the Alderley Edge bypass to the A34 - currently the only signing for Manchester Airport from Macclesfield is via the B5358 Bonis Hall Lane.

21. Relief Road Costs and Funding

21.1 The below table provides a summarised breakdown of the un-inflated base cost estimate from the Scheme as forecast at May 2014 -

Cost Item 1	Cost (incl.27% OB where applicable)
Preparation & Client/Local Authority Costs	£9,600.000
Land Costs	£42,300.000
Construction Costs	£121,700.000
Complementary and Mitigation Measures	£6,000.000
Statutory Undertaker`s Diversions	£18,300.000
Network Rail Costs	£2,500.000
Employer`s Agent	£4,600.000
Risk	£85,000.000
Total Estimate	£290,000.00

21.2 In November 2011, the Chancellor identified the Relief Road as part of the prioritised National Infrastructure Plan and confirmed a funding contribution of £165m towards the building of the Scheme.

21.3 In 2012, the Government, as part of the City Deal with Greater Manchester, confirmed that an Earn Back deal, would contribute a further £105m towards the Scheme with the remainder coming from the Greater Manchester Transport Fund.

22. Human Rights

22.1 Section 6 of the Human Rights Act 1998 prohibits authorities from acting in a way that is incompatible with the European Convention of Human Rights and Fundamental Freedoms 1950 ('the Convention'). Various convention rights may be affected by the process of making and considering the Order including those under Articles 6, 8 and 14 of the Convention and Article 1 of the First Protocol.

22.2. The European Court of Human Rights has recognised, in the context of Article 1 of the first Protocol (entitlement to the peaceful enjoyment of possession [including property]), that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and the community as a whole." The Council recognises that powers of compulsory purchase must be exercised proportionately. Both public and private interests must be taken into account in the exercise of the Council's powers and duties as a local authority.

22.3. Similarly, any interference with Article 8 rights (the right to respect for private and family life and home) must be "necessary in a democratic society" and should also be exercised proportionately. In promoting the Order the Council has considered carefully the balance to be struck between individual rights and the wider public interest. Any interference with rights protected by the Convention is considered to be justifiable in order to secure the public benefits that the Scheme will bring to the community.

22.4 In coming to the conclusion that there is a compelling case in the public interest to make the Order the Council has had due regard to Article 1 of the First Protocol (the right to peaceful enjoyment of possessions [including property]), Article 8 (protection of private and family life), Article 6 (entitlement to a fair and public hearing) and Article 14 (the right to enjoy rights and freedoms free from discrimination). Article 1 protects the right to peaceful enjoyment of possessions, including property. This protection does not diminish the right of the Council to enforce such laws as it deems necessary to control the use of property in accordance with the general interest. The Council considered that in exercising its statutory powers and making the Order a fair balance will be struck between the public interest in the implementation of the Scheme and those private rights that will be affected by the Order.

22.5 Article 6 protects a person's entitlement to a fair and public hearing in the determination of the civil and political rights. The Council is of the view that the statutory procedures relating to the making of the Order taken with the right to object to the Order and the opportunity to challenge a confirmed Order in the Courts satisfies the requirement of Article 6.

22.6 The right to respect for private and family life and home, protected by Article 8, may be restricted if the infringement is in accordance with the law, has a legitimate aim and is fair and proportionate in the public interest. The Council is satisfied that no such interference will occur as a result of the Orders but any that may arise will be in accordance with the law, pursue a legitimate aim and are proportionate, having regard to the public interest and to the public benefit which will be achieved by the implementation of the scheme.

22.7 Article 14 prohibits discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status, in relation to the enjoyment of all of the rights and

freedoms protected by the Convention. In exercising its statutory powers in relation to the Order the Council has complied with Article 14.

22.8 Each of these rights are qualified rights and may be interfered with provided such interference is prescribed by law, is pursuant to a legitimate aim, is necessary in a democratic society and is proportionate. The Council is conscious of the need to strike a balance between the right of the individual and the interests of the public.

22.9 In the light of the significant public benefit for south Manchester and the wider area which would ensue from the implementation of the Scheme it is considered that, in Human Rights terms, it is appropriate to make the Order and that it is not considered that the Order will constitute to follow the statutory procedures and to make compensation payments where appropriate with the consequence that any interference with rights is justified and proportionate.

22.10 The Council therefore affirms that in the preparation and submission of the Order to the Secretary of State for Transport for confirming it has had regard to the rights of individual and property contained in Human Rights legislation.

22.11 In essence, the Council considered that the Order, if confirmed would strike an appropriate balance between the public and private interests given that the rights of owners of interests in the Order Land under the Human Rights Act 1998 (including the rights contained in Article 8 and Article 1 of the First Protocol) have been taken into account by the Council whether to make the Order and when considering the extent of the interests to be comprised in the Order.

23. PLANNING, POLICIES AND STRATEGIES

Planning Statement

23.1 The A6MARR has been subject to a formal process of an Environmental Impact Assessment (EIA) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (The Regulations).

23.2 The Regulations allow the promoters of a proposed development to seek the opinion of the planning authority on the content and scope of the EIA through a scoping opinion and this has been undertaken for the Proposed Scheme.

26.3 In March 2010, a formal scoping opinion was received from Stockport Council and subsequent pre-application discussions and meetings were held with the Partnering Authorities throughout 2012 and 2013, identifying the detailed requirements for an application submission including the documentation required to support the application. Following minor changes to the Relief Road, it was confirmed in January 2013 that the original scoping opinion was still valid with minor modifications.

23.4 In discussion with the Partnering Authorities, a decision was made that a full planning application for the Relief Road should be submitted to the three relevant local planning authorities within which the application would fall. A single validation list for the application was drawn up and agreed by lead officers from the Partnering Authorities and the scoping opinion by the Partnering Authorities following minor amendments to the Scheme.

23.5 On the 1st November 2013 a full planning application was submitted to each of the three local planning authorities for determination. The applications were validated on the 4th November 2013 with subsequent public consultation carried out during the determination period.

23.6 In Stockport the full planning application submitted to the Council was reported to four Area Committees and received recommendations for approval from each. The application proceeded to the Council's Planning and Highways Regulation Committee. On 22nd January 2014 Planning and Highways Regulation Committee recommended approval of the Scheme, subject to conditions, which are still in draft.

23.7 The full planning application submitted to MCC was reported to the appropriate Wythenshawe Area Committee and received a recommendation for approval. The application proceeded to the Council's Planning and Highways Committee. On 13th February 2014 the Planning and Highways Committee recommended approval of the Scheme, subject to conditions, which are still in draft.

23.8 The full planning application submitted to CEC was reported to the Council's Strategic Planning Board. On 18th March 2014 the application was recommended for approval, subject to conditions which are still in draft.

23.9 The three planning applications were referred to the Secretary of State for Communities and Local Government by each of the local planning authorities as a Departure from the Development Plan due to the location of the proposal within the designated Greater Manchester Green Belt.

23.10 On the 28th February 2014, the Secretary of State for Communities and Local Government issued a notice to the Council under Article 25 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 to request further time to consider the application and directing that no decision be made for the Scheme by the Partnering Authorities.

23.11 The Scheme had been assessed against the NPPF and the Councils Development Plan Documents of the Partnering Authorities. The decision to grant planning permission reflected the strategic importance of the Scheme and the positive impact that its implementation would bring to improving the effectiveness of the transport network around Stockport, Cheshire East and Manchester area.

26.12 The Scheme will have a positive impact on congestion and traffic movements within the area and facilitate the delivery of growth. The reduction of congestion and traffic movements along the existing A6 corridor was considered to have a positive impact on air quality and movement of vehicles through the areas of the Partnering Authorities with the Scheme delivering improved transport links and reduction in social exclusion, improved pedestrian and cycling facilities and enhanced living and working environment along the existing corridor.

23.13 The planning applications were processed in accordance with current procedures and complied with the statutory requirements in respect of publicity and notification of all 3 Councils. The descriptions provided in each of the planning applications refer to the construction of the whole Relief Road route and associated infrastructure with each of the

Partnering Authority boundaries. The publicity and notification material invited interested parties to review the detailed information online or at named locations.

23.14 The Partnering Authorities can see no reasonable grounds which would prevent the planning applications from being finally approved and any conditions discharged to ensure that there are no planning obstacles that might otherwise fetter or frustrate the implantation of the Relief Road.

Planning Policy Summary

23.15 There is set out below a summary of the key national and local planning policies that are of relevant to the Relief Road -.

National Planning Policy Framework (Communities and Local Government, 2012)

23.16 The National Planning Policy Framework (NPPF) was published on 27th March 2012. The NPPF supersedes all previous planning policy statements}, planning policy guidance and mineral planning guidance in England. It aims to make the planning system less complex and more accessible, as well as protecting the environment and promoting sustainable growth.

23.17 It is considered that the proposed development is consistent with planning policy set out within the following themes of the NPPF:

- Building a –strong competitive economy -A key objective of the proposed development is to Increase employment and generate economic growth.
- Ensuring the vitality of town centres -The proposed development should contribute towards ensuring the vitality of town centres as it aims to enhance the environmental conditions within the district and local centres along the south Manchester corridors through relieving congestion within these locations.
- Promoting sustainable transport -As part of the proposed development, new and existing footpaths/cycle links will be provided / upgraded, linking the new development to neighbouring areas and the wider green infrastructure in the area.
- Promoting Healthy Communities -Key positive health and wellbeing impacts include increased economic and employment potential, improved accessibility and connectivity and reductions in traffic flows, congestion, noise, air pollution and visual intrusion in some residential areas.
- Conserving and enhancing the natural environment -The proposed development has been designed to ensure any potentially significant adverse effects on noise and biodiversity are mitigated and enhancement measures included wherever possible.

23.18 In terms of Green Belt policy set out within the NPPF, it is accepted that the proposed development would be harmful to openness and would not safeguard existing areas of the countryside located within the application site. Therefore, it is considered that the proposed development represents inappropriate development within the Green Belt. However, harm to the Green Belt arising from proposed development is clearly outweighed by the benefits

arising from the Relief Road and it is considered that these are special circumstances (as per paragraph 88 of the NPPF), which are summarised as follows:

- The proposed new road facilitates important economic benefits;
- Building the new road ensures delivery of a key component of the SEMMMS; and
- The proposed development within the Green Belt is considered to be the only option for the Relief road component of the SEMMMS.

Local Planning Policy

23.19 The proposed development spans three local authority areas: SMBC; MCC; and CEC. In terms of local planning policy, the development plan for each local authority area is of relevance. A summary of the planning policies of relevance to the proposed development are set out below.

Stockport Metropolitan Borough Council Development Plan

23.20 As of 1st April 2013, the development plan for Stockport for the purposes of determining the application submitted to the Council currently includes the following documents:

- Stockport Core Strategy Development Plan Document (DPD) (March 2011); and
- Stockport Unitary Development Plan (May 2006) -Policies which still apply from 1st April 2011 onwards (post Core Strategy adoption).

Stockport Core Strategy DPD

23.21 The Core Strategy was adopted in March 2011. The Core Strategy is part of the Local Development Framework (LDF) for the Council and provides the overall spatial strategy for the LDF. It sets down why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. The Core Strategy covers the period from its adoption to 2026.

23.22 Core Policy CS10 further supports the delivery of the proposed development as it states that:

'In order to facilitate the removal of through traffic from several District Centres and Local Centres in the Borough, including Heald Green, Bramhall and Hazel Grove, and to improve access to Manchester Airport, the Council proposes to construct the SEMMMS A6 to Manchester Airport Relief Road from the A6 at Hazel Grove to the M56 at Manchester Airport which will also incorporate a new shared footway and cycle path adjacent to the new road and retrofitted next to the existing A555. '

23.23 The following Core Strategy policies are also relevant:

- CS1 (Overarching principles: Sustainable development -inequalities and climate change)
- SD-1 (Creating Sustainable Communities)
- CS8 (Safeguarding and Improving the Environment)
- SIE-1 (Quality Places)

- SIE-3 (Protecting, Safeguarding and enhancing the Environment)
- SIE-5 (Aviation Facilities, Telecommunications and other Broadcast Infrastructure)
- CS9 (Transport and Development)

Stockport Unitary Development Plan (Ma) 2006) -Policies which still apply from 15t April 2011 onwards (post Core Strategy adoption)

23.24 Following the adoption of the Core Strategy in March 2011, a number of policies included within the Stockport Unitary Development Plan (UDP) still apply. Land incorporating the route of the A6MARR is safeguarded for use as a major road scheme within the UDP under policy ST2.2 (Protection for major road schemes). The policy highlights that the Council will protect the alignment of the Manchester Airport Link Road (along with other road schemes identified within the SEMMMS) as long as they are to be developed in line with the other policies within the plan. Furthermore, the UDP emphasises that the Council considers that the schemes are necessary in order to complete the Strategic Road Network, providing through traffic routes for high levels of non-local traffic which cross the Borough, and to remove extraneous traffic from many shopping centres and residential areas.

23.25 The following UDP policies are also relevant:

- LCR 1.1 (Landscape Character Areas)
- NE 1.1 (Sites of special nature conservation importance)
- NE 1.2 (Sites of nature conservation importance)
- GBA 1.1 (Extent of Green Belt)
- GBA 1.2 (Control of development in Green Belt) ~ --
- GBA2.1 (protection of agricultural land)
- L1.9 (Recreation routes and new development)
- L1.8 (Strategic recreation routes)

Cheshire East Council Development Plan

23.26 Prior to the development of documents within the new Cheshire East Local Plan, the statutory development plan for Cheshire East currently consists of saved policies from the:

- Congleton Borough Local Plan (adopted on 27th January 2005);
- Crewe and Nantwich Local Plan (adopted on 17th February 2005) and
- Macclesfield Borough Local Plan (adopted on 8th January 2004).

Macclesfield Borough Local Plan

23.27 The route of the proposed development is located entirely within the former Macclesfield Borough. Therefore, the Macclesfield Local Plan is the relevant development plan. The Macclesfield Borough Local Plan was adopted as an altered plan on 8th January 2004 and covers the period to 2011. A number of policies from the Local Plan have now been saved to form part of the LDF.

23.28 Part of the strategy set out within the Local Plan is to improve access and movement in and around the Borough to benefit pedestrians, public transport users, private road users

and other mobility groups, with special emphasis on reducing the need to travel. Land located on the route of the proposed development within Cheshire East is safeguarded for the MAELR west road scheme within the Local Plan. Policy T7 (Safeguarded Routes) highlights that the route will be safeguarded from other development.

23.29 The following Local Plan policies are also relevant -

- TI (Transport)
- RT7 (Cycles, Bridleways and Footpaths)
- T5 (provision for Cyclists)
- NE2 (protection of Local Landscapes)
- NE11 (Nature Conservation) and
- NE12 (SSSPs SBIs and Nature Reserves)
- BE1 (Design guidance)
- BE2 (Historic fabric)
- BE16 (Setting of Listed Buildings)
- RT7 (Cycleways, Bridleways and Footpaths)
- DC1 (New Build)
- H13 (protecting residential Areas)
- DC 3 (Amenity)

Manchester City Council Development Plan

23.30 There are a number of planning policy documents which set out the Council's approach to development in the city. These include the -

- Manchester Core Strategy DPD (Adopted 1 th July 2012); and
- UDP for the City of Manchester (Adopted 21st July 1995) - Policies which still apply from 11th July 2012 onwards.(post Core Strategy adoption).

Manchester Core Strategy DPD

23.31 The Core Strategy was adopted on 11 July 2012 and is the key DPD in the LDF. It replaces significant elements of the UDP as the document that sets out the long term strategic policies for Manchester's future development and will form the framework that planning applications within the MCC boundary will be assessed against.

23.32 Policy EC 11 (Airport City Strategic Employment Location) identifies the area to the north of Manchester Airport as a significant opportunity for employment development. The policy makes reference to the proposed development as it highlights that development should take full advantage of the SEMMMS road scheme. The supporting text for this policy also highlights that connectivity to the site will be enhanced by the proposed highway improvements (which includes the proposed development), helping to spread the benefits of the strategic employment location to wider communities.

23.33 The following Core Strategy policies are also relevant:

- T 1 (Sustainable Transport)
- SP I (Spatial Principles)
- EN 1 (Design Principles and Strategic Character Areas)

- DM 1 (Development Management)
- EN 3 (Heritage)
- EN 4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)
- EN 8 (Adaptation to Climate Change)
- EN 13 (Green Belt)
- EN 14 (Flood Risk)
- EN 15 (Biodiversity and Geological Conservation)
- EN 16 (Air quality)
- EN 17 (Water Quality)
- EN 19 (Waste)

UDP for the City of Manchester (Adopted 21st July 1995) - Policies which still apply from 11th July 2012 onwards (post Core Strategy adoption)

23.34 The UDP was adopted in 1995 and a number of policies from the Plan were 'saved' in 2007 by the Secretary of State. The Council is currently in the process of developing a number of Local Development Documents (LDDs) as part of the LDF for the area. Until the appropriate LDD is adopted, the 'saved' policies of the UDP will continue to be used for development control decision-making. A number of 'saved' UDP policies have been superseded by the policies within the adopted Manchester Core Strategy (Manchester City Council, 2012). The full list of superseded UDP policies is set out in Appendix C of the Core Strategy (Manchester City Council, 2012).

The following UDP policies are also relevant:

- Policy DC 22 Footpath Protection
- Policy DC 26 Development and Noise

Rationale for the Relief Road

23.35 The Relief Road is a key highways project for Stockport, Manchester City and Cheshire East local authorities and represents a significant investment in Greater Manchester. The proposed development is an integral component of the wider SEMMMS, a twenty year integrated transport strategy for the study area aimed at addressing transport problems in the area (chiefly congestion) on a multi-modal basis.

23.36 The SEMMMS and the Relief Road component of it have been identified for some years and the planning applications represent the culmination of this work.

23.37 The Relief Road is considered critical to delivering the long-term objectives of SEMMMS. Once constructed and operational, the Relief Road development will alleviate a number of existing social and economic constraints, including:

- Poor connectivity along the south Manchester corridor; with a fragmented east-west highway network and lack of surface access to Manchester Airport, which currently acts as a barrier to economic growth and regeneration;
- Congestion on the local and strategic network; in particular along the A6 and in the urban centres of Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme;

- Poor environmental conditions in the District and Local Centres along the south Manchester corridor, caused by the high volume of traffic passing through these towns to reach other destinations;
- Unsatisfactory conditions for pedestrians and cyclists through busy urban areas along the extent of the south Manchester corridor, with all non-motorised transport users facing severance and problems of safely accessing education, employment and leisure facilities.

24. Scheme Programme and Implementation

Decision Timeframes

24.1 Planning applications have been submitted by each of the Partnering Authorities and are currently lodged with the Secretary of State for Communities and Local Government with a recommendation by each Partnering Authority that the planning applications should be approved without being referred to the Public Inquiry.

24.2 A drainage strategy and flood risk assessment has been submitted as part of the planning applications following liaison with the Environment Agency

24.3 The Partnering Authorities are satisfied that there are no planning impediments to the implementation of the Relief Road and that the Relief Road accords with relevant local, regional and national planning policies.

Scheme Implementation

24.4 The A6MARR will be delivered by the joint Venture Company - Carillion/Morgan Sindall. The contractor has been appointed through an early contractor involvement process and will assist the Council in taking A6MARR through the statutory processes before leading on the detailed design and construction of the Scheme.

24.5 The Scheme contractor has been appointed under the NEC3 suite of contracts with consultant support being commissioned by the Council to administer the contract and support the client throughout.

Highways Agency - Protected Routes

24.6 The Highways Agency has previously promoted the A6 (M) Stockport North-South Bypass for which a range of both 'made' and 'draft' Orders (the “**Agency Orders**”) relating to the Relief Road were published under the Highways Act 1980. A made Scheme and Orders to fix the alignment of the Relief Road and the alterations to side roads were approved following a Public Inquiry held between November 1987 and April 1988. A further draft scheme and Orders to modify the proposals were published in 1991. These draft proposals were not progressed following public comment and objections and were withdrawn.

24.7 The A6(M) scheme was removed from the National Roads Programme in 1998 and remitted to SEMMMS study. The Secretary of State announced in 2002 that the A6MARR should be taken forward by the Partnering Authorities. Planning protection for the former

route has remained in place to allow the Partnering Authorities an opportunity to bring forward replacement proposals.

24.8 The Relief Road incorporates the section of the A6 (M) Stockport North-South Bypass between the A523, Macclesfield Road and the A6. Two further schemes remain in development, including the proposed Poynton Relief Road and the A6 to M60 Link Road.

24.9 The A6 to M60 Link Road falls on the majority of the currently protected route for the A6 (M) Stockport North-South Bypass. In line with the revocation of the orders and removal of route protection by the Highways Agency for the A6 (M) Stockport North-South and following Executive approval by each of the Partnering Authorities, route protection will be retained for the Relief Road on the back of the approval of a preferred route. In addition, the Council will also seek route protection through the local Planning Authority to continue to protect the route between the A6 and the M60 and it is anticipated that CEC will seek to continue to protect the route for the Poynton Relief Road.

24.10 In order to remove the Agency Orders for the historic A6(M) Stockport North-South Bypass, the Highways Agency has published revocation orders under the Highways Act 1980 to coincide with the planning applications for the Relief Road. Subject to approval, the revocation orders would remove the planning protection that remains in place for earlier road proposals and will simplify the Relief Road planning applications and allow the Scheme to proceed with the statutory process to make the appropriate Agency Orders and obtain authority to use compulsory purchase powers to facilitate the Relief Road.

25. Compulsory Purchase Order

Introduction

25.1 The Relief Road requires the acquisition of land for which the Order has been made. The Partnering Authorities will be negotiating with the owners to purchase land by agreement to ensure that all the land required for the Relief Road is available at the appropriate time.

The Council has given very careful consideration to the need to include each parcel of land shown on the CPO Map.

25.2 The Council considers that the relevant tests set out in Circular 06/2004 are met. In particular, the Council considers that –

- the Relief Road accords with national and local planning policies which seeks to deliver hierarchy of housing to address need and provision of ancillary retail and leisure facilities to positively regenerate the area.
- the Relief Road will make a major contribution to improving the social, economic and environmental well-being of the local area.

25.3 The inclusion of all elements of the Relief Road will ensure that the Relief Road can achieve its objectives has a sufficient presence to establish itself and flourish in these difficult economic climes.

25.4 The Council is satisfied that the CPO is required for the purposes of site assembly to facilitate delivery of the Scheme and that the SRO is equally necessary to alter highways affected by the CPO.

25.5 The Order has been made and has been submitted to the Secretary of State for confirmation pursuant to the Highways Act 1980 and the Acquisition of Land Act 1981.

25.6 ODPM Circular 06/04 states Ministers' belief that "compulsory purchase powers are an important tool for local authorities and other public bodies to use as a means of assembling the land needed to help deliver social and economic change" and that they "can contribute towards effective and efficient urban and rural regeneration, the revitalisation of communities and the promotion of business leading to improvements in quality of life". Circular 06/04 states that the factors which the Secretary of State can be expected to consider, in deciding whether or not to confirm a compulsory purchase order, include: -

25.6.1 whether the purpose for which the land is being acquired fits in with the adopted planning framework;

25.6.2 the extent to which the proposed purpose will contribute to the achievement of the promotion or improvement of the economic, social or environmental wellbeing of the area;

25.6.3 the potential financial viability of the scheme for which the land is being acquired; whether the purpose for which the Council is proposing to acquire the land could be achieved by any other means.

25.6.4 The Council considers that the tests described above are satisfied and that there is a compelling case in the public interest for the confirmation of the Orders.

25.6.5 The Council has given very careful consideration to the need to include each parcel of land shown on the CPO Map. The Council considers that the relevant tests set out in the Circular 06/04 are met. In particular, the Council will continue to ensure that all reasonable attempts are made to acquire the required land by agreement in parallel with the compulsory purchase process. This approach of making the Orders and in parallel, conducting negotiations to acquire land by agreement is designed to facilitate delivery of the Scheme and is in accordance with the guidance given in paragraph 24 of ODPM Circular 06/04.

26 The Order Land

26.1 The Order Land is required to carry out the construction and maintenance of the Relief Road together with associated works (including mitigation measures).

26.2 The Order Land being the land and interests and new rights over land proposed to be compulsorily acquired pursuant to the order constitutes approximately of 260,585 acres (105.5 hectares).

26.3 The Order Land is in a variety of land owners including privately owned land, Network Rail, highway land which includes verges and open spaces.

26.4 Full details of the Order Land appear in the Order Schedule. Details of known interests and new rights to be acquired are recorded in the Order Schedule. Agreement has been

reached with Network Rail for land and rights to facilitate the scheme and negotiations with other parties are continuing.

26.5 The Order Schedule includes the last known and present occupiers of interests within the Order Land and has been prepared after diligent enquiry and upon the information gained through Land Registry title document, owner land questionnaires, site inspection, notices and information provided by the relevant councils. The Order Map comprises nine separate Maps showing collectively the extent of the Order Land.

26.6 In preparing the Order the Council has had regard to the distance limits prescribed in Section 249 of and Schedule 18 to the Highways Act 1980 and the Order covers all outstanding land requirements to complete the Scheme.

26.7 Interests set out in Column 6 of Table 2 of the First Order Schedule comprise persons who do not have a proprietary interest in the Order Land itself but whose interests in land may be affected by the execution of the works to construct the Relief road and therefore the inclusion of such an interest in the Order Schedule does not constitute any admission by the Council of liability to pay compensation and any party seeking to make a claim for compensation would be required to prove their claim, with each case being dealt with on the particular merits.

27. Land to be acquired

27.1 Every effort has been made and will continue to be made to acquire land required for the Scheme by agreement whilst the Order is being promoted. The Order Land consists of mainly agricultural land and golf courses. A conscious endeavour within the design has ensured that no residential homes other than those already purchased are to be demolished or required for the Relief Road.

27.2 Referring to the golf courses affected, efforts have been made to ensure advance works can take place to greatly reduce the impact on Styal Golf Club when land is required. Detailed discussions with landowners and agents have allowed accommodation works to be provided ahead of construction and at risk, greatly reducing the impact before the commencement of the Relief Road and keeping any disturbance to the businesses to a minimum. Whilst, in some areas land is indicated in the Order for more than one use, a licence agreement will be entered into enabling some areas of land to be returned to the landowner on completion of the Relief Road.

27.3 Confirmation of the Order will enable the Partnering Authorities to acquire compulsorily land required for A6MARR to construct new highways, improve highways, stop up highways and private means of access to premises, and to provide new means of access to premises. It will also enable the Partnering Authorities to acquire compulsorily land required for the mitigation of adverse effects and for the acquisition of rights for construction and maintenance of the A6MARR. All land shown in the Order Schedule is required for the A6MARR.

27.4 The Partnering Authorities are contributing to the land assembly by making their own land assets available and is included in the Order to remove and override any possible encumbrances that might otherwise fetter and frustrate the Relief Road.

28. Justification for Compulsory Purchase

28.1 ODPM Circular 06/2004 advises that an acquiring authority should only make a compulsory purchase order where there is a compelling case in the public interest to do so. For the reasons set out in this Statement the Council and its Partnering Authorities are satisfied that there is a compelling case in the public interest for confirmation of the Order and that the Order, if confirmed, would strike an appropriate balance between public and private

28.2 Although parts of the Order Land is already owned by the Partnership Authorities the implementation of the Scheme requires the acquisition of further property interests currently owned by third parties and the Partnership Authorities to acquire the remaining interests on a voluntary basis. However it is anticipated that a number of interests will need to be acquired through the exercise of compulsory purchase powers to enable an early implementation of the Scheme.

The need for compulsory purchase

28.3 The Council will continue to ensure that all reasonable attempts are made to acquire the required land by agreement in parallel with the compulsory purchase process. This approach of making the Orders and in parallel, conducting negotiations to acquire land by agreement is designed to facilitate delivery of the Relief Road and is in accordance with the guidance given in paragraph 24 of ODPM Circular 06/2004.

28.4 The Council considers that the Orders if confirmed, would strike an appropriate balance between public and private interests. The rights of owners of interests in the Order Land under the Human Rights Act 1998 (including the rights contained in Article 8 and Article 1 of the First Protocol) have been taken into account by the Council when considering whether to make the Orders and when considering the extent of the interests to be comprised in the CPO. In addition, having regard to the provisions of the Highways Act 1980 and the guidance set out in ODPM Circular 06/2004, the Council considers that the acquisition of the Order Land will facilitate the carrying out of the Relief Road and the implementation of the SRO and will make a positive contribution to the promotion or achievement of the economic social and environmental well-being of the areas of the Partnering Authorities and as such the Council considers that the tests described above are satisfied and that there is a compelling case in the public interest for confirmation of the Orders.

29. Special considerations affecting the Order Land

29.1 No listed buildings are affected by the Order, nor is any of the land within a conservation area. However a small section of ancient woodland is affected. The Relief Road does impact on Network Rail land and land occupied by other statutory undertakers in respect of their Utility apparatus.

29.2 The appropriate legal agreement is in place with Network Rail and other statutory undertakers to facilitate the implementation of the Relief Road.

30. Exchange Land

30.1 To facilitate the Relief Road, an area of 7,442 square metres at Woodford Recreation Ground, currently used for public recreation would be lost due to the construction of the exit slip road heading east on the A555 as it approaches Woodford Road, Bramhall although it has been possible through design refinement to reduce the extent of the loss of open space in order to maintain the use of existing football pitches located nearby. This loss of the existing public open space land is proposed to be replaced with a new area of land measuring 16,722 square metres, which is located approximately 250 metres east of Woodford Road and bounded by the proposed Relief Road and the rear of properties on Albany Road, Woodford.

30.2 Access to the replacement public open space will be provided via an existing footpath (FP14 Hazel Grove to Bramhall) and a new shared used cycleway/footway adjacent to the Relief Road with a link also being provided from Albany Road, Woodford.

30.3 As there is a statutory requirement to provide equally advantageous land to replace the public open space land required for the Relief Road the Council has needed to make an application to the Secretary of State for Communities and Local Government (the “DCLG”) pursuant to Section 19(1)(a) of the Acquisition of Land Act 1981 inviting the DCLG to certify that he is satisfied that the proposed replacement land is equally advantageous and suitable for use as an alternative public open space on the basis that equally advantageous public open space land is to be given in exchange for the land required for the Relief Road.

30.4 The application has been published and the expiry date for representations and objections to be made to the DCLG is the 23rd May 2014. If the DCLG decides that a public inquiry should be held to consider any representations and objections to the application, it is envisaged that this will be held at the same time as an Inquiry to consider objections to the CPO and SRO, on a date to be announced.

31. Property Demolition

31.1 Construction of the Relief Road will involve the loss of agricultural land and land associated with recreational and residential use. It will also involve using some areas of industrial and commercial land but will not involve demolition of any residential properties.

31.2 The Relief Road will sever and fragment a number of agricultural holdings with potential implications for future operation. In addition to these permanent impacts there are potential temporary impacts on existing uses related to disruption to access.

31.3 The loss of land at Styal Golf Course, Moorend Golf Course and Woodford Recreation Ground will result in adverse impacts on the amenity value of these areas.

32 Related Orders

32.1 The Side Roads Order has been submitted to the Secretary of State for confirmation.

33 Side Roads Order (SRO)

Need for the SRO -

33.1 The SRO will, subject to confirmation of the Secretary of State empower the Partnering Authorities to stop up existing side roads and private means of access affected by the Relief Road, to improve existing side roads and to create new side roads and private means of access as a consequence of the main works.

33.2 The full title of the SRO published under the Highways Act 1980 is-

THE METROPOLITAN BOROUGH OF STOCKPORT

(HAZEL GROVE (A6) TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD)

(SIDE ROADS) ORDER 2013

Classification

33.3 The Department of Transport has approved the classification of the Relief Road as the A555.

The Need for Side Roads Alterations

33.4 The proposed alterations to existing highways and private means of access that would be affected by the Relief Road are detailed in the Schedule attached to the Side Roads Order and shown diagrammatically on the Side Roads Order plans.

33.5 The Relief Road will require alteration of side roads and accesses and the Side Roads Order implements these alterations.

33.6 The Relief Road requires the stopping up of highways at various points. Some sections of existing highways are being extinguished and then recreated as part of the proposals for the Relief Road.

33.7 Other sections of existing highways will be closed permanently; however convenient alternative routes are or will be available.

33.8 The SRO and the necessary changes to the highways affected by the CPO is an integral part of the proposed construction of the Relief Road which is designed to relieve traffic congestion.

34 Papers in support of the Orders

34.1 The following is a list of documents that have been relied upon as reference papers in the preparation of this Statement and which the Council may refer to or put in evidence at the Public Inquiry, which are available for inspection by contacting the SEMMMS Project Team on 0161 474 2055 or by e-mail: SEMMMS.Relief.Road@stockport.gov.uk

The Council reserves the right to add to the list of documents being relied upon.

The documents have been tabulated and numbered by Core Document Number to correspond with the Core bundle of documents that will be placed in evidence at the Public Inquiry –

1. Documents relating to the CPO and SRO

- 1001 The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013
- 1002 The Order Map referred to in The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013.
- 1003 The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013
- 1004 The Order plan referred to in The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013.
- 1005 Newspaper notices
- 1006 Confirmation of site notices
- 1007 Section 19 Certificate
- 1008 A6(M) Stockport North/South Bypass Revocation Orders
- 1009 A6MARR Delivery Agreement

2. Documents relating to the Planning application and Permission

Documents submitted as part of Planning Application October 2013

- 2001 Location Plans
- 2002 Planning Application Location Plan
- 2003 Planning Application Location Plan – Local Authority Boundary Locations
- 2004 Proposed Layout of A6MARR
- 2005 General Arrangements sheets 1 to 9
- 2006 Planning Application Block Plans - Existing Sheets 1 to 23
- 2007 Planning Application Block Plans - Proposed Sheets 1 to 23
- 2008 Preferred Scheme - Cross Sections Sheets 1 to 10
- 2009 Landscape Mitigation Proposals – Sheets 1 - 15
- 2010 Landscape Design Sheets 1 to 12
- 2011 Proposed Lighting – Sheets 1 to 9
- 2012 Drainage layout Sheet 1 to 16
- 2013 Summary of Proposed Drainage Networks
- 2014 Existing and Proposed Speed Limits - Sheets 1 to 4
- 2015 Proposed Structure Locations - Side 1 and 2
- 2016 Retaining Walls - R002A General Arrangement
- 2017 Retaining Walls - R009 General Arrangement
- 2018 Retaining Walls - R010 General Arrangement
- 2019 Retaining Walls - R011 General Arrangement
- 2020 Retaining Walls - R016 General Arrangement
- 2021 Retaining Walls - TR1B General Arrangement
- 2022 Retaining Walls - TR1 G General Arrangement
- 2023 Retaining Walls - TR1 M General Arrangement
- 2024 A6 Bus Bridge – General Arrangement
- 2025 Hazel Grove/Buxton Railway Underline Bridge – General Arrangement
- 2026 Mill Lane Accommodation Bridge – General Arrangement
- 2027 Mill Lane Footbridge – General Arrangement
- 2028 Norbury Bridge Widening
- 2029 Mill Hill Hollow Bridge – General Arrangement

- 2030 Mill Hill Hollow Footbridge – General Arrangement
- 2031 Hill Green Accommodation Bridge – General Arrangement
- 2032 Woodford Road Bridge – General Arrangement
- 2033 West Coast Mainline Bridge – General Arrangement
- 2034 Woodford Road Bridge – General Arrangement (Sheet 1 of 2)
- 2035 Woodford Road Bridge – General Arrangement (Sheet 2 of 2)
- 2036 Yew Tree Accommodation Bridge – General Arrangement
- 2037 Styal Railway Bridge – General Arrangement
- 2038 Styal Road Airport Spur Bridge – General Arrangement Option 1
- 2039 Styal Road Airport Spur Bridge – General Arrangement Option 2
- 2040 Dairy House Lane Culvert
- 2041 Spath Brook Twin Culvert Extension
- 2042 Proposed Mainline Signing – Sheet Location Plan
- 2043 Proposed Mainline Signing - Sheet 1
- 2044 Proposed Mainline Signing - Sheet 2
- 2045 Proposed Mainline Signing - Sheet 3
- 2046 Proposed Mainline Signing - Sheet 4
- 2047 Proposed Mainline Signing - Sheet 5
- 2048 Proposed Mainline Signing - Sheet 6
- 2049 Proposed Mainline Signing - Sheet 7
- 2050 Proposed Mainline Signing - Sheet 8
- 2051 Proposed Mainline Signing - Sheet 9
- 2052 Proposed Mainline Signing - Sheet 10
- 2053 Proposed Mainline Signing - Sheet 11
- 2054 Photomontages
- 2055 Existing and Proposed Public Rights of Way – Sheets 1 to 5
- 2056 Tree Survey Plan (Sheet 1 to 19)
- 2057 Planning Application Statement
- 2058 Design and Access Statement – Vol. 1
- 2059 Design and Access Statement – Vol. 2
- 2060 The Design and Access Statement – Vol. 2 consists of the structures reports:
- 2061 Retaining Structures Preliminary Design Report
- 2062 B001 A6 Bus Bridge – Preliminary Design Report
- 2063 B002 – Hazel Grove to Buxton Feasibility Study Report
- 2064 B003 Mill Lane Accommodation Bridge - Preliminary Design Report
- 2065 B004 Mill Lane Bridle Bridge - Preliminary Design Report
- 2066 B004A Norbury Bridge Widening – Preliminary Design Report
- 2067 B005 Mill Hill Hollow Bridge – Preliminary Design Report
- 2068 B005A Mill Hill Hollow Footbridge – Preliminary Design Report
- 2069 B006 Hill Green Accommodation Bridge – Preliminary Design Report
- 2070 B007 Woodford Road Bridge – Preliminary Design Report
- 2071 B008 West Coast Mainline Over Bridge - Preliminary Design Report
- 2072 B010B Woodford Road Bridge (Bramhall) – Preliminary Design Report
- 2073 B012 Yew Tree Footbridge – Preliminary Design Report
- 2074 B013 Styal Mainline Overbridge – Preliminary Design Report
- 2075 B014 Styal Road Airport Spur – Feasibility Study Report
- 2076 TR1-11 Dairy House Lane Culvert – Preliminary Design Report
- 2077 TR1-12 Spath Brook Twin Culvert Extension – Preliminary Design Report
- 2078 Statement of Community Involvement
- 2079 Transport Assessment
- 2080 Socio-economic Impacts Report
- 2081 Flood Risk Assessment

- 2082 Tree Survey
- 2083 Street Lighting Design Statement
- 2084 Health Impact Assessment
- 2085 Drainage Strategy Report
- 2086 Airport Safeguarding
- 2087 Sustainability Statement
- 2088 Equalities Impact Assessment
- 2089 Soft Landscape Specification
- 2090 Landscape Management Plan
- 2091 Code of Construction Practice
- 2092 Environmental Statement and Associated Appendices

Other planning application related documents

- 2094 Highways Agency response to A6 to Manchester Airport Relief Road planning application consultation. December 2013.
- 2095 Manchester City Council Local Planning Authority Referral Letter to the National Planning Case Unit March 2014
- 2096 Stockport Council Local Planning Authority Referral Letter to the National Planning Case Unit February 2014
- 2097 Cheshire East Council Local Planning Authority Referral Letter to the National Planning Case Unit March 2014
- 2098 Manchester City Council Draft Planning Conditions
- 2099 Cheshire East Council Draft Planning Conditions
- 2100 Manchester City Council Draft Planning Conditions
- 2098 Peak District National Park Authority response regarding traffic impact
- 2099 Responses to Neighbouring Authorities regarding traffic impacts
- 2100 Objections to the Side Road Order and Compulsory Purchase Order
- 2101 Manchester City Council Planning Committee Report
- 2102 Stockport Council Council Planning Committee Report
- 2103 Cheshire East Council Planning Committee Report

3. Local and Regional Policy documents

- 3001 Stockport Metropolitan Borough Council Local Development Framework Core Strategy 2011
- 3002 Stockport Metropolitan Borough Council Economic Development Strategy 2012-2017
- 3003 Stockport Partnership Stockport Strategy 2020 - May 2009
- 3004 Stockport Unitary Development Plan Review (May 2006) policies which still apply from 1st April 2011
- 3005 Cheshire East Borough Council Local Plan Draft Macclesfield Town Strategy 2012
- 3006 Cheshire East Borough Council Local Plan Draft Handforth Town Strategy August 2012
- 3007 Cheshire East Borough Council Local Transport Plan Final Strategy (2011-2026)
- 3008 Manchester City Council Local Development Framework Core Strategy 2012
- 3009 Greater Manchester Local Transport Plan 3 – 2011
- 3010 North West of England Plan Regional Spatial Strategy to 2021
- 3011 Macclesfield Local Plan
- 3012 Cheshire East Local Plan Local Plan Strategy - Submission Version
- 3013 Cheshire East Local Plan Policies Map

- 3014 Cheshire East Local Plan Infrastructure Delivery Plan
- 3015 Cheshire East Local Plan Submission Sites Justification Paper
- 3016 Cheshire East Local Plan Draft Poynton Town Centre Strategy
- 3017 The Metropolitan Borough Council of Stockport Sustainable Community Strategy
- 3018 Wythenshawe Regeneration Framework
- 3019 Greater Manchester Final Local Transport Plan 2006/07 - 2010/11
- 3020 Greater Manchester Growth and Reform Plan 2014 and annexes
- 3021 Cheshire and Warrington Matters 2014
- 3022 Stronger together Greater Manchester Strategy 2013
- 3023 Greater Manchester City Deal March 2012

4. National Policy and Guidance documents

- 4001 National Planning Policy Framework (Department for Communities and Local Government, March 2012)
- 4002 Transport analysis guidance: WebTAG, last updated January 2014
- 4003 Design Manual for Roads and Bridges (DMRB)
- 4004 Human Rights Act 1998
- 4005 Department of Transport circular 1/97
- 4006 Department of Transport circular 2/97
- 4007 Office of the Deputy Prime Minister Circular 06/2004 Compulsory Purchase and the Criche Down Rules
- 4008 Highways Act 1980
- 4009 The Acquisition of Land Act 1981
- 4010 Traffic Signs (Amendment) Regulations and General Directions 2011
- 4011 The Hedgerow Regulations (1997)
- 4012 The Land Compensation Act 1973 (relevant sections)
- 4013 Countryside and Rights of way act 2000
- 4014 Wildlife and Countryside Act 1981 as amended
- 4015 Guidance on Multi Modal Studies (GOMMS)
- 4016 A new deal for Trunk Roads in England 1998
- 4017 White Paper -A New Deal for Transport;Better for Everyone
- 4018 Town and Country Planning (EIA) Regulations 2011
- 4019 UK Government Comprehensive Spending Review 2010
- 4020 National Infrastructure Plan November 2011 & 2013
- 4021 Action for Roads
A network for the 21st century July 2013
- 4022 Investing in Britain's Future June 2013
- 4023 A fresh start for the strategic road network November 2011

5. Background documents and reports.

- 5001 SEMMMS Location Plan
- 5002 SEMMM Strategy Final Report 2001
- 5003 Department of Transport Letter of Programme Entry October 2013
- 5004 Major Scheme Business Case and Appendices November 2012
- 5005 Phase 1 Consultation Report March 2013
- 5006 Phase 2 Consultation Report September 2013
- 5007 DF5 Junctions Options Report Phase November 2012
- 5008 Queensgate Primary School Information for Headteacher July 2013
- 5009 Response to PAULA Phase 2 Consultation Submission
- 5010 Ground Transport Strategy- Manchester Airport
- 5011 Stage 1 Road Safety Audit and Project Team Response

- 5012 The Eddington Transport Study Report 2006
- 5013 Phase 1 and 2 Consultation Leaflets
- 5014 West Coast Mainline Option Comparison - (over vs under) June 2012
- 5015 West Coast Mainline Comparison - Environment Appraisal October 2012

- 5016 Network Rail Hazel Grove and Buxton Line - Justification of Rail over Road Bridge June 2012
- 5017 Consultation draft of A6 Corridor Study 2013
- 5018 Press Release: Minister Announces Strategy to Cut Congestion in South East Manchester March 2002
- 5019 SEMMMS final report 2001
- 5020 SEMMMS QBC Programme Report
- 5021 GMPTE SEMMMS QBC programme Report
- 5022 Chapter 8 SEMMMS, 2001,
- 5023 South East Manchester Multi-Modal Strategy Progress Report 2006/7-2007/8
- 5024 GMLTP Annual Progress Report 2004, pg 41 – 44, 2004,
- 5025 GMLTP 2005 Annual Progress Report Pgs 44 -46, 2005,
- 5026 2nd Local Transport Plan Progress Report,
- 5027 LTP2 Technical Appendix South East Manchester Multi Modal Study
- 5028 Implementation Plan 3 SEMMMS IMPLEMENTATION PLAN, 2006, (SOUTH EAST MANCHESTER MULTI MODAL STRATEGY)
- 5029 SEMMMS IMPLEMENTATION PLAN 2004 (SOUTH EAST MANCHESTER MULTI MODAL STRATEGY)
- 5030 Progress report SEMMMS Chapter 3, 2003,
- 5031 A6MARR Communications Strategy
- 5032 Earnback Model, SEMMMS and Metrolink Trafford Park Extension **26th July 2013**
- 5033 Integration of Metrolink Airport extension and SEMMMS Road Scheme 27th May 2011
- 5034 GREATER MANCHESTER TRANSPORT FUND UPDATE 25 JUNE 2010
- 5035 Greater Manchester Transport Fund Update 27th January 2012
- 5036 Greater Manchester Transport Fund & Capital Programme Monitoring Update 26th October 2012
- 5037 Tribunals and Inquiries, England and Wales. The Compulsory Purchase (Inquiries Procedure) Rules 2007
- 5038 CEEQUAL Award Letter January 2014

- 5039 Government announcement of Enterprise Zones February 2014

- 5040 UK Government Budget March 2011

- 5041 UK Government Identification of first 4 new generation enterprise zone locations

6. Council Committee Items

- 6001 Stockport Metropolitan Borough Council Environment and Scrutiny Committee June 2012
- 6002 Stockport Metropolitan Borough Council Executive Meeting June 2012

- 6003 Stockport Metropolitan Borough Council Environment and Scrutiny Committee July 2012

- 6004 Stockport Metropolitan Borough Council Report to Executive Meeting August 2012
- 6005 Stockport Metropolitan Borough Council Report to Executive Meeting February 2013
- 6006 Stockport Metropolitan Borough Council Environment and Scrutiny Committee January 2013
- 6007 Stockport Metropolitan Borough Council Report to Executive Meeting April 2013
- 6008 Stockport Metropolitan Borough Council Report to Executive Meeting Phase 2 Consultation October 2013
- 6009 Stockport Metropolitan Borough Council Report to Executive Meeting Planning Application and Associated Compulsory Purchase Orders and Public Rights of Way Changes October 2013
- 6010 Stockport Metropolitan Borough Council Report to Executive Meeting Appointment of a Contractor for the A6 to Manchester Airport Relief Road October 2013
- 6011 Stockport Metropolitan Borough Council Report to Executive Meeting Future Protection of the SEMMMS Relief Road Alignment October 2013
- 6012 Cheshire East Borough Council Cabinet Meeting June 2012
- 6013 Cheshire East Borough Council Cabinet Meeting October 2013
- 6014 Manchester City Council Executive Meeting July 2012
- 6015 Manchester City Council Minutes of the meeting July 2012
- 6016 Manchester City Council Executive Meeting May 2013
- 6017 Manchester City Council Executive Minutes of the Meeting May 2013

35. Compensation

35.1 Provision is made by statute with regard to compensation for the compulsory purchase of land and the depreciation in the value of affected properties. More information is given in the series of Booklets published by the Department of Communities and Local Government entitled "Compulsory Purchase and Compensation" listed below:

Booklet No 1 -Compulsory Purchase Procedure

Booklet No 2 -Compensation to Business Owners and Occupiers

Booklet No 3 -Compensation to Agricultural Owners and Occupiers

Booklet No 4 -Compensation to Residential Owners and Occupiers

Booklet No 5 -Reducing the Effect of Public Development: Mitigation Works

Copies of these Booklets are obtainable free of charge from:

Communities and Local Government Publications
 PO Box 236
 Wetherby, West Yorkshire. LS237BN
 Tel. 0870 1226 236

36. Associated Orders

36.1 There are no other compulsory purchase orders associated with the promotion of the Orders.

37 Objections

37.1 52no objections have been received by the Secretary of State in respect of the Orders.

37.2 The Council has considered the letters of objection and remains satisfied as to the justification of the Orders and the extent of the Order Land.

37.3 The points of objection are set out in the Appendix to this Statement together with the Council's summary response in respect of each objection. The Council will present evidence at the Public Inquiry to substantiate its responses to the individual objections and reserves the right to add to, amend or vary the responses in its evidence to be presented to a future local public inquiry.

38. Conclusion

38.1 On behalf of the Partnering Authorities the Council has promoted the Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 so as to secure the land needed for the Relief Road and the Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013 to alter highways affected by the Order.

38.2 The Relief Road will represent a significant improvement to the highway network and will have a highly positive impact not only on the sustainability of the local highway network but will act as a driver for further economic activity and boosting prosperity in the region.

38.3 Funding for the Relief Road has been secured and is available now to promote the Relief Road by the Partnering Authorities.

38.4 Negotiations have taken place and will continue with those holding remaining land interests utilising wherever possible the "alternative dispute resolutions" recommended by Government in order to acquire as many interests as possible by voluntary means but in the event that there is no or little prospect of the necessary interests being acquired the CPO and the associated SRO being promoted is seen as vital to securing the delivery of the Relief Road so that the Council is as a last resort able to rely on the use of compulsory purchase powers to acquire all the necessary interests needed.

38.5 However if nothing is done now to construct the much needed Relief Road the opportunity to promote the Relief Road whilst funding is available may be lost and therefore it is vital that the CPO is confirmed along with the accompanying SRO to ensure that the Council is able to acquire and take possession of the Order Land and carry out the necessary alterations to the highway network within a reasonable timeframe.

38.6 In the event that the Orders are confirmed by the Secretary of State, it should be noted that each of the Partnering Authorities have taken steps to apply for planning permission for the construction of the Relief Road as it passes through their respective local authority areas and are satisfied that there are no grounds that might otherwise prevent the planning

applications from being granted and any planning conditions discharged to ensure that there are no planning obstacles to the Relief Road.

38.7 The Council has also made an application pursuant to section 19(1)(a) of the Acquisition of Land Act 1981 inviting the Secretary of State for Communities and Local Government to certify that he is satisfied that equally advantageous land is to be made available for use as public open space for recreation as a direct result of land at Woodford Recreation Ground being lost to facilitate the Relief Road.

38.8 In essence the objections the Appendices relate to matters which can either be satisfied by modifying the Relief Road or relate to compensation or make general propositions concerning negotiations or opposition to the proposed redevelopment of the Order Land. In any event, the Council contends that matters of compensation are not a relevant ground upon which to sustain an objection to the Order. Furthermore, the Council remains satisfied that it has promoted the Orders for the proper statutory purpose and has sought and continues wherever possible to enter into and progress negotiations in good faith with all parties concerned.

38.9 Negotiations have taken place and shall continue with those holding remaining land interests, so as to achieve the maximum possible land take by way of voluntary acquisition. The Council therefore contends that the Orders, which are being promoted as a last resort, are vital to securing the delivery of the Relief Road.

38.10 The Council is also satisfied that the Orders have been promoted in the public interest and are compliant with strategic national and local planning and corporate policy frameworks and that the Relief Road is fully funded and subject to planning permission being granted, there will be no barrier to the Orders being implemented.

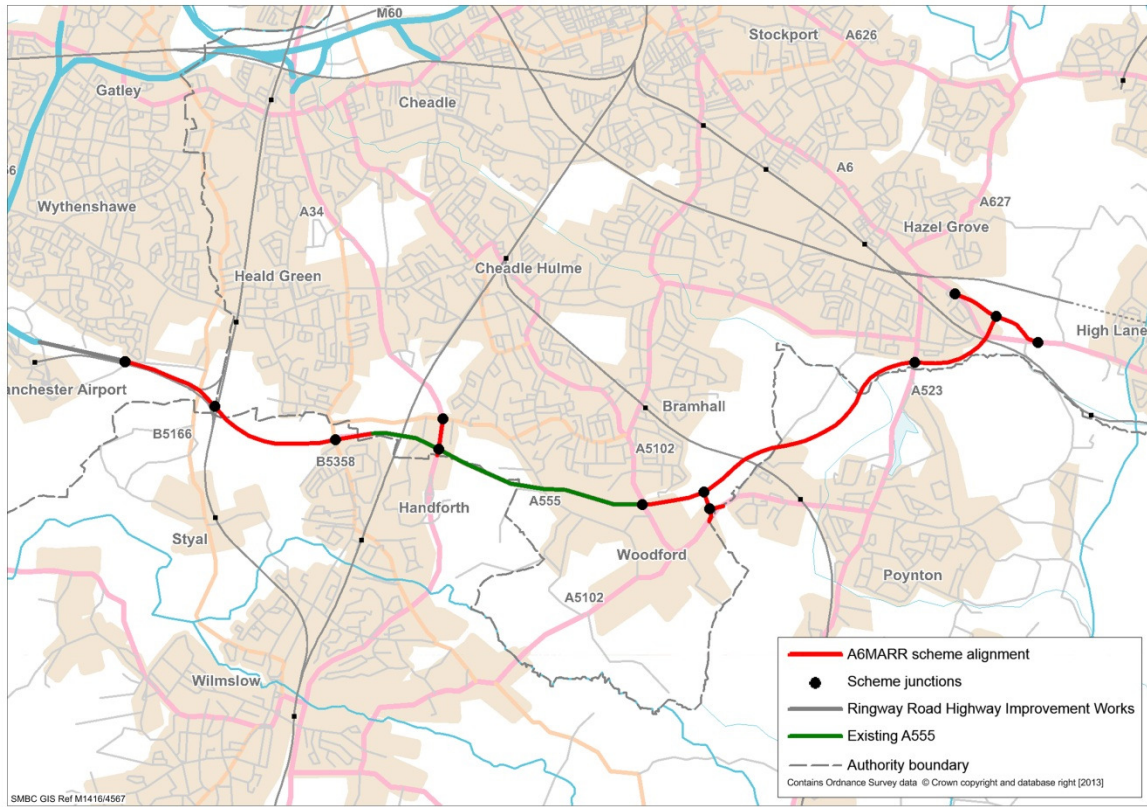
38.11 In conclusion the Council considers that there is a compelling case in the public interest for the making and confirmation of the Orders to secure the Order Land required for the purpose of implementing and completing the Relief Road and described in the Order Schedule and shown on the Order Map which will help deliver and facilitate the proper prosecution, delivery and opening of the Relief Road.

38.12 Accordingly the Council contends that it has advanced a compelling case in the public interest in promoting the Orders and would respectfully invite the Secretary of State for Transport to confirm the same.



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

Dated this 16th May 2014



Dated 16th May 2014

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

**APPENDIX
to
STATEMENT OF CASE**

of objections lodged to the

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

-and-

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

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

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

APPENDIX 1:

1: Harrison Developments Holdings

Cramond, Broadway, Bramhall, Stockport, SK7 3BR

CPO Plots: 1/1 1/1A 1/1B 1/1C

Agent:

John Houston

John Houston Consulting, 82 King Street, Manchester, M24WQ

1-01	Objection	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.
	Response	Our investigations, including according to both Land Registry and the owner of the lane (Mr Brian Taylor), indicate that Harrison Developments Holdings Ltd does not own a right of access over Occupiers Lane. The existence of a right of way is a matter of fact, the onus of proof as to its existence being on the beneficiary of that right. Insofar as the Council's scheme impacts that right of way then, following confirmation and implementation of the CPO, it will be replicated or compensation assessed in accordance with the compensation code will be payable.
1-02	Objection	The company has not been served with any notices in connection with the Scheme, and a director of the company, Mr John Harrison, only came across the Schemes by chance.
	Response	Our investigations, including according to both Land Registry and the owner of the lane (Mr Brian Taylor), indicate that Harrison Developments Holdings Ltd does not own a right of access over Occupiers Lane. For this reason they were not served with the Side Roads Order.
1-03	Objection	The Company objects to the scheme. It is evident that the scheme will have an adverse impact on the Property, specifically with respect to access.
	Response	Insofar as the Company's interests are affected compensation will be payable, assessed in accordance with the compensation code.

APPENDIX 2

2: Michael E Simpson and Mrs K O Livesey

CPO Plots: 1/4, 1/4A-1/4K, 2/9, 2/9A-2/9Z, 2/9AA, 2/9AB

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

2-01	Objection	No part of road, cutting or embankment is intended to be placed on 2 substantial plots shown edged/ coloured green on the attached plans. Accordingly such parts are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 of CPO.
	Response	Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
2-02	Objection	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 a road, and its cuttings and embankments.
	Response	Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
2-03	Objection	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.
	Response	Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage even if only on a temporary basis. The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
2-04	Objection	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.

	Response	Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
2-05	Objection	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 plan. 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. If, contrary to the above, the CPO does not contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.
	Response	The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
2-06	Objection	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.
	Response	Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the environmental bunds. The effects of any changing levels of land intended to be returned to the original land owner will be considered as part of any potential compensation, however, the Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
2-07	Objection	The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of said lands for agricultural and future development purposes.

	Response	<p>4 of a total of 40 plots have been included in the draft CPO. These comprise plots 1/4A, 1/4B, 1/4D and 1/4E. Plots 1/4A, 1.4D and 1.4E have been included to enable a combination of mounding, woodland planting and scrub with intermittent trees to be established with the objective of mitigating noise and visual impacts for property located along the existing A6 Buxton Road. Plot 1.4B has been taken to enable replacement ponds to be provided for a pond which will require removal to facilitate construction of the road.</p> <p>The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers.</p>
2-08	Objection	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.
	Response	The Council has had regards to all comments and this section has been optimised to reduce the land take whilst still meeting the scheme objectives and constraints.
2-09	Objection	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.
	Response	Although you may not consider that the proposed access is the most efficient, the design of the scheme must consider the number of accesses available onto this type of road. Where possible accesses and rights of way are accommodated within the scheme, however where this is not possible for safety or other reasons compensation will be payable in line with the compensation code. The access location has also considered the proximity of the realigned A6/ A6MARR junction and the safety impacts of slow moving agricultural vehicles when determining a suitable location.
2-10	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
2-11	Objection	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.

Response	All known private means of access and rights of way have been maintained or reprovided. Farm access is provided to retained land off the A6 and Mill Lane and an accommodation bridge is provided for the severed land between the relief road and Norbury Brook.
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APPENDIX 3

3: United Utilities Plc

Stephen Tomlinson, UU plc, Haweswater House, Lingley Mere Business Park, Warrington. WA5 3LP

CPO Plots: 1/5, 1/5A-1/5E

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

3-01	Objection	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 plan. 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. If, contrary to the above, the CPO does not contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.
	Response	The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The Council will demonstrate that all of this land is required to construct the road. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
3-02	Objection	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.
	Response	Operational infrastructure will be maintained and the Council will work with United Utilities to ensure required protective measures are put in place.
3-03	Objection	The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, compromising future uses of the land.

	Response	The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers.
3-04	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
3-05	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. Farm access is provided to retained land off the A6 and Mill Lane and an accommodation bridge is provided for the severed land between the relief road and Norbury Brook.

APPENDIX 4

4: Helen Harrison

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

CPO Plots: 1/4E 1/4F

Agent:

Steer Ethelston Rural Ltd

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

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

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

APPENDIX 5

5: Helen Harrison

Mill Farm Riding School, Wellington Road, Hazel Grove

CPO Plots: 1/4E 1/4F

Agent:

Steer Ethelston Rural Ltd

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

5-01	Objection	The draft Compulsory Purchase Order in respect of land forming part of the land forming part of the land comprising Mill Farm Riding School does not appear to include a notice of her interest a secure tenant of Mr M Simpson Ms K Livesey, detailed on Site Plan No 1 of the Draft Order.
	Response	This was not picked up in the Land Referencing so please provide us with a copy of the lease. Discussions to date with yourself and your client have not resulted in forthcoming details regarding the lease.
5-02	Objection	The Side Roads Order (Page 8 number 21s) proposed to stop up vehicular access to Wellington Road. This is the only form of vehicular access into the Mill Lane Riding School. This will render the property unusable if no right of vehicular, equestrian and pedestrian access is properly provided at all times. Our client is unclear as to the detail of how both safe vehicular and horse/ pedestrian access is to be provided and maintained both during construction of the proposed highway and on completion.
	Response	Access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact. A new Private Means of Access will be created permanently as noted in the Side Road Order (Page 8 number 33 and Site Plan 1 Inset C).
5-03	Objection	Our client at present crossed the existing Buxton Road with horses and ponies and is able to ride down Mill Lane, onto Old Mill Lane and into the semi natural ancient woodland. Part of this woodlands is to be lost to the proposed scheme and this part severs this only access into the woodland for our client. It is unclear as to how this access will be maintained during construction of the proposed road scheme. In addition horses are grazed in the woodland and vehicular access for farm machinery is required into the wood to feed/ look after the ponies and horses.

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

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

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

APPENDIX 6

6: Paul Gwinnett

Peak Group, Goyt Mill, Upper Hibbert Lane, Marple, Cheshire, SK6 7HX

CPO Plots: 1/8 1/8A

6-01	Objection	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.
	Response	The scheme has been designed to meet its primary objectives and only land that is directly needed for the scheme has been included within the CPO. You will be compensated for land and property that is acquired from you along with any proven business losses that you suffer in line with the compensation code. On street car parking has been introduced as part of the scheme which can be refined with further discussion with the land owner adjacent including its businesses.
6-02	Objection	We were lead to believe by Mr Ian Keyte that alternative land for Simpsons would be allocated for the tenants. He also lead us to believe that the old wooden building which has been occupied for over 10 years would be rebuilt elsewhere upon the site together with 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 overruled. This therefore put my company in an impossible position in trying to run a multitenanted business due to the site being landlocked plus loss of buildings and rent.
	Response	You will be compensated for the land and property acquired as a result of the scheme. In addition you will also be compensated for any proven loss that you incur as a direct result of this scheme.

APPENDIX 7

7: Network Rail

Roger Brighthouse

Manchester Square One, 4 Travis Street, Manchester, M1 2NY

CPO Plots: 1/7 4/4 9/8 9/8B 9/8C

7-01	Objection	Formally object to the orders 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 representation to Rail Sponsorship Division in accordance with Schedule 3 part 11 of the Acquisition of Land Act 1981.
	Response	Discussions between Network Rail and the Council are on-going in regard to the scheme's effect and the Council will endeavour to minimise the effects of the scheme on the operational railway.

APPENDIX 8

8: Mrs Janet Shirt

83 Mill Lane, Hazel Grove, Stockport, SK7 6DW

CPO Plots: 1/4H-1/4J 2/5 2/5A 2/5B 2/9 2/9A-2/9N 2/9AA 2/9AB

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

8-01	Objection	No parts of proposed road, cutting, embankment is intended to be placed on plots shown as edged/ coloured green on the attached plan. Accordingly and such parts as are not so required for the purpose of the construction of highway should be deleted from Schedule 1 to the CPO.
	Response	Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
8-03	Objection	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 the land and its loss, even on a temporary basis , combined with the extent of land take of the other land she tenants will severely prejudice the functioning and viability of her equestrian business.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
8-04	Objection	No provisions of the CPO authorise 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.
	Response	Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.

8-05	Objection	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. If contrary to above, the CPO does contain powers to take part of the Plots identified above temporarily, then land should not be acquired permanently
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road including land required for the contractor's compound and material storage. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
8-06	Objection	No part of plots to be used for tipping of permanent spoil which will severely prejudice future use of the said lands for equestrian, agricultural and development purposes.
	Response	Material may be deposited on land that is permanently acquired under the CPO. However, material will not be deposited on third party land without prior agreement from the landowner.
8-07	Objection	The extent of permanent land take to provide for bunding and environmental mitigation works is excessive severely prejudicing future use of the said lands for equestrian, agricultural and development purposes.
	Response	The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers. None of the plots included in the CPO have been included on environmental grounds. Environmental measures, including planting have, however, been introduced onto areas taken for the purposes of engineering the road or associated paths, cycleways and bridleways.
8-08	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.

8-09	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. Farm access is provided to retained land off the A6 and Mill Lane and an accommodation bridge is provided for the severed land between the relief road and Norbury Brook.

APPENDIX 9

9: Klondike New Limited

Beancross Road, Pulmont, Falkirk, FK2 0XS

CPO Plots: 2/3 2/3A 2/3B 2/4D

Agent:

Ian Coulson

Coulson Property Services Ltd, 124 Wellington Road North, Stockport, Cheshire, SK4 2LL

9-01	Objection	The proposed order includes land which proposes to take possession of the existing vehicular and pedestrian access point 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.
	Response	The scheme has been designed to meet its primary objectives and only land that is directly needed for the scheme has been included within the CPO. You will be compensated for land and property that is acquired from you along with any proven business losses that you suffer in line with the compensation code. It is envisaged that only the 'exit' onto London Road North will be removed and that the 'entrance' access has been included in the order so to upgrade, in order for you clients business to create a single entrance and exit access. This means the property will still be accessible.
9-02	Objection	Plot 2/4d also removes a substantial part of land used for essential car parking in conjunction with the running of our client's 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.
	Response	As explained in the earlier paragraph only land that is directly needed for the scheme has been included within the CPO. Only a small number of spaces will actually be required and has been discussed with you and your client that the defining of spaces on the ground would mean the retained land would be used more efficiently and would effectively have the same number of spaces. However, if it can be proved that a loss to the business has been incurred then this will be assessed in accordance with the compensation code.

9-03	Objection	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 thus far involve the demolition of substantial, fully occupied buildings within our Client's retained land. These premises generate a large part of the income for our client's 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.
	Response	As mentioned, the Council's land agent has met with you and your client earlier this month to discuss the options available. It was agreed that reasonable fees will be covered to employ suitable professionals to establish reasonable options that works for the scheme and your client. Another meeting has been schedule on 15th May to discuss through the design/s that has been drafted to understand potential costs and issues. To be clear it is not envisaged that neither the pottery business nor the aquatics centre will be affected by the scheme.
9-04	Objection	The amount of car parking 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.
	Response	See responses above.
9-05	Objection	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 Client's remaining land ownership in this area if the scheme was to proceed as drafted.
	Response	See responses above.

APPENDIX 10

10: William Strike Ltd

The Roundabout, Meadowfields, Stokesley, Cleveland, TS9 5HJ

CPO Plots: 2/3 2/3A 2/3B

Agent:

Ian Coulson

Coulson Property Services Ltd, 124 Wellington Road North, Stockport, Cheshire, SK4 2LL

10-01	Objection	The proposed order includes land which proposes to take possession of the existing vehicular and pedestrian access point 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.
	Response	The scheme has been designed to meet its primary objectives and only land that is directly needed for the scheme has been included within the CPO. You will be compensated for land and property that is acquired from you along with any proven business losses that you suffer in line with the compensation code. It is envisaged that only the 'exit' onto London Road North will be removed and that the 'entrance' access has been included in the order so to upgrade, in order for you clients business to create a single entrance and exit access. This means the property will still be accessible.
10-02	Objection	Plot 2/4d also removes a substantial part of land used for essential car parking in conjunction with the running of our client's 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.
	Response	As explained in the earlier paragraph only land that is directly needed for the scheme has been included within the CPO. Only a small number (5?) of spaces will actually be required and has been discussed with you and your client that the defining of spaces on the ground would mean the retained land would be used more efficiently and would effectively have the same number of spaces. However, if it can be proved that a loss to the business has been incurred then this will be assessed in accordance with the compensation code.
10-03	Objection	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 thus far involve the demolition of substantial, fully occupied buildings within our Client's retained land.
	Response	As mentioned the Council's land agent has met with you and your client earlier this month to discuss the options available. It was agreed that reasonable fees will be covered to employ suitable professionals to establish reasonable

options that works for the scheme and your client. Another meeting has been schedule on 15th May to discuss through the design/s that has been drafted to understand potential costs and issues. To be clear it is not envisaged that neither the pottery business nor the aquatics centre will be affected by the scheme. 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.

10-04	Objection	The amount of car parking 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.
	Response	This has been responded to in the above paragraphs.
10-05	Objection	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 Client's remaining land ownership in this area if the scheme was to proceed as drafted.
	Response	This has been responded to in the above paragraphs.

APPENDIX 11

11: Mr and Mrs Gilchrist

111 Macclesfield Road, Hazel Grove, Stockport, SK76DT

11-01	Objection	Objection to both Option 1 and Option 2 of the SEMMMS scheme.
	Response	<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community.</p> <p>Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
11-02	Objection	Objection to the subsequent Side Road Order.
	Response	The Side Road Order allows the proposed junction to tie in efficiently and safely with the existing highway network.
11-03	Objection	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 of access to our property.
	Response	<p>Views from your property will not be markedly changed by the introduction of an at-grade signalised junction where the proposed dual carriageway and A5103 Macclesfield Road cross some 100m south of your property and outside of the main line of view across Macclesfield Road to property on the west side of the road.</p> <p>In relation to green belt, it is the case that parts of the proposed scheme will be located in green belt. The planning authorities have taken this relationship into account when granting planning permission and have concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.</p>
11-04	Objection	The disruption will no 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.
	Response	We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.

The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.

The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.

A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads. Further information about compensation can be found on the SEMMMS website.

11-05	Objection	There will be 2 lanes of traffic on our side of Macclesfield road. 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. Apart from the significant threat to our safety, the proposed 2 lanes of traffic will prevent us from reversing into our drive as we do currently so as to allow for easy exit onto the flow of traffic.
	Response	The manoeuvre will still be able to be carried out. Platoons in traffic following the construction of the signalised junction at the Macclesfield Road / A6MARR junction will mean that there will be more windows of opportunity to carry out this particular manoeuvre.
11-06	Objection	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.
	Response	The SRO was not mentioned at the consultation events as it was not sufficiently developed to know who would be affected by the SRO. Representatives of SMBC have been to visit you on two occasions to explain the design and the SRO that you are affected by.
11-07	Objection	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 if would like to request a review of this requirement give the fact residents' views on their preferred scheme or objection appear not to have been considered.
	Response	The scheme design during consultation included the narrowing of the footway in order to provide sufficient capacity on the road. Since the consultation and the receipt of your objection representatives of the Council have met with you and have committed to investigating the design further to retain the carriageway kerb line in its horizontal position (plan position).
11-08	Objection	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 through the whole process.

	Response	There are currently waiting and loading restrictions in place on Macclesfield Road in front of your property. The scheme Traffic Regulation Order are yet to be determined. Consultation will take place locally when these are proposed in order to determine the most appropriate scheme .
11-09	Objection	The proposed scheme will detrimentally affect our lives irreversibly and will destroy established greenbelt.
	Response	It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.
11-10	Objection	It concerns me greatly that this will progress despite local residents' objections and pleas to be consulted in the process.
	Response	The Council has been committed to considering the concerns raised by local residents in developing the scheme. Following the Phase 1 consultation, the Council revisited the proposals and demonstrated that similar levels of noise mitigation can be provided in Option 1 as for Option 2. Changes to the proposals in the vicinity of the junction following the Phase 1 consultation include the introduction of noise fencing, low noise surfacing, moving the road further south, lowering the vertical alignment of the road and adjusting the noise bunds accordingly. In developing the design prior to the submission of the planning application, alternative designs and developed mitigation measures which are less visually intrusive have been explored. The Council can demonstrate that the interaction between the proposed Macclesfield Road junction and the Fiveways junction can be accommodated in terms of traffic capacity at these junctions. The Environment Agency stated "a strong preference for Option 1 as the preferred option at this location, as from a Biodiversity perspective, (the EA) believe that this option is likely to have the least impact on Norbury Brook". Option 1 will result in less disruption during construction. The Council therefore considers that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution. Following the Phase 2 consultation, the Council has further developed the mitigation and landscaping proposals in response to comments received.
11-11	Objection	There is no evidence to support the fact the scheme will achieve any of the historically stated objectives to relieve traffic in the surrounding areas.

Response The assessments and analysis undertaken is consistent with government guidance for traffic forecasting. The traffic modelling demonstrates that the Relief Road will reduce congestion on local roads in the surrounding areas, however, it is recognised that some areas will see some increases in traffic. A package of measures, known as Complementary and Mitigation Measures, is being proposed to address these changes to traffic flows. Where there are predicted to be reductions in traffic flow, Complementary Measures will include schemes to encourage walking and cycling and support local centres. Mitigation Measures will seek to address the impact of the scheme on local communities where there are predicted to be increases in traffic flow and junction delay. These schemes will be site specific, route or centre based and could include: •The provision of new cycleways and footpaths to link the existing network to the new, segregated cycleway forming part of the core scheme; •Enhancement of existing networks for cyclists, pedestrians and horse riders; •Priority schemes for public transport; •Public realm improvements; •Modest traffic management proposals, such as traffic calming on residential routes; and •Junction remodelling to optimise the operational capability of existing junctions, where required. Based on the latest traffic modelling information, a number of areas have been identified for Complementary and Mitigation Measures. The proposed Complementary and Mitigation Measures form part of Transport Assessment for the scheme that was submitted as part of the planning application

APPENDIX 12

12: C Krystek & U Krystek-Walson

113 Macclesfield Road, Hazel Grove, Stockport, SK76DT

12-01	Objection	Objection to both Option 1 and Option 2 of the SEMMMS scheme.
	Response	<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community.</p> <p>Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
12-02	Objection	Objection to the subsequent SRO order.
	Response	The Side Road Order allows the proposed junction to tie in efficiently and safely with the existing highway network.
12-03	Objection	Lack of consideration to the Council's residents throughout the planning period;

	Response	Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look. The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts. At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted. In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more. For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.
12-04	Objection	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.
	Response	The construction works will be managed utilising the CEMP and also the Code of Construction Practice. Diversion of footways during construction will be provided. The Council and its contractor will work with local residents to keep them informed of the works and also to minimise disruption. The design of the scheme has been subject to a Stage 1 Road Safety Audit which considers all users of the highway including pedestrians. The footways will in fact be of a greater standard width than the minimum required in this location.
12-05	Objection	Restricted access to our property during and after the completion of the scheme.
	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact.
12-06	Objection	Limited parking for visitors and restrictions for delivery vehicles.
	Response	There are currently waiting and loading restrictions in place at Macclesfield Road. The scheme Traffic Regulation Order are yet to be determined. Consultation will take place locally when these are proposed in order to determine the most appropriate scheme.
12-07	Objection	Increased risk when gaining access to and from the property due to increase in traffic lanes and traffic volume;
	Response	It is likely that the new signalised junction at Macclesfield Road / A6MARR will create platoons of traffic flow. This may increase the window of opportunity to carry out this particular manoeuvre.

12-08	Objection	Increase in traffic noise, light and air pollution;
	Response	<p>The assessments undertaken relating to traffic-related noise have indicated that an increase in levels just below 3dbA (decibels) is anticipated at your property. This equates to a change which is considered to be discernible but slight in a context where traffic-related noise is an established characteristic of the urban environment. New lighting will comprise full cut-off luminaries which will contain the lighting within the carriageway areas and minimise light spill and upward glare. The existing light column to the front of your property will remain. There will accordingly not be a marked change in the influence that road-related lighting will have on views from your property onto Macclesfield Road by virtue of the presence of the proposed lighting at the junction some 80m south of your property .</p> <p>The assessments undertaken relating to local air quality have indicated that increases in levels of 7ugm3 for nitrogen dioxide and less than 1ugm3 for particulates (PM10) are anticipated at your property once the proposed scheme is in operation. The predicted concentrations with the proposed scheme in place are 35.4 and 15.9 ugm3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.</p>
12-09	Objection	Destruction of established greenbelt areas including ancient woodland area.
	Response	<p>It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme. The proposed scheme involves the loss of 0.08ha of a total of 2.3ha of ancient woodland at Carr Wood. Ancient woodland is not legally protected. The National Planning Policy Framework does, however, note that: 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;</p> <p>It is, therefore, the responsibility of the relevant planning authority to determine if there is such a case where a development will involve loss of ancient woodland. The loss of ancient woodland was specifically addressed in the officer report to the planning committee prior to the committee's decision to approve the application. The approval by committee in light of the information made available is a clear indication it was concluded the need and benefits outweigh the small-scale loss in this instance.</p>

APPENDIX 13

13: Mr and Mrs Deen

117 Macclesfield Road, Hazel Grove, Stockport, SK76DT

13-01	Objection	Objection to both Option 1 and Option 2 of the SEMMMS scheme.
	Response	The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised. The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community. Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.
13-02	Objection	Objection to the subsequent SRO order.
	Response	The Side Road Order allows the proposed junction to tie in efficiently and safely with the existing highway network.
13-03	Objection	Lack of consideration to the Council's residents throughout the planning period.

Response Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look.

The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts.

At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted.

In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more.

For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.

13-04 Objection Disruption to the local residents during the construction phase.

Response We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.

The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.

The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.

A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to take and ensure that construction traffic does not use unsuitable roads.

13-05 Objection Accessibility to my property will be restricted during and after completing of the scheme.

	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact.
13-06	Objection	Limited parking for visitors and restrictions for delivery vehicles.
	Response	There are currently waiting and loading restrictions in place at Macclesfield Road. The scheme Traffic Regulation Order are yet to be determined. Consultation will take place locally when these are proposed in order to determine the most appropriate scheme .
13-07	Objection	Increase in traffic noise and pollution
	Response	<p>The assessments undertaken relating to traffic-related noise have indicated that an increase in levels of some 3.6 dbA (decibels) is anticipated at your property. This equates to a change which is considered to be discernible but slight in a context where traffic-related noise is an established characteristic of the urban environment.</p> <p>The assessments undertaken relating to local air quality have indicated that increases in levels of 7ugm3 for nitrogen dioxide and 1ugm3 for particulates (PM10) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 35.4 and 16 ug m3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.</p>
13-08	Objection	Destroying established greenbelt areas.
	Response	It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.

APPENDIX 14

14: Mr and Mrs Barson

119 Macclesfield Road, Hazel Grove, Stockport, SK76DT

14-01	Objection	Objection to both Option 1 and Option 2 of the SEMMMS scheme
	Response	<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community.</p> <p>Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
14-02	Objection	Objection to the subsequent SRO order.
	Response	The Side Road Order allows the proposed junction to tie in efficiently and safely with the existing highway network.
14-03	Objection	Lack of consideration to the Council's residents throughout the planning period.

	Response	<p>Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look.</p> <p>The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts.</p> <p>At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted.</p> <p>In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more.</p> <p>For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.</p>
14-04	Objection	Disruption to the local residents during the construction phase.
	Response	The construction works will be managed utilising the CEMP and also the Code of Construction Practice. Diversion of footways during construction will be provided. The Council and its contractor will work with local residents to keep them informed of the works and also to minimise disruption. The design of the scheme has been subject to a Stage 1 Road Safety Audit which considers all users of the highway including pedestrians. The footways will in fact be of a greater standard width than the minimum required in this location.
14-05	Objection	Accessibility to my property will be restricted during and after completing of the scheme.
	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact.
14-06	Objection	Limited parking for visitors and restrictions for delivery vehicles.
	Response	There are currently waiting and loading restrictions in place at Macclesfield Road. The scheme Traffic Regulation Order are yet to be determined. Consultation will take place locally when these are proposed in order to determine the most

appropriate scheme .

14-07	Objection	Increase in traffic noise and pollution
	Response	<p>The assessments undertaken relating to traffic-related noise have indicated that an increase in levels of some 4.4 dbA is anticipated at your property. This equates to a change which is considered to be discernible but slight in a context where traffic related noise is an established characteristic of the urban environment.</p> <p>The assessments undertaken relating to local air quality have indicated that increases in levels of 7ugm3 for nitrogen dioxide and 1ugm3 for particulates (PM10) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 35.3 and 16 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.</p>
14-08	Objection	Destroying established greenbelt areas.
	Response	<p>It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.</p>
14-09	Objection	Lack of investigation as to water table adding to flooding issues.
	Response	<p>A Flood Risk Assessment has been carried out and is contained within the planning application which the local flood authorities and Environment Agency has commented on.</p>

APPENDIX 15

15: Mr and Mrs Hadfield

121 Macclesfield Road, Hazel Grove, Stockport, SK76DT

15-01	Objection	Objection to both Option 1 and Option 2 of the SEMMMS scheme
	Response	<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community.</p> <p>Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
15-02	Objection	Objection to the subsequent SRO order.
	Response	The Side Road Order allows the proposed junction to tie in efficiently and safely with the existing highway network.
15-03	Objection	Lack of consideration to the Council's residents throughout the planning period.

	Response	Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look. The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts. At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted. In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more. For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.
15-04		<p>Disruption to the local residents during the construction phase.</p> <p>The construction works will be managed utilising the CEMP and also the Code of Construction Practice. Diversion of footways during construction will be provided. The Council and its contractor will work with local residents to keep them informed of the works and also to minimise disruption. The design of the scheme has been subject to a Stage 1 Road Safety Audit which considers all users of the highway including pedestrians. The footways will in fact be of a greater standard width than the minimum required in this location.</p>
15-05	Objection	Accessibility to my property will be restricted during and after completing of the scheme.
	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact.
15-06	Objection	Limited parking for visitors and restrictions for delivery vehicles.
	Response	There are currently waiting and loading restrictions in place at Macclesfield Road. The scheme Traffic Regulation Order are yet to be determined. Consultation will take place locally when these are proposed in order to determine the most appropriate scheme.
15-07	Objection	Increase in traffic noise and pollution

Response The assessments undertaken relating to traffic-related noise have indicated that an increase in levels of some 4.3 dBA (decibels) is anticipated at your property. This equates to a change which is considered to be discernible but slight in a context where traffic related noise is an established characteristic of the urban environment.
The assessments undertaken relating to local air quality have indicated that an increase in levels of 7ugm3 for nitrogen dioxide and just above 1ugm3 for particulates (PM10) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 35.4 and 16.1 ugm3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.

15-08

Objection Destroying established greenbelt areas.

Response It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.

APPENDIX 16

16: Mr and Mrs Hunt

88 Macclesfield Road, Hazel Grove, Stockport, SK76DT

16-01	Objection	Objection to both Option 1 and Option 2 of the SEMMMS scheme
	Response	<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community.</p> <p>Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
16-02	Objection	Objection to the subsequent SRO order.
	Response	The Side Road Order allows the proposed junction to tie in efficiently and safely with the existing highway network.
16-03	Objection	Lack of consideration to the Council's residents throughout the planning period.

	Response	Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look. The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts. At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted. In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more. For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.
16-04	Objection	Disruption to the local residents during the construction phase.
	Response	<p>We have developed a draft Code of Construction Practice to protect the interests of local residents, businesses and the general public in the immediate vicinity of the construction works.</p> <p>The Code will seek to minimise impacts, such as noise, vibration and traffic, during the period of construction.</p> <p>The Code will be submitted as part of the Planning Application for the scheme. It will be the responsibility of the appointed contractor to comply with the Code.</p> <p>A construction traffic management plan will be developed which will seek to identify the most appropriate routes for construction traffic to taken and ensure that construction traffic does not use unsuitable roads.</p>
16-05	Objection	Accessibility to my property will be restricted during and after completing of the scheme.
	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact.
16-06	Objection	Limited parking for visitors and restrictions for delivery vehicles.
	Response	There are currently waiting and loading restrictions in place at Macclesfield Road. The scheme Traffic Regulation Order are yet to be determined. Consultation will take place locally when these are proposed in order to determine the most appropriate scheme.
16-07	Objection	Increase in traffic noise and pollution

Response The assessments undertaken relating to traffic-related noise have indicated that an increase in levels of some 2 dBA (decibels) is anticipated at your property. This equates to a change which is considered to be barely discernible in a context where traffic related noise is an established characteristic of the urban environment.
The assessments undertaken relating to local air quality have indicated that an increase in levels of $7\mu\text{g m}^{-3}$ for nitrogen dioxide and just below $1\mu\text{g m}^{-3}$ for particulates (PM_{10}) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 37.6 and 16.2 $\mu\text{g m}^{-3}$ respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.

16-08

Objection Destroying established greenbelt areas.

Response It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.

APPENDIX 17

17: Mr and Mrs Burke

90 Macclesfield Road, Hazel Grove, Stockport, SK76DT

17-01	Objection	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 with total disregard to the people's wished who live in the immediate vicinity of the proposed junction 6.
	Response	<p>The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community.</p> <p>Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
17-02	Objection	Why do we need (junction 6 at all) it is only approx. 1 mile to the end of the Relief Road going East.
	Response	The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations.
17-03	Objection	There has been a complete lack of consideration to the residents through planning period.

	Response	Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look. The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts. At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted. In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more. For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.
17-04	Objection	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.
	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact. On completion of the scheme, the Private Means of Access will be created as per Side Road Order (page 13 PMA 4 and Site Plan 2 Inset A)
17-05	Objection	Other problems with the scheme are increase in noise and pollution.
	Response	The assessments undertaken relating to traffic-related noise have indicated that an increase in levels of some 2.2 dBA (decibels) is anticipated at your property. This equates to a change which is considered to be barely discernible in a context where traffic related noise is an established characteristic of the urban environment. The assessments undertaken relating to local air quality have indicated that an increase in levels of 7ugm3 for nitrogen dioxide and just below 1ugm3 for particulates (PM10) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 37.6 and 16.2 ug m3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.
17-06	Objection	Green belt area being destroyed.
	Response	It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.

APPENDIX 18

18: Mr Clayton & Mrs Hayward

94 Macclesfield Road, Hazel Grove, Stockport, SK76DT

18-01	Objection	Objection to both Option 1 and Option 2 of the SEMMMS scheme
	Response	<p>The use of junctions integrates the route with the local areas. Not having junctions would make it difficult for the local population to join the route in reaching areas of employment and other desired locations. Local traffic would then continue to be confined to local routes and the predicted reduction in traffic congestion in many areas may not be realised.</p> <p>The junction designs presented within the scheme design are based on a range of considerations including Phase 1 consultation results, engagement with key stakeholders, cost, land take, forecast traffic flows, engineering constraints and environmental impact. The design for the junctions has been developed further as a result of feedback received during the Phase 2 consultation to take into account, where possible, comments and concerns raised by the local community.</p> <p>Based on our analysis, it is considered that an effective solution in terms of noise, visual and traffic impacts can be provided with Option 1, as well as being the most cost effective solution.</p>
18-02	Objection	Objection to the subsequent SRO order.
	Response	The Side Road Order allows the proposed junction to tie in efficiently and safely with the existing highway network.
18-03	Objection	Lack of consideration to the Council's residents throughout the planning period.

	Response	Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look. The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts. At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted. In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more. For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.
18-04	Objection	Disruption to the local residents during the construction phase.
	Response	The construction works will be managed utilising the CEMP and also the Code of Construction Practice. Diversion of footways during construction will be provided. The Council and its contractor will work with local residents to keep them informed of the works and also to minimise disruption. The design of the scheme has been subject to a Stage 1 Road Safety Audit which considers all users of the highway including pedestrians. The footways will in fact be of a greater standard width than the minimum required in this location.
18-05	Objection	Accessibility to my property will be restricted during and after completing of the scheme.
	Response	Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact.
18-06	Objection	Limited parking for visitors and restrictions for delivery vehicles.
	Response	There are currently waiting and loading restrictions in place at Macclesfield Road. The scheme Traffic Regulation Order are yet to be determined. Consultation will take place locally when these are proposed in order to determine the most appropriate scheme.
18-07	Objection	Increase in traffic noise and pollution

Response The assessments undertaken relating to traffic-related noise have indicated that an increase in levels of some 2.2 dBA (decibels) is anticipated at your property. This equates to a change which is considered to be barely discernible in a context where traffic related noise is an established characteristic of the urban environment.
The assessments undertaken relating to local air quality have indicated that an increase in levels of 7ugm3 for nitrogen dioxide and just below 1ugm3 for particulates (PM10) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 37.6 and 16.2 ug m3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.

18-08

Objection Destroying established greenbelt areas.

Response It is the case that parts of the proposed scheme will be located in green belt. All three planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.

APPENDIX 19

19: Cartwright/ Norbury Hall

Norbury Hall, Macclesfield Road, Hazel Grove, Stockport. SK7 6DT

CPO Plots: 2/1 2/1A-2/1F 2/2 3/8 3/8A - 3/8D

Agent:

Richard Morris

Impey and Company Limited, Lower Hillgate, Stockport, SK1 3AL

19-01	Objection	The line of the proposed road will adversely affect Norbury Hall and the adjacent cottages and will have a serious impact on the building .
	Response	The line of the route has been moved as far south as it is possible to do so within the protected route corridor, which is bounded by Norbury Brook. Your clients will be compensated for all land that is required for the scheme along with any loss in value of the retained land and property in line with the compensation code.
19-02	Objection	The proposed land included within CPO is excessive and extends beyond the land necessary to create the road link.
	Response	The engineers have agreed to amend the route line and reduce the bunding to minimise the land take and effect on your clients' property from that which is indicated within the Compulsory Purchase Order. This commitment has been instructed to the Council's contractor and his respective design team.
19-03	Objection	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.
	Response	Liaison with your clients and their engineering consultant has occurred. It has been demonstrated that the proposed tie in to the existing access of Macclesfield Road provides a safe access. Tractor and trailer plus rigid vehicle swept path analysis has shown that the existing access has sufficient widths for these envisaged manoeuvres. Any amendment to the existing access is not a scheme issue, but should be pursued between the land owner and the SMBC Network Manager.

APPENDIX 20

20: Mrs D R Mills

Barlow Fold Farm, London Road North, Poynton, Cheshire SK12 1BX

CPO Plots: 3/9 3/9A -3/9H

Agent:

Frank Marshall

Marshall House, Church Hill, Knutsford, Cheshire, WA16 6DH

20-01	Objection	Previously objected to planning application on the grounds that too much of her land is being taken. In our view it is not necessary to take as much land as currently proposed.
	Response	The council has reduced the amount of land that will be acquired within this location by moving the pond to the north side of the road. There may be further scope to reduce land take to the south of the road, but this is dependent upon the topographical conditions that are to be found here. However, your client will be compensated for all land and property lost in line with the compensation code .
20-02	Objection	The other matter that is of particular concern is the right of way that our client has which goes across the line of the proposed road. It is essential that this right is replaced with as little disruption as possible to a standard that allows vehicles to gain access underneath the road.
	Response	This right of way will be maintained throughout construction and once the road has been completed. The current design utilises the proposed road bridge over the brook. To create an online bridge would require substantially more land from both this land owner and others. The diverted track would accommodate farm traffic in terms of gradients, widths and radii.
20-03	Objection	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 from our client and in our view would reduce the cost of constructing the road.
	Response	The horizontal alignment of the road is optimum in design terms, is the necessary alignment for the route in this location and is in accordance with current design standards, namely the Design Manual for Roads and Bridges (Volume 6 Road Geometry, Section 1 Links, TD 9/93 Highway Link Design). The council have minimised land take where appropriate, but will consider options to further minimise the land take in this location.

APPENDIX 21

21: Janet Elsie Bourne, Jill Elizabeth Zeiss, Anne Elizabeth Lomas, Hazel Margaret Mort

Hazel Mort's address: 11 Kingsbury Drive, Regents Park, Wilmslow, SK9 2GU

CPO Plots: 3/4 3/4A-3/4U

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

21-04	Objection	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. 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 plan. 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. If, contrary to the above, the CPO does not contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.
	Response	The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
21-05	Objection	No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of said lands for agricultural and development purposes.
	Response	Material may be deposited on land that is permanently acquired under the CPO. However, material will not be deposited on third party land without prior agreement from the landowner.
21-06	Objection	The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of said lands for agricultural and future development purposes.

	Response	<p>The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of dual carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers.</p> <p>1 of a total of 22 plots have been included in the draft CPO. The plot, 3/4D, comprises a small severed corner of a field which has been included to enable replacement ponds to be provided for a nearby pond which will be infilled to enable the proposed scheme to be constructed.</p>
21-07	Objection	In connection with the proposed new accommodation bridge (structure reference B006), a detailed submission has already been put to the Acquiring Authorities containing the Objectors' proposal to relocate the accommodate 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 28th 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 by an agricultural consultant.
	Response	The bridge has been located in the optimum position to provide access to your client's land as well as the adjacent land. In addition, this location allows rationalisation of the number of crossings over the new road as well as reducing land take as much as possible.
21-08	Objection	It is clear from the description of the function of the proposed bridge B006 that farming does not feature highly in terms of priorities. Quite clearly farm vehicles are an existing user, whereas cyclists and equestrians will be introduced to the land.
	Response	All users, both existing and future, have been equally considered and the design adopted is suitable for all users. Otherwise, several bridges would be required which would increase the environmental impact and land take of the scheme.
21-09	Objection	It appears that 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.
	Response	Safety of all users has been at the forefront of all design work. In addition, conflicting movements have been analysed, and will continue to be as the design progresses, to ensure safety is not compromised. This will be done through effective signing and safeguarding of sightlines throughout the scheme.
21-10	Objection	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.

	Response	The design of the bridge is suitable for modern farm machinery (LM1/LM2/LM4). Weight limits and requirements will be agreed with the TAA as the design progresses. The bridge will be fit for purpose for all current and proposed uses.
21-11	Objection	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.
	Response	Every attempt has been made to consult all affected parties throughout consultation periods and through direct discussions. The location of the proposed bridge meets the needs of all landowners and minimises the total land take and number of crossings required over the road. This ensures that land take and the impact on the environment are kept to a minimum.
21-12	Objection	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.
	Response	The bridge design is in the optimum location for the scheme and has approved planning by the local authority. Moving the bridge to the proposed location would mean that other crossing points would be required and this would increase the land take and environmental impact of the scheme.
21-13	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
21-14	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. Farm access is provided to retained land via the provision of an accommodation bridge. A new Private Means of Access is indicated within the Side Road Order (Page 20 PMA 4,5 and on Site Plan 3 Inset C).

APPENDIX 22

22: Michael Kingsley

Woodleigh, Chester Road, Poynton, Cheshire, SK12 1HG

CPO Plots: 3/2 3/2AA-3/2AD 3/2A-3/2Z 4/10 4/10A-4/10G 8/4 8/4A-8/4V 8/4Y 8/4Z 8/4AA

22-01	Objection	I have attended meeting after meeting to fully identify our requirements but despite assurances that they would be accommodate, that has not been the case.
	Response	Various amendments to the current design have been made following the discussion at these meetings. This includes the kerb lines at Clay Lane, the access width maintained north of the Grange.
22-02	Objection	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.
	Response	SMBC has been in discussions to acquire the land by agreement from all landowners, and in our meetings we reiterated that the Council is a willing buyer for your, and all, land required for scheme. The Council is promoting the CPO in order to gain certainty for the scheme in the absence of being able to acquire all the land by agreement. Furthermore, whilst the Council is happy to acquire land by agreement it will and cannot do so at any cost. Therefore, if there is a disagreement in the value of the land then it is unlikely that an agreement would be reached.
22-04	Objection	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.
	Response	The road has been designed to meet all of the A6 MARR objectives and resides in the optimum horizontal and vertical alignment to do so and the scheme has planning consent for the existing design. Significant studies have been carried out in terms of traffic flow and safety to ensure that the design is correct, and the Council will demonstrate this as required.
22-05	Objection	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.
	Response	The scheme has been designed as a result of significant study into congestion in the local area and will alleviate congestion as per its objective and the Council will demonstrate this. Our traffic modelling work, reported in the Transport Assessment Report – at Figure 9.6, confirms that the construction of the A6MARR will lead to a significant reduction in traffic volumes in Poynton and therefore this will reduce rather than add to the congestion in Poynton. The A6MARR scheme will benefit Poynton without the addition of the proposed Poynton Relief Road.

22-06	Objection	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.
	Response	<p>The road will not unlock development land in the area as it runs through protected greenbelt land between settlement boundaries. The Council has conducted studies which have ensured the design will meet the traffic needs of today as well as in the future.</p> <p>The traffic forecasting report and supporting appendices of the scheme Business Case set out the treatment of known future development. All developments that have a firm planning status and expect to be in place by the traffic forecast year, have been included within the traffic models and therefore the impact of traffic generated from these developments is included within the published traffic forecasts. The approach to traffic forecasting is entirely consistent with government guidance as contained in WebTAG (Department for Transport's web-based multimodal guidance on appraising transport projects and proposals). Public investment in transport infrastructure is on the basis of known and committed future developments rather than providing for anticipated future developments that may not materialise.</p>
22-07	Objection	5. Its design does not adequately integrate transport with development, as recommended, but is instead designed to inhibit future development.
	Response	The road is not designed to inhibit future development and it meets all of the scheme objectives. The land through which the road passes is unlikely to come forward for development as it is in the greenbelt and runs between defined settlement boundaries.
22-08	Objection	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.
	Response	The scheme has been designed in line with the current and future traffic projections and will not be over capacity, as will be demonstrated by the Council.
22-09	Objection	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.
	Response	The western and eastern sections will integrate with the existing central section. The design has been informed by the topographical and urban constraints as well as the desire to reduce land take where possible. The speed limit of 50mph is in accordance with the objectives of A6MARR and the strategy of SEMMMS and is also required to ensure safety along the new sections of road, which have more traffic entering and exiting than the central section.
22-10	Objection	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.

	Response	<p>There is no evidence that the scheme, as designed, will be unable to accommodate a future extension to the M60. As the mentioned extension does not currently have any planning status or indication of future funding, whilst it remains an aspiration of Stockport Council. The extension has therefore, rightly, not formed any part of scheme assessment or scheme design and this is in compliance with government guidance on scheme assessment and appraisal.</p> <p>The scheme has been designed to incorporate this link in the future although this does not form part of this scheme.</p>
22-11	Objection	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.
	Response	The traffic controlled junctions are appropriate for this type of scheme and minimise the land take required, which is necessary to reduce the impact on property and the environment. The traffic and safety studies reinforce this. The Woodford Road, Bramhall junction and the oil terminal junction work in effect as an interchange and access for the eastbound traffic movement.
22-12	Objection	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.
	Response	The scheme provides a combination of a grade separated and at grade crossings for vulnerable road users. Any at level crossings will be timed and so will have negligible traffic impact.
22-13	Objection	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.
	Response	The CPO is to construct the A6 MARR and not the Poynton Bypass. The junction where the Poynton bypass could join if it goes ahead is capable of linking this road in, but no land is included within the Order for this scheme as it is separate from the A6 MARR.
22-14	Objection	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.
	Response	<p>The design has been approved in the planning application and this junction is more suited to a traffic light controlled junction.</p> <p>A roundabout junction generally requires more land than a traffic signal controlled junction to provide the same junction capacity. A traffic signal controlled junction also provides the ability through signal timings to control traffic movements at the junction and thereby increasing or reducing the attractiveness of a particular route.</p>
22-15	Objection	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.

	Response	The scheme design meets the needs of the A6 MARR. Due to the nature of the road it is important to minimise the number of access points to it for safety reasons. All existing accesses will be maintained where possible, however should it not be possible then you will be compensated in line with the Compensation Code. The option of providing a junction at Woodford Road was considered during scheme development. Providing a junction along Woodford Road would attract additional traffic along Woodford Road seeking to access the A6MARR at the Woodford Road Junction. Woodford Road is not of a suitable standard to accommodate this increased traffic (and the associated environmental impacts) and therefore the decision was made to not provide a junction on Woodford Road. Any land locked land as a result of the Poynton Bypass would be dealt with during the development of that scheme.
22-16	Objection	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.
	Response	All known rights of way will be maintained or reprovided. Where rights cannot be maintained then you will be compensated in line with the Compensation Code.
22-17	Objection	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.
	Response	Earthworks drains will be picked up as part of A6MARR. Any uncharted drainage can be accommodated via culverts or otherwise across the relief road.
22-18	Objection	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.
	Response	Under , Section228 of the Highway Act 1980 , a distance of 51metres from Wilmslow Rd to the access to Beaumont Court on Clay Lane was adopted as highway to be maintained at public expense. (Adoption certificate DV/W46 dated 8 May 2009) The remainder of Clay Lane is designated as a restricted byway. Unrestricted access / rights to Wilmslow Rd will continue, as it will for all other residents /users on Clay Lane by way of the proposed link.
22-19	Objection	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 3rd 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.
	Response	Clay Lane will remain open and will maintain its junction with Wilmslow Road.

22-20	Objection	18. Contrary to those undertakings, Clay Lane is proposed to be closed, without providing us with a commensurate access into the scheme.
	Response	Clay Lane will remain open and will maintain its junction with Wilmslow Road.
22-21	Objection	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.
	Response	Sight lines will be safeguarded and signage introduced to the highway arrangement. Further safety audits will be carried out at detailed design and post completion to assess safety aspects of the road layouts.
22-22	Objection	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.
	Response	The design is sufficient for the proposed road and junction and safety is one of the primary considerations. The Council is happy to discuss with you the possibility of widening the road to provide access to your land.
22-23	Objection	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.
	Response	Only the land required for the scheme can be included within the CPO. The Council will look to acquire any land that is severed, and has no alternative access, through agreement.
22-24	Objection	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.
	Response	Uncharted land drains will be picked up and re-established as accommodation works, or will be tied into the proposed highway earthworks drainage if appropriate. However, this is not possible at this stage without knowledge of private land drainage.
22-25	Objection	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.
	Response	See above responses
22-26	Objection	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.
	Response	See above responses

APPENDIX 23

23: David Hall

Mill Hill Farm, Woodford Road, Poynton, Cheshire, SK12 1EG

CPO Plots: 3/3 3/3A-3/3E

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

23-01	Objection	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 plan. 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. If, contrary to the above, the CPO does not contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road. The Council would prefer to reach an agreement with your client in respect of some of the land required for construction.
23-02	Objection	No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of said lands for agricultural and development purposes.
	Response	Material may be deposited on land that is permanently acquired under the CPO. However, material will not be deposited on third party land without prior agreement from the landowner.
23-03	Objection	The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of said lands for agricultural and future development purposes.

	Response	<p>The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of dual carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers.</p> <p>1 of a total of 6 plots has been included in the draft CPO. The plot, 3.3B, has been included to enable a combination of mounding and woodland planting to be established with the objective of mitigating noise and visual impacts for property located along Woodford Road to the north.</p>
23-04	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
23-05	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. Farm access is provided to retained land off the A6 and Mill Lane and an accommodation bridge is provided for the severed land between the relief road and Norbury Brook.

APPENDIX 24

24: Bramhall Golf Club Limited

Ladythorn Road, Bramhall, Stockport, SK7 2EY

CPO Plots: 4/5 4/5A - 4/5I

Agent:

AG Bowcock

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

24-01	Objection	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 members' requirements.
	Response	Your client will be compensated for any loss of land or property in line with the compensation code. In addition, should your client suffer a proven financial loss as a direct result of the scheme then they will also be compensated for this. An offer has been made for the acquisition of land by the council's agent which is currently under consideration by the land owner.
24-02	Objection	The land is currently let for agricultural use to a local farmer and, in farming terms, provides a single 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. Tenant's ability to use large machinery on 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.
	Response	<p>It is acknowledged the proposed scheme will sever the land to the south of the golf course, however an access track to this land has been provided.</p> <p>Insofar as is currently required by the tenant, returned land will be suitable for existing agricultural purposes, with an access road provided over WCML Bridge from Woodford Road to both parcels.</p>

The proposals for the grading of the embankment slopes provide for slopes which will not preclude the use of machinery

		of appropriate size or grazing of the areas by livestock.
24-03	Objection	Concerns about screening of the road, noise and pollution.
	Response	<p>East of the bridge over the West Coast Mainline there will be 3m high roadside mounding which will screen cars and all but the top of high-sided vehicles from view from the golf course and housing on Woodford Road. 1:2.5 to 1:3 embankment slopes which would normally be adopted for the engineering purposes will be relaxed to a minimum of a 1:12 gradient to mitigate the potential severity and prominence of the earthworks. The upper part of the extended slopes will be planted with dense woodland which will complete the screening of high sided vehicles and mask the scale of the earthworks.</p> <p>The assessments undertaken relating to traffic-related noise have indicated there will be an increase in levels of some 8 dBA (decibels) in the vicinity of the golf course holes closest to the proposed scheme. Whilst this equates to a large increase the predicted levels with the proposed scheme in place are anticipated to be in the order of 50 dBA a level which is not out of context with the area to the west and south of Bramhall.</p> <p>The assessments undertaken relating to local air quality have indicated that an increase in levels of 7ugm3 for nitrogen dioxide and just above 1ugm3 for particulates (PM10) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 35.4 and 16.1 ug m3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.</p>
24-04	Objection	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.
	Response	<p>See response to 24-07-PR.</p> <p>Visual loss of amenity is not an area that can be compensated. However, should your client's business suffer a demonstrable loss of profits or a diminution in the value of the land as a result of the scheme then they will be compensated in line with the Compensation Code.</p>
24-05	Objection	There will undoubtedly be 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.
	Response	<p>See response to 24-07-PR</p> <p>Should your client's business suffer a demonstrable loss of profits or diminution in the value of the land as a result of the scheme then they will be compensated in line with the Compensation Code.</p>

24-06	Objection	Recent wet winters and wet summers have compounded drainage in the area and the golf course has, over many years, spent considerable amounts of money dealing with drainage issues. 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 regarding of the agricultural land is adequately drained away from the golf course.
	Response	East to West drainage will be installed at locations and intervals agreed by the Environment Agency. No drainage will enter the golf course. Dependant on the final scale of acquisition at this plot, accommodation drainage may be required.
24-07	Objection	My client is seeking confirmation that all highways drainage will be picked up as part of the scheme and not allowed to discharge onto their land and that any regarding of agricultural land is adequately drained away from the golf course.
	Response	See above.
24-08	Objection	Regards to land take, our client thinks it would be appropriate for the council to acquire a larger area than that simply required for the road on the basis of ongoing management difficulties.
	Response	The nature of the CPO means that my client is unable to acquire more than the minimum requirement for their scheme. However in exceptional circumstances we are able to acquire additional land by agreement. This is something the Council would be happy to discuss further.

APPENDIX 25

25: Mr DM Westbrook

203 Chester Road, Poynton, Stockport, Cheshire, SK12 1DS

25-01	Objection	If my understanding is correct, in the Proposal, the Manchester Airport Relief Road will go under rather than have a junction with Woodford Road which runs between Chester Road and Jacksons Lane. With no junction between 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 accident black spot/traffic problems where this Woodford Road meets Chester Road.
	Response	<p>A junction along Woodford Road was considered during the scheme development stage. The construction of the A6MARR provides a better alternative route to some of the traffic currently using Woodford Road. The omission of a junction along Woodford Road means that this traffic joins and leaves the A6MARR at the most appropriate junctions east and west of Woodford Road. Providing a junction along Woodford Road would attract additional traffic along Woodford Road seeking to access the A6MARR at the Woodford Road Junction. Woodford Road is not of a suitable standard to accommodate this increased traffic (and the associated environmental impacts) and therefore the decision was made to not provide a junction on Woodford Road.</p> <p>The proposed scheme will result in a significant reduction in traffic flows along Woodford Road without any noticeable change in traffic volume along Chester Road. This will mean that there is significantly reduced conflict at the existing junction and this should improve the safe operation of this junction. The introduction of a traffic signal controlled junction with the proposed Chester Road link will mean that traffic moves in platoons, creating gaps for vehicles at the Chester Road/ Woodford Road junction.</p>
25-02	Objection	There is already decelerating and accelerating traffic noise and standing traffic air pollution at this junction

	Response	<p>The proposed junction has been located and designed to facilitate and accommodate a future Poynton Relief Road that is a priority scheme for Cheshire East Council. The junction also provides a new access for the Bramhall Oil Terminal as the existing access is severed by the scheme.</p> <p>A junction that would involve a link from Chester Road at its current junction with Woodford Road would likely require property demolition. It would not enable the Poynton Relief Road to tie in with the A6MARR scheme and would require a second junction in the vicinity of the currently proposed junction.</p> <p>The assessments undertaken relating to local air quality have indicated that at properties in the vicinity of the proposed junction there will be a reduction in levels of 3ugm3 for nitrogen dioxide and just below 1ugm3 for particulates (PM10). The predicted concentrations with the proposed scheme in place are 24.9 and 14.6 ugm3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.</p>
25-03	Objection	My proposal would be to make this junction a traffic light junction and run the access road to MARR from the junction rather than few hundred yards up the road towards Woodford
	Response	See response to 25-01-NM
25-04	Objection	There have been a number of serious accidents at this junction requiring attendance by emergency services. 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.
	Response	The proposed scheme will result in a significant reduction in traffic flows along Woodford Road without any noticeable change in traffic volume along Chester Road. This will mean that there is significantly reduced conflict at the existing junction and this should improve the safe operation of this junction.
25-05	Objection	My proposal should also improve general flow of traffic, compared with Relief Road Proposal, by not introducing new junction few hundred yards up Chester Road towards Woodford.
	Response	<p>The traffic modelling analysis has indicated satisfactory capacity at the proposed junction in line with the forecasted traffic flows.</p> <p>During the AM Peak period, the Chester Road eastern arm exhibits a maximum MMQ (Mean Maximum Queue) of 8.1 PCU's (46m) and a Degree of Saturation (DOS) of 64%, the western approach arm from Chester Road has a maximum MMQ of 5.4 PCU's (31m) and a DOS of 62.4%, the northern approach to the junction from the Oil Terminal Gyratory has a MMQ of 7.2 PCUs (41m) and a DOS of 64%. During the PM Peak period Chester Road eastern arm exhibits a maximum MMQ of 5.6 PCUs (32m) and a DOS of 53.1%, the western approach arm from Chester Road has a maximum MMQ of 8.5 PCUs (49m), the northern approach to the junction from the Oil Terminal Gyratory has a MMQ of 15.1 PCUs 87m. Analysis of these results during both the AM and PM peak periods indicates that the junction works well within capacity with no real queuing issues at any of the arms of the junction.</p>

25-06	Objection	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 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.
	Response	Our analysis of the Chester Road junction with the A6MARR Link shows that the MMQ on Chester Road Eastern arm is 8.1 PCUs (46m) during the AM Peak period and 5.6 PCUs (32m) during the PM Peak period, indicating that the levels of queuing at the junction will be easily accommodated without blocking back to the junction with Woodford Road.
25-07	Objection	The Relief Road proposal introduces traffic lights onto part of Chester Road where the traffic has flowed satisfactorily for many years.
	Response	<p>The junction layout is designed to ensure that the scheme does not attract additional traffic through Poynton which would be the case if a more direct access were to be provided from Chester Road to the A6MARR.</p> <p>Secondly, the junction design will enable the proposed Poynton Relief Road to connect with the A6MARR Link. When the Poynton Relief Road is built, it will remove a significant volume of traffic from Chester Road which will become a more lightly trafficked road than at present. The Poynton Relief Road to A6MARR route would then be the major route with Chester Road being the minor arm of the junction. It is predicted that the Poynton Relief Road will reduce the 2-Way traffic flows on Chester Road by about 35% during both the AM and PM peak periods. The proposed junction layout is therefore the most appropriate layout.</p>
25-08	Objection	The geography of the Proposal should still give priority to traffic flowing down Chester Road, not the traffic leaving the Relief Road.
	Response	See response to 25-07-NM. However, following our meeting with you on 9 th May 2014, the Council will consider the amendments to the junction that you proposed at the meeting to give priority to Chester Road traffic at the junction. On initial investigation this proposal would require the Acquiring Authority to purchase more private land and would affect the frontages of more residential properties on Chester Road.
25-09	Objection	Why introduce should the Relief Road introduce a traffic lighted right angle bend to Chester Road when what is required is road arrangement to slow traffic down leaving Relief Road and gets the traffic used to being on ordinary roads. That is to say any new traffic management should avoid introducing steep bends into Chester Road and retain its integrity as being a main road, even if it is to have traffic lights. My proposals should reduce noise and air pollution.
	Response	The proposed arrangement moves the junction away from the houses on Chester Road. The assessments undertaken relating to traffic-related noise have indicated that a decrease in levels of some 3.0 dBA (decibels) is anticipated at your property in the vicinity of the proposed junction. The assessments undertaken relating to local air quality have indicated that at property's in the vicinity of the proposed junction there will be a reduction in levels of 3ugm3 for nitrogen dioxide and just below 1ugm3 for particulates (PM10). The predicted concentrations with the proposed scheme in place are 24.9 and 14.6 ug m3 respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.

See also response above.

25-10	Objection	Certain times of day there are long queues of traffic waiting to come out of Woodford Rd onto Chester Road. This would be the same if the Relief Road Proposal goes ahead as proposed with addition of more stationary traffic a few hundred yards up the road, leading to increased amounts of air and noise pollution.
	Response	<p>There will be a significant reduction in traffic volumes along Woodford Road with the completion of the A6MARR.</p> <p>The new traffic signal controlled junction of Chester Road with the A6MARR Link will provide regular breaks in eastbound traffic flow that would enable better opportunities for traffic emerging from Woodford Road to turn onto Chester Road. Traffic modelling shows that delays reduce by over 350 seconds during the AM peak and by almost 100 seconds during the PM peak period for traffic turning out of Woodford Road.</p>
25-11	Objection	At same time, my proposal could lead to less overall environmental impact on farmers' fields.
	Response	Proposal is not feasible as discussed above.
25-12	Objection	Cheshire East have gone to considerable lengths to remove traffic lights in the centre of Poynton village , but work in this 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 scheme stuck to original plan on the drawing board 20 years ago, when access to the Relief Road at this point was via a roundabout.
	Response	Design development has determined the most appropriate design for the junction.
25-13	Objection	Should be noted that my proposal will not increase overall number of traffic lighted junctions in the Relief Road Proposal.
	Response	Proposal is not feasible as discussed above
25-14	Objection	If the Relief Road proposals go ahead as currently planned there appears to be considerable landscaping for noise bunding on access road from Chester Road to the Manchester Airport Relief Road. When the Adlington to Manchester Airport Relief Road scheme goes ahead it appears to go through bunding meaning a significant sum of money is being wasted on nugatory work.

	Response	In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified. The proposed A6MARR/ Chester Road junction has been designed in liaison with Cheshire East Council to accommodate any future tie-in with the Poynton Relief Road.
25-15	Objection	It appears that there is a lack of co-ordination between the two parties [SMBC and CEC] and it strikes me that to make sure that proper discussion takes place between the two parties, Manchester Airport Relief Road should not go ahead independent of the go ahead of the Adlington to Manchester Airport Relief Road scheme
	Response	<p>In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road.</p> <p>The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads Scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.</p> <p>The proposed A6MARR/ Chester Road junction has been designed in liaison with Cheshire East Council to accommodate any future tie-in with the Poynton Relief Road.</p>
25-16	Objection	Attended meetings and written to both Councils but there has not been response to my points. No attempt has been made to canvass the Public's views on the Relief Road proposals other than to vote on one of 2 options that have been presented for each Relief Road junction. That is to say, there has been no opportunity to build the public concerns into the proposals, such as the accident rates at the junction of Chester Road with Woodford Road.
	Response	As part of the Phase 1 consultation on the A6 to Manchester Airport Relief Road we asked the question there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation demonstrated that 69% of respondents were either in favour or strongly in favour of the scheme. A second phase of consultation was undertaken on the emerging preferred scheme, during which respondents had the opportunity to comment on how the scheme addresses environmental impacts of the scheme including noise, visual, landscaping and ecology impacts. Respondents were also asked how they considered that merging preferred scheme addressed the needs of pedestrians and cyclists, accommodates Public Rights of Way and addresses changes to traffic flows in the local area through complementary and mitigation measures. The Council is aware of the road safety concerns raised during the Phase 1 and 2 consultation on the scheme and responded to these as part of the consultation process. Traffic flows on Chester Road are forecast to reduce as a result of the A6MARR therefore there are no proposals to introduce mitigation measures as part of the scheme. However, The local highway, Cheshire East Council, has been made aware of existing safety concerns on Chester Road.
25-17	Objection	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 proposals go ahead.

Response The design would ensure that the existing two vehicular accesses are maintained. Vehicular access will be maintained throughout construction and once the road is completed. There may be short periods of time where access is restricted, but those parties affected will be liaised with to mitigate the impact. At the meeting noted above, the Council promised that further details of access would be provided in the form of larger scale plans.

APPENDIX 26

26: Marcus John Quiligotti, Simon Angelo Quiligotti, Bruno Ricardo Quiligotti and Lisa Gabriela Ward

Bruno Quiligotti & Lisa Ward's address: 1a Brookside Avenue, Poynton, Stockport, SK12 1PN

CPO Plots: 4/3 4/3A-4/3G 5/8 5/8A-5/8F

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

26-01	Objection	No part of road, cutting or embankment is intended to be placed on 2 substantial plots shown edged/ coloured green on the attached plans. Accordingly such parts are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO.
	Response	The areas which you refer to are required for the road and its cuttings.
26-02	Objection	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 a road, and its cuttings and embankments. 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. 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 plan. 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 only for spoil tipping only.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road.

26-03	Objection	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.
	Response	Material will only be deposited on land that is to be acquired permanently.
26-04	Objection	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.
	Response	Plots will be acquired permanently as they are required for the construction on the road and its cuttings.
26-05	Objection	No part of the Plots should be used for tipping of permanent spoil which will severely prejudice the future use of said lands for agricultural and development purposes (representations have been made to Stockport MBC Allocations DPD in this connection in March 2012 and December 2013).
	Response	<p>Scheme has been redesigned to omit the earthworks bunds that are not required for mitigation purposes on the land. Only mitigation earthworks will remain.</p> <p>Any spoil will only be deposited on land that is permanently acquired. Your clients will be compensated for the loss of their land in line with the compensation code.</p>
26-06	Objection	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.
	Response	The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of dual carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers.

26-07	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
26-08	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. If this has not been possible then your clients will be compensated for the loss of their right, in line with the Compensation Code.

APPENDIX 27

27: Mr PR Holmes, Moorend Farm, Woodford, Plot 39, Moorend Farm, Plot 38 Woodford Road, Mrs BE Holmes, Moorend Farm, Woodford, Stockport, SK7 1QE

CPO Plots: 5/7 5/7A - 5/7G 5/7I - 5/7M

Agent:

Simon Cook

Roger Hannah and Co, Century Buildings, 14 St Mary's Parsonage, Manchester, M3 2DF

27-01	Objection	Statement of Reasons continually refers to congestion which is currently experienced within the SEMMMS area. The Statement of Reason states in Section 3: Need for 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" .
	Response	The transport assessment provides details of the congestion experienced in the area and the anticipate scheme benefits.
27-02	Objection	It is stated in paragraph 19.1 that a "robust , detailed and extensive modelling of the scheme" has been undertaken which "has identified a reduction in the level of traffic in most 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. We request further information as to the areas which will not benefit from traffic reduction as a result of 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 speed 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 area would experience an increase of driver stress. Our clients are greatly concerned that this could lead to an increase in road traffic accidents. Information is request to demonstrate the Council have given this due consideration including measures which will be put in place to prevent accidents.
	Response	The scheme has been through a rigorous optioneering process which has confirmed that the overall result will lead to a net reduction in congestion.

Information relating to changes in traffic flows is presented in the Transport Assessment Report for the scheme. Figure 9.6 of this report presents on a map based diagram the traffic volumes on roads across the scheme area for three scenarios: a) 2009 flows; b) 2017 forecast traffic flows without the A6MARR; and c) 2017 forecast traffic flows with the opening of the A6MARR. The plan shows roads that have a decrease or an increase of more than 5% in traffic volume and those roads that have a flow change of less than 5% as a result of the construction of the A6MARR.

Our assessment of road safety indicates that over the 60 year scheme appraisal period, building the A6MARR will lead to a reduction of over 1,000 personal injury accidents.

The Stage 1 Road Safety Audit undertaken for the scheme was submitted within the Transport Assessment as part of the planning application.

27-03	Objection	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 centre, and key areas of development and regeneration (e.g. Manchester Airport Enterprise Zone).
	Response	The role of the A6MARR is to provide the improved connectivity that will in turn facilitate economic growth by reducing travel costs and journey times as well as making the journeys more reliable through reduced traffic congestion. This opens up access to employment opportunities over a wider area than is the case with a constrained transport network. It is not an objective of the scheme to change the way Enterprise Zones operate or perform.
27-04	Objection	Concern relates to widespread criticisms which Enterprise Zones have attracted including being "ineffective at stimulating sustainable economic growth in depressed areas." (Work Foundation, February 2011). One of the Key weakness of Enterprise Zones is that they do "very little to promote lasting economic prosperity" (Work Foundation, February 2011).
	Response	The Airport City was approved as an Enterprise Zone by central government. It is not appropriate for us to comment on this. Information about Enterprise Zones can be found on HM government's website http://enterprisezones.communities.gov.uk/ . Greater Manchester and Cheshire and Warrington Local Enterprise Partnerships have produced growth plans in 2013 which provide further details of their economic strategies.
27-05	Objection	One of the key issues relating to the successful long term economic growth of the 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)
	Response	The Airport City was approved as an Enterprise Zone by central government. It is not appropriate for us to comment on this. Information about Enterprise Zones can be found on HM government's website http://enterprisezones.communities.gov.uk/ . Greater Manchester and Cheshire and Warrington Local Enterprise Partnerships have produced growth plans in 2013 which provide further details of their economic strategies.
	Objection	Request further information from the authority demonstrating how they intend to ensure economic growth of wider area with due consideration been given to the general criticisms which enterprise zones have attracted.

	Response	The Airport City was approved as an Enterprise Zone by central government. It is not appropriate for us to comment on this. Information about Enterprise Zones can be found on HM government's website http://enterprisezones.communities.gov.uk/ . Greater Manchester and Cheshire and Warrington Local Enterprise Partnerships have produced growth plans in 2013 which provide further details of their economic strategies.
27-06	Objection	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 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 business within this area.
	Response	The Airport City was approved as an Enterprise Zone by central government. It is not appropriate for us to comment on this. Information about Enterprise Zones can be found on HM government's website http://enterprisezones.communities.gov.uk/ . Greater Manchester and Cheshire and Warrington Local Enterprise Partnerships have produced growth plans in 2013 which provide further details of their economic strategies.
27-07	Objection	The Relief Road 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).
	Response	The Airport City was approved as an Enterprise Zone by central government. It is not appropriate for us to comment on this. Information about Enterprise Zones can be found on HM government's website http://enterprisezones.communities.gov.uk/
27-08	Objection	With regards to Enterprise Zones specifically, I has been criticised in 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).
	Response	There is some evidence to suggest that the earlier round of EZs led to displacement of jobs. however, the Govt. prospectus on EZs suggest: Minimising displacement. Competition is healthy. Competition for business between cities and other centres of growth should lead to an improved environment for business across the country. Competition to attract foreign inward investment will be most highly valued of all. We are however keen to avoid much more localised competition, resulting in local displacement to little benefit for the areas overall. Local enterprise partnerships will have a vital role in targeting the business growth that is genuinely additional in the area, including by identifying the priority sectors to be targeted.
27-09	Objection	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. It is important that the Local Authority also have measures in place to ensure that jobs created are not simply absorbed by non-locals.
	Response	The three promoting authorities are actively engaged in the Local Growth Plans.

27-10	Objection	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 22.2 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 these properties that will be affected by an increase in traffic related noise and confirmation that there is a scheme in place to provide any insulation required.
	Response	The figures provide relating to properties which may qualify for measures under the Noise Insulation Regulations are indicative only. They do not form part of the formal assessment. Qualification under the regulations is a matter which is considered once a major road scheme has been constructed and is based on measured levels once the scheme has been operational for up to 12months. To qualify for assistance the property must be a dwelling or other buildings used for residential purposes which will be not more than 300 metres from the nearest point on the carriageway of the highway after the construction of the highway . The relevant noise level must also be greater by at least 1dB(A) than the prevailing noise level and not less than 65 dB(A) . The noise caused by traffic using the highway must also make an effective contribution to the relevant noise level of at least 1dB(A).
27-11	Objection	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 paragraph 23.3 states that "overall the relief road impact on air quality is significant".
	Response	It is anticipated the proposed scheme will result in a small increase in regional emissions. It is, however, local air quality which is of importance in the context of congestion. It is acknowledged that paragraph 23.3 of the Statement of Reasons states there will be a significant impact on overall air quality. It is important to note, however, that the impact is noted as being beneficial. The Environmental Statement for the scheme provides further details.
27-12	Objection	The decrease in air quality across certain area is a concern as it will be damaging to the local environment and residents in these areas. Please provide details of which sensitive receptors will experience "significant adverse air quality impacts" (Paragraph 23.3).
	Response	See response to 27-12-PR
27-13	Objection	"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.
	Response	The proposed development would generally integrate into the receiving landscape. However the EIA acknowledges that there would be significant local impacts to landscape character in the long term. These would occur north of Norbury Brook, Ladybrook Valley, Woodford oil terminal and the crossing of the WCML. Other impacts of a lesser magnitude would occur at the western end of the proposed development. The Environmental Statement for the scheme provides further details.

27-14	Objection	This decrease in countryside and increase of 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 Moorend 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.
	Response	The ES 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. New areas of open space have been provided in exchange for land taken by the proposed development, for example at Styal Golf Course. A Section 19 legal process has commenced for the purpose of securing replacement open space for the land lost at Woodford Recreation Ground.
27-15	Objection	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, request that 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 the golf course albeit a significantly reduced course.
	Response	The land take has been extensively reviewed and is the minimum amount considered necessary to build the road.
27-16	Objection	The Statement of Reasons summarised breakdown of costs and funding for the relief road in 24.1 is outdated. The cost analysis that has been undertaken is based on Q2 2010 prices which are nearly 4 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 cost 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 for this scheme to be authorised.
	Response	Budget allocations for the scheme are regularly reviewed and monitored. Budget allocations include allowances for risk, inflation and optimism bias.
27-17	Objection	As referred to in Paragraph 28.22, the ODPM 06/2004 advises that a Compulsory Purchase Order should only be made where a compelling case in the Public Interest to do so.
	Response	The Council considers that it can make a compelling case for the acquisition of the land for the construction of the road.
27-18	Objection	We would question whether it is actually in the public's interest for this scheme to be authorised.
	Response	The promoting authorities believe there is a compelling case for the scheme. It supports the SEMMM Strategy and local growth plan aspirations and it is included in the National Infrastructure Plan as a priority for delivery.
27-19	Objection	We would also argue that approaches to date (30/1/14) have been insufficient to justify the makings of the Compulsory Purchase Order. The use of Compulsory Purchase Order powers in all cases should be in position of last resort. This has

not been demonstrated in respect to our clients interest.

Response The Council considers that it can make a compelling case for the acquisition of the land for the construction of the road.

APPENDIX 28

28: TSB Business Banking, Louise Allan

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

CPO Plots: 5/7 5/7A - 5/7G 5/7I - 5/7M

28-01	Objection	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?
	Response	Land is required for the purpose of construction of the relief road and associated environmental mitigation and drainage ponds. Further information with respect of this objection is being provided to the objector.

APPENDIX 29

29: Mr and Mrs Simumba

17 Melford Grove, Oldham, Lancs, OL4 3HH

CPO Plots: 5/18 5/18A 5/23 5/23A

Agent:

Peter Cunliffe Chartered Surveyor, 5 Green Lane, Sale, Manchester, M33 5PN

29-01	Objection	The scheme is not needed as the existing roads are adequate for the purpose and the proposed road would cause traffic blockage at the A6 and Woodford Road.
	Response	<p>The new road will bring congestion relief to the surrounding road infrastructure, which is currently heavily burdened. Significant traffic studies have been conducted and there will not be any notable negative impact at the junction that you mention as a result of the scheme. The Council will demonstrate that the scheme is needed for the area.</p> <p>There has been a long-standing recognition of the need for the scheme.</p> <p>The SEMMMS study was commissioned in 1999 because the following three road schemes were removed from the trunk roads programme along with the de-trunking of the A6 and the A523:</p> <ul style="list-style-type: none">• The A6(M) Stockport North South Bypass;• The A555 Manchester Airport Link Road West (MAELR West); and• The A555/A523 Poynton Bypass <p>The SEMMMS Study recommended the construction of all three roads schemes but to a reduced standard than had been originally proposed by the Highways Agency.</p> <p>Traffic forecasts showing the impact of the A6MARR are included in the Transport Assessment Report for the scheme. Figure 9.6 of this report presents on a map based diagram the traffic volumes on roads across the scheme area for three scenarios: a) 2009 flows; b) 2017 forecast traffic flows without the A6MARR; and c) 2017 forecast traffic flows with the opening of the A6MARR. The plan shows roads that have a decrease or an increase of more than 5% in traffic volume and those roads that have a flow change of less than 5% as a result of the construction of the A6MARR.</p> <p>The new road will lead to an increase in traffic along the A6 to the east of the scheme and the new junction with the A6MARR is designed to cater for this traffic. The scheme will result in a significant reduction in traffic along the A6 to the west and north of the scheme. Similarly, the scheme will lead to traffic flow reductions along Woodford Road. It is not</p>

therefore correct to say that the scheme will cause traffic blockage along these roads.

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| 29-02 | Objection | If the scheme is needed, then the previous site for the scheme, which avoided taking these two plots was perfectly adequate and the former plans should be reverted to. |
| | Response | The design has been selected after considering all options available and the chosen alignment is the optimum design, minimising land take and impact on the surroundings. |

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| 29-03 | Objection | This proposed road, being so close to the houses on 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 further from this residential area. |
| | Response | The route has been carefully designed in this location in minimise the impact on all properties. In addition, there is significant environmental and social (noise/light) mitigation proposed to minimise the impact of the scheme on its surroundings. |

The assessments undertaken relating to traffic-related noise have indicated there will be increase in levels taking into account proposed mitigation.

The assessments undertaken relating to local air quality have indicated that there will be an increase in levels of NO2 and PM10 in the vicinity of Albany Road although both are within the stipulated national air quality standards which provide an indicator relative to human health.

It is recognised that there will be no risk relative to vibration where a road scheme has been constructed to required modern standards. This will be the case with the proposed scheme.

There will be no discharge of solids or fluids onto property in the vicinity of the proposed scheme.
The relief road in this vicinity will be lit on both sides of the carriageway.

APPENDIX 30

30: Lisa Michelle Lawson

The Shippon, 177 Woodford Road, Woodford, Stockport. SK7 1QE

CPO Plots: 5/11 5/11A

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

30-01	Objection	No part of road, cutting or embankment is intended to be placed on 2 substantial plots shown edged/ coloured green on the attached plans. Accordingly such parts 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 a road, and its cuttings and embankments.
	Response	The areas which you refer to are required for the road and its cuttings.
30-02	Objection	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.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. Only the land required for the scheme and its construction has been included within the CPO.
30-03	Objection	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 plan. 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 only for temporary use. 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.

	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road. Material will only be deposited on land that is to be acquired permanently.
30-04	Objection	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.
	Response	Material will only be deposited on land that is to be acquired permanently.
30-05	Objection	The extent of permanent land take to provide for bunding and environmental mitigation works and new foot/ cycle/ equestrian routes is excessive, severely prejudicing the future uses of the land. The land area available to service the existing equestrian unit on the property is already at a minimum and according 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 an issue which cannot be resolved through compensation only for the land to be taken.
	Response	The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of dual carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers. Your client will be compensated for any actual loss that occurs to the equestrian business as a direct result of the scheme in line with the compensation code.
30-06	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
30-07	Objection	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.

Response All known private means of access and rights of way have been maintained or reprovided. If this has not been possible then your clients will be compensated for the loss of their right, in line with the Compensation Code.

APPENDIX 31

31: Adrian and Margaret Romagnoli

73 Albany Road, Bramhall, Stockport, SK7 1NE

We are strongly opposed to the building of the above road. Here are our main reasons.

31-01	Objection	Pollution especially effecting the children at our local school on Albany Road
	Response	The assessments undertaken relating to local air quality and Queensgate School have indicated that there will be an increases in levels between 3.5 ugm3 for nitrogen dioxide (NO2) close to the school buildings and 9.5 ugm3 at the boundary nearest to the proposed scheme. In relation to particulates (PM10) they have indicated increases of 1.5 ugm3 and 1.8 ugm3 in these two locations. The predicted concentrations with the proposed scheme in place for the two locations are 24.8 and 31.3 ugm3 for NO2 and 14.8 and 15.9 ugm3 for PM10. All of the results are within the stipulated national air quality standards which provide an indicator relative to human health.
31-02	Objection	Noise
	Response	There will be an increase in traffic-related noise at your property as a result of the alignment of the proposed dual carriageway and proposed junction with Chester Road to the south. There a number of factors which will serve to reduce the potential increase in levels. The dual carriageway will be in deep cutting where it passes south of your property. Two forms of mitigation have also been proposed in light of the potential for high levels of increase. Low noise surfacing is to be used on the new carriageways and an environmental barrier will be introduced at the top of the cutting slopes to further reduce levels. Notwithstanding the location in cutting and the measures proposed, the assessments have indicated an anticipated increase in noise levels in the order of 6 dBA (decibels) at your property. The predicted long-term noise level is in the order of 56 dBA (decibels).
31-03	Objection	Congestion of Bramhall Village and surrounding areas.

	Response	<p>Traffic forecasts showing the impact of the A6MARR are included in the Transport Assessment Report for the scheme. Figure 9.6 of this report presents on a map based diagram the traffic volumes on roads across the scheme area for three scenarios: a) 2009 flows; b) 2017 forecast traffic flows without the A6MARR; and c) 2017 forecast traffic flows with the opening of the A6MARR. The plan shows roads that have a decrease or an increase of more than 5% in traffic volume and those roads that have a flow change of less than 5% as a result of the construction of the A6MARR.</p> <p>It can be seen from this figure that the A6MARR is forecast to lead to a reduction in traffic through Bramhall. It shows traffic flow reductions along Bramhall Lane South, Bridge Lane and Ack Lane East, the three key routes through the village.</p> <p>It is not correct to say that the relief road will lead to congestion in Bramhall as it will actually reduce traffic volumes through the area.</p>
31-04	Objection	Loss of green belt effecting wild life.
	Response	<p>It is the case that parts of the proposed scheme will be located in green belt. The planning authorities have taken this relationship into account when granting planning permission and have clearly concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme. With regard to wildlife, the assessments undertaken and reported in the Environmental Statement for the proposed scheme denitrified predicted impacts and committed to relevant mitigation measures which have been taken into account by the planning authorities prior to their approval of the applications.</p>
31-05	Objection	Our health due to dust and pollution.
	Response	<p>The ES for the proposed scheme identifies a range of mitigation measures focused on the control of dust during construction. They are measures which are routinely adopted for the construction of major road schemes and which recognise the nature of the principal activities associated with the generation of dust. The planning consents for the project include conditions requiring the implementation of the commitments made in the ES. It will be a requirement of the contracts for the construction of the proposed scheme that the measures are formalised in a project specific Construction Environmental Management Plan (CEMP).</p> <p>Dust will not be an issue once the proposed scheme is in operation. The assessments undertaken relating to local air quality have indicated that an increase in levels of $4.5\mu\text{g m}^{-3}$ for nitrogen dioxide and just under $1\mu\text{g m}^{-3}$ for particulates (PM_{10}) are anticipated at your property. The predicted concentrations with the proposed scheme in place are 23.8 and $14.7\mu\text{g m}^{-3}$ respectively. Both are within the stipulated national air quality standards which provide an indicator relative to human health.</p>
31-06	Objection	Valuation of all properties in the immediate area will decrease significantly.
	Response	Information about compensation is available on the SEMMMS website and has been provided at exhibitions and local liaison forums.

APPENDIX 32

32: Mr and Mrs Freedman

86 Albany Road, Bramhall, Stockport, SK7 1NE

CPO Plots: 5/24 5/24A 5/24B

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

32-01	Objection	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.
	Response	The Land Referencing exercise was undertaken and was based on the information returned from the Land Registry at the time. Should to ownerships prove to be incorrect then notice will be served on the correct party once more clarity is gained.
32-02	Objection	No part of road, cutting or embankment is intended to be placed on 2 substantial plots shown edged/ coloured green on the attached plans. Accordingly such parts 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 a road, and its cuttings and embankments.
	Response	The areas which you refer to are required for the cycleway link between the relief road and Albany Road. Following consultation and part of the A6MARR objectives this link between the shared use footway/cycleway adjacent to the relief road and the residential estate has been determined to be required and therefore the land is required to provide this link. The Plot cannot be used for additional pedestrian, cycling or equestrian use for the following reasons:
32-04	Objection	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 pedestrian, cyclists and equestrian users.
	Response	This is a scheme objective and will increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
32-05	Objection	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.

	Response	All perceived safety hazards will be considered and the design carried out to negate or mitigate this. Safe passage will be ensured through detailed junction design, signing and visibility safeguarding.
32-06	Objection	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.
	Response	The access chosen is considered optimal for the scheme. Moving the access simply means this affects another landholder and the preferred route is considered preferential for the scheme.
32-07	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. If this is not possible then your clients will be compensated in line with the compensation code.

APPENDIX 33

33: Mr A Worthington and Mrs H Broadhead

Baguley Fold Farm, Pinfold Lane, Marthall, Knutsford, Cheshire, WA16 7SQ

CPO Plots: 5/2 5/2A 5/2B

Agent:

AG Bowcock

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

33-01	Objection	Our clients do not object to the principle of the scheme and is appreciative of the need of the revision 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 notable they are seeking clarification on land drainage, tree planting and screening and temporary use of the land during construction works.
	Response	<p>The Council's agent has been instructed by the Council to acquire land and property. This can be either unconditionally or conditional on a trigger point of your choosing, and can be now or at a set point in the future. However, as public money is being used to fund the scheme the Council has a duty to negotiate a fair price for each and every acquisition and cannot pay an amount in excess of the open market value of your client's property.</p> <p>The council's agent is happy to discuss all of the above factors with you and would like to gain an understanding of how your clients want to proceed on each item during construction and once the road is finished. All land included within the CPO will be acquired permanently as it is needed for the road and its construction. However, for some of the areas required for construction only the Council would prefer to gain a licence for the temporary use of the land for this purpose.</p>
33-02	Objection	Although land used for agriculture, our client's long term aim is to develop the site for residential use, given the inherently residential nature of the area. Whilst they accept 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 overall provisions.
	Response	It is not considered that the market would attribute much, if any, hope value to your client's land above agricultural land value. Therefore, it would be for your client's responsibility to prove the market value of the land.

APPENDIX 34

34: Paul Gavin Darnell and Melanie Jane Darnell

Melanie Darnell's Address: 5 Marina Close, Handforth. SK9 5JP

Paul Darnell's Address: 20a Hylton Drive, Cheadle Hulme, Cheadle, SK8 7DH

CPO Plots: 6/4 6/4A - 6/4D

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

34-01	Objection	No part of road, cutting or embankment is intended to be placed on 2 substantial plots shown edged/ coloured green on the attached plans. Accordingly such parts are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 to the CPO.
	Response	The areas which you refer to are required for the road and its cuttings and therefore are included within the CPO.
34-02	Objection	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.
	Response	The areas which you refer to are required for the road and its cuttings and therefore are included within the CPO.
34-03	Objection	There is a significant network of existing footpaths in the locality, and unfortunately too many people are walking of the line of existing footpaths and into private land.
	Response	This is not a scheme issue. All new tracks will be clearly signposted and marked.
34-04	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. If this is not possible then your clients will be compensated in line with the compensation code.

APPENDIX 35

35: Mrs Angela Mary Rowland

6 School Cottages, Nantwich Road, Wimboldsley, Middlewich, Cheshire. CW10 0LN

CPO Plots: 6/3 6/3A-6/3C

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

35-01	Objection	The permanent land take removed 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 Objectors land is landlocked.
	Response	The current rights of the land owner will be retained therefore ensuring that the land will not become land locked.
35-02	Objection	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:
	Response	The pedestrian , cycle and bridleway improvements are part of the scheme and their implementation supports the scheme and SEMMM Strategy objectives.
35-03	Objection	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.
	Response	<p>The pedestrian , cycle and bridleway improvements are part of the scheme and their implementation supports the scheme and SEMMM Strategy objectives.</p> <p>The access way will remain; it will just also be used for the above uses. Your client will be compensated for any loss or reduction in this access.</p>
35-04	Objection	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.
	Response	The design will ensure that there is sufficient room for all users to pass in a safe manner. This may require signage and will require safeguarding of visibility sight lines.
35-05	Objection	The proposal therefore works against one of the objectives of the scheme which is to improve the safety of road users, pedestrians and cyclists.

	Response	The health and safety of all users has been considered throughout the design. This work will continue to develop to ensure safety is not compromised.
35-06	Objection	Insufficient consideration given to the needs of existing users.
	Response	SMBC have and are continuing to, actively engage with landowners to reduce the impact on their landholdings where possible.
35-07	Objection	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.
	Response	This is not a scheme issue. All new tracks will be clearly signposted and marked.
35-08	Objection	No part of the proposed Road, cutting 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 purpose that are not for the purpose of constructing thereon a highway, namely the Road and its cuttings and embankments.
	Response	The areas which you refer to are required for the road and its cuttings and therefore are included within the CPO.
35-09	Objection	The extent of permanent land take to provide for bunding and environmental mitigation is excessive, severely prejudicing the future use of the said lands for agricultural and future development purposes.
	Response	<p>None of the plots included in the CPO have been included on environmental grounds. Environmental measures, including planting have, however, been introduced onto areas taken for the purposes of engineering the road or associated paths, cycleways and bridleways.</p> <p>The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of dual carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers.</p>
35-10	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the

scheme and CPO.

35-11

Objection

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.

Response

All known private means of access and rights of way have been maintained or reprovided. If this is not possible then your clients will be compensated in line with the compensation code.

APPENDIX 36

36: David Charles Jones and Richard Anthony Jones

Longfield Poultry Farm, Hall Moss Lane, Bramhall, Stockport, SK7 1RB

CPO Plots: 6/2

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

36-01	Objection	No part of road, cutting or embankment is intended to be placed on the land listed in Schedule 1 to the CPO. Accordingly such parts 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 a road, and its cuttings and embankments.
	Response	The areas which you refer to are required for the road and its cuttings and therefore are included within the CPO.
36-02	Objection	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.
	Response	The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road. Material will only be deposited on land that is to be acquired permanently.
36-03	Objection	The Objectors believe that the Acquiring Authorities' proposed taking the two parts of the Plots identified on the attached plans for easement only and contend that there is no power under the CPO to do so. 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 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 Authority cannot show a compelling case to acquire permanently the parts of the Plots required for an easement. 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.
	Response	The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road. Material will only be deposited on land that

is to be acquired permanently.

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

36-04	Objection	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.
	Response	The access way will remain; it will just also be used for the above uses. Your client will be compensated for any loss or reduction in this access.
36-05	Objection	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.
	Response	All perceived safety hazards will be considered and the design carried out to negate or mitigate this. Passing places / signage will be considered as necessary.
36-06	Objection	The proposal therefore works against one of the objectives of the scheme which is to improve the safety of road users, pedestrians and cyclists.
	Response	The health and safety of all users has been considered throughout the design. This work will continue to develop to ensure safety is not compromised.
36-07	Objection	Insufficient consideration given to the needs of existing users.
	Response	SMBC have and are continuing to, actively engage with landowners to reduce the impact on their landholdings where possible.
36-08	Objection	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.
	Response	This is not a scheme issue. All new tracks will be clearly signposted and marked.
36-09	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
36-10	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. If this has not been possible

then your clients will be compensated for the loss of their right, in line with the Compensation Code.

APPENDIX 37

37: James Fielding

CPO Plots: 6/5C

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

37-01	Objection	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.
	Response	The Land Referencing exercise was undertaken and was based on the information returned from the Land Registry at the time. Should to ownerships prove to be incorrect then notice will be served on the correct party once more clarity is gained.
37-02	Objection	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 are not so required for the purpose of the construction of a highway and 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.
	Response	The areas which you refer to are required for the road and its cuttings and thus are included within the CPO.
37-03	Objection	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. 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 authority 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. 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.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road. There are certain areas of land that are

required solely for the construction of the road. The Council would prefer to reach an agreement with the landowners for these parts, but as they are required for the scheme they have been included within the CPO.

37-04	Objection	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.
	Response	The access way will remain; it will just also be used for the above uses. Your client will be compensated for any loss or reduction in this access.
37-05	Objection	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.
	Response	All perceived safety hazards will be considered and the design carried out to negate or mitigate this. Passing places / signage will be considered as necessary.
37-06	Objection	The proposal therefore works against one of the objectives of the scheme which is to improve the safety of road users, pedestrians and cyclists.
	Response	The health and safety of all users has been considered throughout the design. This work will continue to develop to ensure safety is not compromised.
37-07	Objection	Insufficient consideration given to the needs of existing users.
	Response	SMBC have and are continuing to, actively engage with landowners to reduce the impact on their landholdings where possible.
37-08	Objection	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.
	Response	This is not a scheme issue. All new tracks will be clearly signposted and marked.
37-09	Objection	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.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
37-10	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. If this has not been possible

then your clients will be compensated for the loss of their right, in line with the Compensation Code.

APPENDIX 38

38: Christopher W Shenton

Bridge Farm, Wilmslow Road, Handforth, SK9 3EN

CPO Plots: 7/4 7/4A-7/4H

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

38-01	Objection	No part of road, cutting or embankment is intended to be placed on substantial plots shown edged/ coloured in green on the attached plans. Accordingly such parts are not so required for the purpose of the construction of a highway should be deleted from Schedule 1 of 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 a road, and its cuttings and embankments.
	Response	The areas which you refer to are required for the road and its cuttings.
38-02	Objection	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. 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. If, contrary to the above, the CPO does not contain powers to take part of the Plots identified above temporarily, then the land in question should not be acquired permanently.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The permanent land take includes land for the new road and its earthworks, essential ecological and social mitigation and landscape bunding. Only the land required for the scheme and its construction has been included within the CPO. The Council will demonstrate that all of this land is required to construct the road.
38-03	Objection	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.

	Response	Material will only be deposited on land that is to be acquired permanently, for which your clients will be compensated in line with the Compensation Code.
38-04	Objection	The extent of permanent land take to provide for bunding and environmental mitigation works is excessive, severely prejudicing the future use of said lands for agricultural and future development purposes.
	Response	The scheme design incorporates the requirements for environmental mitigation as well as screening the road from built up areas. This forms part of the road scheme and therefore this land is required as part of the CPO. The scheme has been designed to minimise land take, but there are certain environmental and social conditions that have needed to be met. The proposed roadside mounding will have the effect of reducing traffic related noise. In addition, low noise surfacing is proposed along the new section of dual carriageway. The assessment of traffic-related noise has also identified a number of locations where it has been concluded additional mitigation to that which will be provided by the mounding should be included and locations where mounding is not proposed but noise mitigation is to be provided. In these locations the proposals provide for the noise barriers.
38-05		<p>The Acquiring Authorities have failed to show any compelling case to taken land for the purposes of pedestrian and cycle route and bridleways; these routes are not required for, or are critical to, the purpose of constructing the Relief Road and its cuttings and embankment. The land required for these routes should be deleted from Schedule 1 of the CPO. If, contrary to the above, the CPO does contain powers to take part of the Plots identified above temporarily, and the land take for the purpose of pedestrian and cycle routes and bridleways, the following issues must be resolved:</p> <p>The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.</p>
38-06	Objection	The loss of 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.
	Response	The Council has considered all local residents and businesses affected by the scheme. Your clients will be compensated for the loss of their land as well as any injurious affection to their retained landholding. If, in addition, the scheme has a further negative effect on the profits of any business enterprise then this will be addressed through a 'Loss of Profits' claim at a later date.
38-07	Objection	The currently proposals close off the existing access to Plots 7/4A and 7/4B.
	Response	Discussions have been had with the tenant of the field and their agent. A reduction of the land requirements has been proposed here during the construction works. Alterations to the fence lines and gate locations will ensure that the access is maintained. These changes will provide access to the plots noted.

38-08	Objection	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 scheme key objectives, which is to improve the safety of road users, pedestrians and cyclists.
	Response	Safety of all users has been at the forefront of all design work. In addition, conflicting movements have been analysed, and will continue to be as the design progresses, to ensure safety is not compromised. This will be done through effective signing and safeguarding of sightlines throughout the scheme.
38-09	Objection	There is an existing problem of gates to footpaths being left open and consequential stock escape, quite often onto the A555 and/ or the A34.
	Response	This is not an issue with the scheme design or the CPO. Appropriate gates will be installed at all relevant locations.
38-10	Objection	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 from the east is properly gated to prevent stock running on to the new access way.
	Response	Agreed. This will be considered as part of the detailed design process.
38-11	Objection	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.
	Response	The land acquisition required north of these two plots is as a result of the area required to construct the widened west bound diverge slip road. A straight fenceline line has been proposed for ease of agricultural activities. The diversion of the footpath is not currently part of the A6MARR proposals but can be investigated by SMBC.
38-12	Objection	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.
	Response	SMBC understand that you are referring to the connection between FP81 which is SE of the A555/A34 roundabout and the FP38A which is NW of the A555/A34 roundabout. This connection is linked using controlled pedestrian crossing points (puffin crossings) at stop lines for the general vehicular traffic. This has been reviewed via a Road Safety Audit and has not been regarded as unsafe. The consultation with the Vulnerable Road User Groups (VRUG) has not suggested that this link be extinguished on grounds of safety or other.
38-13	Objection	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.

	Response	This has been investigated and Stockport Council has written to you explaining the outcomes of these site and desk top investigations. No remedial action was proposed nor carried out that could be carried out within the adopted highway extents.
38-14	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. If this has not been possible then your clients will be compensated for the loss of their right, in line with the Compensation Code.

APPENDIX 39

39: Andrew De Coninck

65 Longdown Road, Congleton, Cheshire, CW12 4QH

CPO Plots: 7/7

39-01	Objection	The land you wish to acquire from me is woodland which is not only aesthetically pleasing but it fuels my heating. There are many oak trees that would have considerable value if felled for commercial use. I believe it would be difficult to purchase an alternative wood in a suitable area.
	Response	You will be compensated for the value of your woodland in line with the compensation code. The basis of the valuation is subject to professional opinion and will be based on evidence from comparable transactions of similar woodland.
39-02	Objection	The Compulsory Purchase Order I have had sight of would completely annihilate my woodland.
	Response	This land is required should the need arise to construct a replacement bridge in lieu of the existing Spath Lane bridge over the existing A555. The current traffic modelling indicates that prescribed highway layouts (in accordance with DMRB Section 2 Junctions TD 22/06 Layout of Grade Separated Junctions) would require demolition of the existing bridge and construction of a substitute bridge, within the land, to reinstate the private means of access. Upon finalisation of the traffic model the final layout can be determined.
39-03	Objection	I feel there are alternatives to the proposed scheme, including the accommodation bridge, as there is a bridge in situ that can still be utilised. I believe every possibility should be looked into as the proposed land take is excessive. I would suggest that there is an alternative route from A34 that would not require the building of a bridge.
	Response	See above.

APPENDIX 40

40: British Overseas Bank & WGTC Nominees

Will Cotmore, PRUPIM, Oakwell Holme Lane, New Mill, Holmfirth. HD9 7NQ

CPO Plots: 7/3 7/3A

Agent:

Andy Guest

Cheetham & Mortimer, 86 Deansgate, Manchester, M3 2ER

40-01	Objection	British Overseas Bank Nominees Ltd and 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 improvement 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 the Stanley Road and A34. The owners do not consider proposals to alleviate congestion is best option available. 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 would reduce congestion and help avoid queuing traffic back onto the A34.
	Response	<p>It is recognised that Stanley Green Roundabout is already subject to peak hour congestion and that there will be an increase in traffic flows at this junction with the completion of the A6MARR. Because of this, improvements to the Stanley Green roundabout are proposed as an integral part of the A6MARR scheme. With these improvements, the junction will operate significantly better than the current junction.</p> <p>The aspirations within the curtilage of the site are may be developed by the landowner and to follow the planning process. This is not part of the A6MARR scheme remit and the CPO can only include land that is required for the scheme and its joining to the adopted highway, rather than providing new access to privately owned land. The landowner will retain your existing access and it will be no worse than the one that exists today.</p>
40-02	Objection	The land within the ownership of British Overseas Bank Nominees Ltd & WGTC Nominees Ltd is currently identified within the saved policies of Stockport Unitary Development Plan (2006) as being for employment use. The Authority's current proposal does not provide for access concerned and therefore makes it impossible to bring the land forward for employment.
	Response	This is a planning issue and the scheme has planning consent for the format included in the CPO plans. However, this land will still have access through the private road network that will remain in your ownership at the site and therefore there is no obligation to provide a new or improved access to the land that you mention. Furthermore, as no access exists at present the CPO cannot provide for a new access in its place. You will be compensated for the loss of any land as a result of the scheme in line with the compensation code, as well as any proven injurious affection to the retained.

40-03	Objection	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. The alternative proposal suggested by the owners in ground 1 above addresses this issue.
	Response	Delivery of the scheme is supported and enshrined within the Development Plans for the three LPAs and the Greater Manchester and Cheshire East Transport Plans. In particular, the route of the A6MARR is safeguarded by: Policy ST2.2 (Protection for Major Road Schemes of the Stockport UDP (May 2006); and Policy T7 (Safeguarded Routes) of the Macclesfield Local Plan. The need for the proposed development of the road scheme is also identified within the Manchester Core Strategy.
40-04	Objection	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.
	Response	The current process does not prevent you from carrying out your development works, including the erection of the totem in the area defined in the planning consent as the CPO has not been confirmed at this time. Alternatively, if you were to apply for an amendment to the consent to move the totem out of the zone to be acquired then the Council would cover the reasonable costs of you doing so. As far as it can be established no part of the scheme prevents you from refurbishing the retail park.
40-05	Objection	British Overseas Bank Nominees Ltd & WGTC Nominees Ltd has had some discussions with the acquiring Authority in order to seek clarification of the exact land area to be acquired. The owner has requested further detail 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 land to be acquired has not been properly identified or the impact on the land retained properly assessed.
	Response	Subsequent to the receipt of the objection the council and its agent have met on site to clarify the scheme details.

APPENDIX 41

41: Ms R

41-01	Objection	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?
	Response	<p>The main objective when undertaking works is to maintain access to properties permanently. The works may mean that there is a requirement for shuttle working on Stanley Road and there may be delays to journeys while works are undertaken on the roundabout but access would not be prevented entirely.</p> <p>There may be a requirement to resurface part of Bowery Avenue so that the levels of the road tie in with the resurfaced section of Stanley Road. In order to ensure that levels are appropriate for drainage, works may be needed on individual driveways to ensure that water is able to drain appropriately. Should works be required on individual driveways the contractor would consult directly with local residents to arrange the most convenient time for the works to take place. The contractor would ensure that emergency vehicles can access properties off Bowery Avenue while works take place.</p> <p>At this stage we do not have the detail in terms of the construction programme to be able to state when this would be happening however, the contractor would ensure that local residents would be kept informed once further information about the construction programme is known.</p>
41-02	Objection	This area has now been cleared leaving it an eyesore, as it looks like a 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.
	Response	<p>The cleared area you refer to is private land and not part of the A6MARR scheme.</p> <p>With regards to the construction impact of the A6MARR scheme, the Environmental Statement (ES) for the proposed scheme identifies a range of mitigation measures focused on the control of dust and noise during construction. They are measures which are routinely adopted for the construction of major road schemes and which recognise the nature of the principal activities associated with the generation of dust and construction related noise. The planning consents for the project include conditions requiring the implementation of the commitments made in the ES. It will be a requirement of the contracts for the construction of the proposed scheme that the measures are formalised in a project specific Construction Environmental Management Plan (CEMP).</p>
41-03	Objection	<p>I also write on behalf of my neighbour next door 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.</p> <p>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.</p>
	Response	Access for emergency services will be maintained at all times. All other access will be maintained as far as practicable and consultation will be carried out in advance of any potential disruption during construction to minimise the impact on

affected residents. Following completion of the scheme a new Private Means of access is shown within the Side Road Order (Page 39 PMA 2 and Site Plan 7 Inset A).

41-04	Objection	It is unknown how long this work will take and whether the impact on my travel and property will be a short one or a long one.
	Response	Between now and March 2015 the contractor would be working on the construction programme. Once this is finalised it would be made available on the SEMMMS website. Construction works are programmed from March 2015 until summer 2017. The contractor would also be direct contact with local residents living in the vicinity of the works once the detail of the construction programme is known.
41-05	Objection	There is also that fear that there will be any unexpected power cuts or soiled water, which appears to happen every time work is carried out in this area. 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.
	Response	The council and its contractor continue to engage with the statutory undertakers to ensure that all services are maintained throughout the works.

APPENDIX 42

42: Alan Walker and Veronica Ann Walker

233 Wilmslow Road, Handforth, Wilmslow, SK9 3JZ

CPO Plots: 8/8

Agent:

John Seed

Brown Rural Partnership, 29 Church Street, Macclesfield, Cheshire, SK11 6LB

42-01	Objection	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 people. 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.
	Response	You client will be compensated for the loss of their land in line with the Compensation Code. In addition, your client will also be compensated for any demonstrable loss of profits that are a direct result of the scheme. It is my initial view that the impact of the road on the viability of the business will be limited, however judgement is reserved until such time as the business accounts and any subsequent claim for business damages can be reviewed.
42-02	Objection	The extent of land take is exacerbated by the provision of a new footway/ cycle way, which could be relocated elsewhere.
	Response	To footway and cycleway form part of the scheme objectives and their location has been decided upon after carefully considering the engineering options in the area, with the intention to minimise land take.
42-03	Objection	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. The land required for these routes should be deleted from Schedule 1 of the CPO.
	Response	The shared use cycleway/footways and bridleways are part of the main scheme objectives and aim to increase social benefit and safety in the area. The Council considers that there is a compelling case for them to be included within the scheme and CPO.
42-04	Objection	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.
	Response	All known private means of access and rights of way have been maintained or reprovided. If this is not possible then your clients will be compensated in line with the Compensation Code.

APPENDIX 43

43: Mr Robert Hankinson and Mrs Christina Hankinson

Beech Farm, Hollin Lane, Styal, SK9 4LD

CPO Plots: 9/7A 9/7B 8/1 8/1A-8/1C 9/9 9/9A 9/9D 9/9E 9/9F 9/9G 9/9H 9/9I 9/9J

Agent:

DWF LLP

1 Scott Place, 2 Hardman Street, Manchester, M3 3AA

CPO Objection 30/01/14

43-01	Objection	Order includes land within ownership 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 road and/or bridges.
	Response	All land included within the CPO will be acquired permanently as there is no provision to acquire temporarily. However, for the land you reference the Council would prefer to negotiate a licence or lease over the land for the period that it is required – subject to agreeable terms being reached. If this cannot be reached then the Council will acquire the land under the CPO and then will over it back to your clients under the Criche Down rules.
43-02	Objection	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 road and has received a plethora of alternate and contradictory answers.
	Response	SMBC has endeavoured to provide clear and concise information to the land owner about the requirements for the land required for the scheme, the engineering rationale and the timescales for the works. This has been relayed to both the land owner and the various agents acting on his behalf.
43-03	Objection	Our clients have been effectively held in abeyance since 1950's without knowing exactly what proposed and if, or when, development will come forward. Not only has this had an impact on value of our clients' land but it has left our client feeling like they have been manipulated in order to serve the needs of others.
	Response	The scheme has been developed in accordance with the SEMMM Strategy. A route for the proposed scheme was identified by the Highways Agency who protected it prior to the development of the SEMMM Strategy.

43-04	Objection	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, route has moved reasons our client has 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 maximisation of land holding values in certain areas for interested parties or to accommodate the requirement or the requirements of adjoining landowners.
	Response	The scheme has been developed in accordance with the SEMMM Strategy.
43-05	Objection	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.
	Response	<p>The woodland is one of a small number of environmental considerations which along with engineering, operational and cost-related considerations informed the selection of the preferred option. It was not a determining factor in this instance.</p> <p>In order to engage with the most directly affected local residents, Local Liaison Forums have been set up in areas in close proximity to the scheme. Meetings for the Local Liaison Forum Groups have been held as part of both the Phase 1 and 2 consultations and prior to the planning application being submitted. The Local Liaison Forums have provided an opportunity for local residents to have direct dialogue with the Council and help shape the scheme design. Local Liaison Forums will continue to be held as the scheme develops.</p> <p>As you have stated, the chosen route has gone through many iterations. This has led to a scheme design that has the optimum horizontal and vertical alignment to meet the scheme objectives whilst minimising the overall impact on the surrounding area. If you could provide the information that you describe as 'flawed and bogus' this will be taken into consideration, but the Council will prove that the scheme has been effectively designed taking into account all necessary considerations.</p>
43-06	Objection	During the CPO and planning application consultation process, it is our client's 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 people view this piece of land as an area of trash rather than woodland of local significance.
	Response	In order to engage with the most directly affected local residents, Local Liaison Forums have been set up in areas in close proximity to the scheme. Meetings for the Local Liaison Forum Groups have been held as part of both the Phase 1 and 2 consultations and prior to the planning application being submitted. The Local Liaison Forums have provided an opportunity for local residents to have direct dialogue with the Council and help shape the scheme design. Local Liaison Forums will continue to be held as the scheme develops.
43-07	Objection	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.

	Response	The Committee Reports and Consultation reports on the junction options are available to the public on the local authority and SEMMMS websites.
43-08	Objection	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 bridge within the ownership of Network Rail.
	Response	Your current access arrangements are noted.
43-09	Objection	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, turn 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.
	Response	<p>The diversion of PRoWs has been determined following consultation with the Vulnerable Road Users Groups (VRUG) which includes representatives of the walking, cycling and equestrian groups as well as officers of all three local authorities. The diversions that have been proposed also consider the existing environmental and that and the constraints that the scheme will bring. The scheme has therefore designed the diversion of FP7 through the subway as you have noted.</p> <p>Access that your client's currently enjoy will not be cut off, however it may be necessary to re-route accesses temporarily or permanently as a result of the scheme. Your clients will be compensated for any loss of land or rights in line with the compensation code, as well as any injurious affection to the retained and severed land.</p>
43-10	Objection	<p>Our clients currently access the northern part of their land along the line of the footpath (FP7) as it currently lie, continuing northwards where the footpath then turns to the south-east. 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.</p> <p>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.</p>
	Response	Access will be provided off the A6MARR and via a new Private Means of Access. This has been explained to the land owner's agents. The road vertical alignment has been lowered as far as practicable in this location. A direct access underneath the relief road on the line of the subway would in fact result in the relief road levels having to be raised in this vicinity which the land owner is averse to.

43-11	Objection	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. 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 license on terms to be negotiated.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. All land included within the CPO will be acquired permanently as there is no provision to acquire temporarily. However, for the land you reference the Council would prefer to negotiate a licence or lease over the land for the period that it is required – subject to agreeable terms being reached. If this cannot be reached then the Council will acquire the land under the CPO and then will offer it back to your clients under the Crichel Down rules.
43-12	Objection	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 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.
	Response	The Acquiring Authority is unable to acquire land on a temporary basis via the CPO process. Once construction of the scheme is completed then the land not required on a permanent basis will be offered back to the original land owner. The land required on a temporary basis will be required for the duration of the construction contract to facilitate the construction of the road over rail bridge. The bridge construction programme and methodology is dependent upon network rail stipulations.
43-13	Objection	Unfortunately, the extent of the land to be taken is still unclear to our clients, as is the time frame for which it will be required.
	Response	See above response.
43-14	Objection	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 not acceptable to state that this will be finally determined by the subcontractor 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.
	Response	The construction methodology for the rail bridge is currently being agreed with Network Rail. This will dictate the duration of time required for the land which could be required for the duration of the A6MARR construction contract. .
43-15	Objection	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.

	Response	<p>The current topographical surveys have indicated level heights for the electrical infrastructure. The road vertical alignment, including the associated earthworks, is bound by these levels and Network Rail stipulations in terms of vertical clearances.</p> <p>The standards provided to the Council by Network Rail have dictated the height that the bridge must be above the railway and the Council cannot compromise on these standards due to safety reasons. The Styal Road Bridge is likely to have been built at a time when different standards were imposed by Network Rail and this does not set the precedent for the design requirements that the A6MARR should be built currently. It is in the interest of the scheme to maintain the road as low as possible over the railway line and its infrastructure which has been surveyed at track level and this has been carried out to date within the current design. The Council has written to the land owner's engineering consultant to explain the design levels of the relief road on 11th January 2013.</p>
43-16	Objection	<p>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 shown from the road will be landscaped and this is fundamental in order to protect our clients' amenity and to protect livestock.</p>
	Response	<p>See above. Stock fencing will be provided as required. With regards to landscaping, woodland planting will be introduced onto the bunds which will establish over a period of time following planting.</p>
43-17	Objection	<p>The land upon which the proposed bridge 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 4.8m clearance from the track to bottom of bridge soffit and a further 1.9m to deck is appropriate. Theoretically, therefore, on the basis of these calculations, the deck of proposed rail bridge could be 77.2m above sea level; a 3.9m disparity from proposed height of bridge which currently stands at 80.5m. Our clients, therefore, consider the current design takes much green belt 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.</p> <p>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.</p>
	Response	<p>See above regarding vertical clearances. The current design is required to adhere to current Network Rail regulations regardless of existing nearby situations.</p>
43-19	Objection	<p>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 of the grazing of livestock and also containing a Vodafone telephone mast. This severance will cause a permanent post-construction issue for our clients.</p>

	Response	Access that your client's currently enjoy will not be cut off, however it may be necessary to re-route accesses temporarily or permanently as a result of the scheme. Your clients will be compensated for any loss of land or rights in line with the compensation code, as well as any injurious affection to the retained and severed land. Access has been maintained via a Private Means of Access, as detailed within response to 43-10.
43-21	Objection	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 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 an adopted highway, this will result in 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.
	Response	"The combination of the legal effect of the Compulsory Purchase Order and the Side Roads Order will permit the Council, as Acquiring Authority to acquire all the land needed to provide a new and alternative means of access serving both properties and to grant such rights of way that are needed to be granted with the owners of the properties being served by the private means of access sufficient to meet their individual needs. It is envisaged that future maintenance of the private means of access will fall on the owners of the adjoining properties having the benefit of the access which will remain as a private means of access and not public highway".
43-22	Objection	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 a 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 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, 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.
	Response	Where possible accesses and rights of way are accommodated within the scheme, however where this is not possible for safety or other reasons compensation will be payable in line with the compensation code.
43-23	Objection	The effect of taking plots 9/9, 9/9/A 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 a vehicle.
	Response	Access will be retained via a new Private Means of Access.

43-24	Objection	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, on our client's 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. There has been a general failure to provide information on this point to our clients.
	Response	All uncharted private drainage will be picked up by the A6MARR earthworks drainage. SRO Objection 30/01/14
43-25	Objection	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 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.
	Response	It is the Acquiring Authority's intention is to divert Wilmslow Footpath No 7 underneath the adopted highway across the width of the relief road via the new subway. The diverted footpath will also travel on the same alignment as Private Means of Access No.9 as described within the Side Roads Orders Page 46 without the Acquiring Authority acquiring the freehold for this section. The stopping up of Wilmslow Footpath No 7 is accurately described within the schedule as you have quoted. The Site Plan will be modified to reflect this.
43-26	Objection	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.
	Response	See response to 43-25.
43-27	Objection	Our clients object to the diversion of 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 field marked on the attached plan.
	Response	Access to the Vodafone mast will be via the new Private Means of Access directly off the relief road.

43-28

- Objection 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 or 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 order the Vodafone mast.
- Response Access to the Vodafone mast will be via the new Private Means of Access directly off the relief road.

APPENDIX 44

44: W Nixon and Sons c/o Mrs Joan Nixon

Outwood Farm, Bolshaw Road, Heald Green, Cheadle. SK8 3PE

CPO Plots: 9/10 9/10A 9/10B

Agent:

Steer Ethelston Rural Ltd

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

44-01	Objection	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.
	Response	The landscaping forms part of the essential mitigation works for the road and is a requirement for the scheme. There is no land included in the CPO that is not necessary for the construction of the road and the related mitigation measures.
44-02	Objection	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. 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 carriageway for neighbouring landowners to reach their land immediately adjoining the southern edge of our client's 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 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.
	Response	The current access will remain as it is not being removed. Only access to severed land can be provided onto the new road itself as it is important to minimise the number of accesses for safety reasons and in addition the provision of an access as you suggest would not be deemed necessary and so cannot be included in the CPO. Should your client suffer any loss of profits or a diminution in the value of the residual land as a result of the scheme then they will be compensated in line with the Compensation Code.

APPENDIX 45

45: Messrs B and K Dumville

Primrose Cottage Nursery and Garden Centre, Ringway Road, Moss Nook, Wythenshawe, Manchester, M22 5WF

CPO Plots: 9/1E 9/1F

Agent:

Steer Ethelston Rural Ltd

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

45-01	Objection	My clients have held the tenancy since 1958 and are now the only nursery left in Moss Nook. The draft CPO includes the main greenhouses, plant bed, vegetable growing area, potting and compost area car parking and heavy good vehicle turning area with amounts to 0.52 hectare. This will remove almost half of total area making it very difficult to operate indeed. It will also be detrimental to horticultural activities as a result of dust from road and during construction and afterwards. The nursery has already been substantially reduced in size a result of the construction of the Airport rail spur some years ago.
	Response	Your client will be compensated for the land and property that is acquired for the scheme in line with the Compensation Code. It is the Council's intention to help businesses continue to operate during construction and after the scheme has been completed, with extinguishment being an absolute last resort. In any case your client will be compensated for any demonstrable loss that occurs as a result of the scheme.
45-02	Objection	The proposals in connection with the above road scheme are to make Ringway Road a service road only and this both potential and existing customers will be discouraged from using the services of the nursery and as a result the land take it will be also difficult for heavy goods vehicles to turn within the premises. Our clients would this like to request an access off the new proposed road in order to help mitigate the devastating effects of these proposals on their livelihood.
	Response	Your client will still have access onto Ringway Road, which will remain an adopted highway and their access will be no less than the one that they currently enjoy. Due to the nature of the new road the number of access points must be limited for safety reasons. It is therefore not possible to provide private access point when an existing access to the highway network is maintained.

APPENDIX 46

46: Julie Waddicor

17 Mill Hill Hollow, Poynton, Cheshire, SK12 1EQ

46-01	Objection	<p>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 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.</p>
	Response	<p>There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.</p> <p>The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken. The A6 to Manchester Airport Relief Road has been identified as the best solution to address this problem, as part of the overall SEMMMS Strategy.</p> <p>Traffic forecasts showing the impact of the A6MARR are included in the Transport Assessment Report for the scheme. Figure 9.6 of this report presents on a map based diagram the traffic volumes on roads across the scheme area for three scenarios: a) 2009 flows; b) 2017 forecast traffic flows without the A6MARR; and c) 2017 forecast traffic flows with the opening of the A6MARR. The plan shows roads that have a decrease or an increase of more than 5% in traffic volume and those roads that have a flow change of less than 5% as a result of the construction of the A6MARR. Since the Phase 2 consultation on the emerging preferred scheme for the A6MARR, which took place in Summer 2013, further development work has taken place to address the traffic impact of the scheme on the A6 through High Lane and Disley. During the Phase 2 consultation, traffic flows were presented which showed a forecast traffic increase of 25-30% on the A6 through High Lane and Disley in 2017 (the year of opening for the A6MARR) as a result of the scheme. Following the development work that has taken place we are now forecasting an increase in traffic of 10- 16% in 2017. It is acknowledged that there is predicted to be an increase in traffic along the A34 as a result of the scheme. The A34 Handforth / Wilmslow Bypass is a high capacity road built to modern standards and it is right that traffic uses this road rather than the more minor local roads.</p>
46-02	Objection	<p>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.</p>

	Response	<p>The broad route for the Relief Road has been well established in local plans since the 1990s. Specific plans for a Relief Road have been around since 2001 when the South East Manchester Multi-Modal Strategy (SEMMMS) recommended that the three councils work on developing plans for improving transport in the area for the benefit of both local communities and the local economy. These plans have included public transport, walking and cycling improvements over the last ten years. In 2003-2004 we consulted on the 'SEMMMS road scheme' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. Feedback from that consultation indicated strong support, with 92% of respondents agreeing that the road scheme was needed to help give traffic relief to local communities and businesses.</p> <p>Since that time the three councils have been working on how the SEMMMS road schemes can be delivered in phases, and funding has been identified to deliver the first phase of the scheme. This first phase is the 10km A6 to Manchester Airport Relief Road. Plans for the A6 to Manchester Airport Relief Road follow the same alignment as that which was consulted on in 2003-2004.</p> <p>In the publicly available material produced during the consultation on the scheme, it has been made clear that the current proposals relate to the A6 to Manchester Airport Relief Road element of the SEMMMS road schemes.</p> <p>Furthermore, with reference to the Business Case submission submitted to Department for Transport in November 2012 (see http://www.semmms.info/a6/reportsandbusinesscase/businesscase) we would confirm that the economic case for the proposed scheme is for the A6 to Manchester Relief Road.</p>
46-03	Objection	<p>Stockport Council is repeatedly claiming overwhelming public support for this road but this is simply not true. Previous consultations were on the original road 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.</p>
	Response	<p>As part of the Phase 1 consultation on the A6 to Manchester Airport Relief Road we asked the question there was a specific question that allowed respondents to indicate their preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation demonstrated that 69% of respondents were either in favour or strongly in favour of the scheme.</p>
	Objection	<p>Vital information was not made available during the 2013 public consultation which would likely have had a significant impact on the public's view:</p>
46-04	Objection	<p>Firstly, Carr Wood - an ancient bluebell Wood registered on the nation inventory and therefore legally protected - was misrepresented as a mere SBI, despite notification by Friends of the Earth its protected status well over a year before. 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.</p>

Response The proposed scheme involves the loss of 0.08ha of a total of 2.3ha of ancient woodland at Carr Wood. Ancient woodland is not legally protected. The National Planning Policy Framework does, however, note that: 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; It is, therefore, the responsibility of the relevant planning authority to determine if there is such a case where a development will involve loss of ancient woodland. The loss of ancient woodland was specifically addressed in the officer report to the planning committee prior to the committee's decision to approve the application. The approval by committee in light of the information made available is a clear indication it was concluded the need and benefits outweigh the small-scale loss in this instance. The SEMMMS team has always been aware of the location of the ancient woodland and has taken it into account in the developing design of the road. The Environmental Scoping report identified that the proposed road would pass through a designated Site of Biological Importance (SBI) at Norbury Brook Wood. It did not state that 2.4 ha of the 22.2 ha Norbury Brook Wood is listed as Ancient Woodland but this was identified in the more detailed business case appraisal. The Environmental Scoping report was sent to both Natural England and the Woodland Trust for comment. The Environmental Statement makes due recognition of the Ancient Woodland in its assessment of the environmental impact of the scheme. We have continued to engage with Woodland Trust and Natural England in developing the scheme, with both groups being invited to the Environmental Forum which has been set up specifically for the scheme. The alternative route was an interpretation of that put forward by Poynton Against Unnecessary Links to the Airport (PAULA) from PAULA's submission to the Phase 2 consultation on the A6 to Manchester Airport Relief Road. The alignment drawn in response to PAULA's request has never been put forward in the consultation because it is our view that it is not deliverable for a number of reasons, which include: • Alternative A6/SEMMMS junction location does not provide future proofing for a continuous route to Jct25 of M60 Motorway; • Alternative A6/SEMMMS junction located immediately adjacent to residential properties; • Under the alternative alignment, a continuous line to the M60 would require the demolition of residential properties and an underground reservoir. It would also severely impact Hazel Grove Golf Course.

46-05 Objection 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 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 do immediate effect?!

	Response	<p>The Air Quality Directive places an obligation on national authorities to implement a regime whereby areas which are recognised as being in exceedance of relevant concentrations for specific pollutants are identified and requires the establishment of plans focused on the reduction in concentrations to bring them into line with the standards. The requirements are implemented through the Air Quality Regulations in the UK. An increase for a single receptor of small number of receptors which results in exceedance of a standard does not constitute a breach under the Directive or Regulations. The assessments for the proposed scheme have demonstrated that a total of 780 receptors in AQMAs will be taken below the 40ugm3 exceedance for NO2 with the scheme in place whilst 3 receptors in the Disley AQMA will be potentially subject to increases, resulting in them being taken above the exceedance level by less than 1ugm3. As you note, relevant mitigation measures are being established with Cheshire East which will ensure the threshold is not exceeded at the three receptors. The agreement of these measures has been made the subject of a planning condition. In light of the above we do not consider that it is reasonable to represent the predicted outcomes as ones which constitute a breach of the Directive but rather one that is in keeping with its objectives.</p>
46-06	Objection	<p>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 inquiry, is, if strongly believe, an appalling waste of money. I believe that until all these facts have been gathered and presented properly before the public to allow them to make an informed decision.</p>
	Response	<p>See responses to 46-04-PR and 46-05-PR</p>

APPENDIX 47

47: Paul Summerton

Squirrels Run, Coppice Avenue, Disley, Cheshire, SK12 2LS

47-01	Objection	Friend 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 scheme is unable to go ahead, which seems likely.
	Response	The council is unaware of any illegalities in association with the scheme. It believes it has undertaken all the required assessments in accordance with the guidance WebTAG and DMRB for assessing and developing a scheme. The scheme has also been submitted as a planning application to the three Local Planning Authorities who have assessed the scheme in accordance with their policies and granted approval. The scheme is now with the Secretary of State to consider whether a Planning Public Inquiry is required.

Appendix 48

48: Mr and Mrs Hufton

South View, Lower Park Road, Poynton, Cheshire, SK12 1EE

48-01	Objection	We are residents of Poynton and care very deeply about protecting the unique, peaceful, rural character of this area, currently classed as green belt 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".
	Response	In relation to green belt, it is the case that parts of the proposed scheme will be located in green belt. The planning authorities have taken this relationship into account when granting planning permission and have concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.
48-02	Objection	It is an area that has long provided recreation and open space for walkers, cyclists and rider.
	Response	The local Public Rights of Way where affected by the scheme have been diverted to maintain the integrity of the network. The scheme includes a new shared use cycle/ foot way, increasing connectivity in the area. The package of complementary measures includes funding for to improve pedestrian, cyclist and equestrian facilities in the area.
48-03	Objection	We live on a restricted byway (an ancient track way predating metalled roads) in the affected area and can personally testify the intense use of area. The current plans will also cut off the most ancient hamlet in Poynton, Dog Hill Green, from the rest of the village.
	Response	See response to 48-02-SS.
48-04	Objection	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.

	Response	<p>Throughout the scheme development the Council has endeavoured to provide as much information as possible to the public. During the Phase 1 consultation detailed plans of the scheme and information about how the scheme impacts including noise, air quality and traffic impacts were made publicly available. For the Phase 2 consultation this information was updated based on the emerging preferred scheme and has been supplemented with further details about the scheme, including landscaping and ecology mitigation proposals and photomontages showing how the scheme could look.</p> <p>The Council has engaged directly with local residents living closest to the scheme. To this end, a total of 14 Local Liaison Forum groups for areas in closest proximity to the scheme have been set up with the aim of providing more detailed information about the proposals and giving local residents an opportunity to have their questions about the scheme answered by relevant technical experts.</p> <p>At the Local Liaison Forums detailed drawings of the scheme have been tabled along with further information about how the scheme will affect the local area. Our team of technical experts has been present at each Local Liaison Forum meeting to explain any aspects of the scheme in more detail to attendees. In advance of the planning application being submitted Local Liaison Forum drop-in sessions were held to provide Local Liaison Forum members an early opportunity to view the preferred scheme for which a planning application would be submitted.</p> <p>In addition to the Local Liaison Forums, a series of public exhibitions associated with the Phase 1 and 2 consultations were held in venues across the A6 to Manchester Airport Relief Road area, to which individuals with an interest in the scheme can go to find out more.</p> <p>For anyone who was unable to attend an event, a dedicated information line and email which people could use to get their questions answered directly was available.</p> <p>The assessment undertaken for traffic related noise has indicated that levels at your property will increase by some 7.3 DB(A) (decibels) from 44.3 dB(A) without the scheme to 51.5 dB(A) with the scheme. The assessment takes into account mitigation in the form of low noise surfacing and an environmental barrier running along the crest of the cutting slope where the proposed scheme is aligned to the north of your property.</p>
48-05	Objection	Direct requests for information led to being referred to a web site that was a labyrinthine in nature and where the graphics were of such poor quality it was impossible to understand them.
	Response	See above response
48-06	Objection	Despite asking, we are no wiser on noise or even whether vehicles will be seen from where we live.
	Response	See above response
48-07	Objection	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.

	Response	<p>The South East Manchester Multi-Modal Strategy is a 20 year strategy covering an area to the south east of Manchester including parts of Cheshire East, Derbyshire, Stockport and Tameside local authority areas.</p> <p>In Spring 2001 the South East Manchester Multi-Modal Strategy (SEMMMS) was accepted by the Government.</p> <p>Since then the Local Authorities within the SEMMMS area – Cheshire East, Derbyshire, Manchester, Stockport and Tameside, together with Transport for Greater Manchester, have been working hard to deliver the various elements of the strategy.</p> <p>The 20 year strategy was developed to deal with existing and predicted transport problems in the area and aims to:</p> <ul style="list-style-type: none"> •Improve public transport •Improve the use of road space •Encourage transport change •Encourage urban regeneration •Improve highways <p>Appendix L of the published scheme business case gives a summary of progress against the SEMMMS study recommendations and this is reproduced below, supplemented with some more detailed examples of the projected implemented. Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects.</p> <p>As part of the Phase 1 consultation on the A6 to Manchester Airport Relief Road we asked the question there was a specific question that allowed respondents to indicate there preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation demonstrated that 69% of respondents were either in favour or strongly in favour of the scheme.</p>
48-08	Objection	<p>The area is a commuter belt and inevitably people were looking for convenient but environmentally sound proposals such as good rail links, an extension to Greater Manchester's tram routes, development of cycle paths etc. as a means to avoiding greater congestion and preserving the nature of the area they live in.</p>
	Response	<p>As part of the Phase 1 consultation on the A6 to Manchester Airport Relief Road we asked the question there was a specific question that allowed respondents to indicate there preference or otherwise for the scheme: "What is your overall opinion on the proposed A6 to Manchester Airport Relief Road?". The Phase 1 consultation demonstrated that 69% of respondents were either in favour or strongly in favour of the scheme.</p>
48-09	Objection	<p>The only road in the original consultation was to bypass Hazel Grove and link into the M60 and M56 motorways. The only transport proposals we have seen is for a substantially different road. The current proposals stop at the A6 where, according to official estimates, will increase traffic by 30 % in an area already subject to air quality management because of emissions.</p>

	Response	<p>The South East Manchester Multi-Modal Strategy is a 20 year strategy covering an area to the south east of Manchester including parts of Cheshire East, Derbyshire, Stockport and Tameside local authority areas.</p> <p>In Spring 2001 the South East Manchester Multi-Modal Strategy (SEMMMS) was accepted by the Government.</p> <p>Since then the Local Authorities within the SEMMMS area – Cheshire East, Derbyshire, Manchester, Stockport and Tameside, together with Transport for Greater Manchester, have been working to deliver the various elements of the strategy.</p> <p>The original scheme included a new road from the Airport to the A6 and a bypass of Hazel Grove to the M60 motorway. Subsequently the government said that the whole scheme was not affordable as a single scheme and that delivery in phases should be considered. The current A6MARR is the scheme developed as a result of this.</p> <p>Initial traffic modelling indicated that the scheme could result in up to a 30% increase in traffic along the A6 to the east of the scheme. However, the current proposals include for mitigation measures along the A6 that would limit any increase in traffic as a result of the scheme to about 15%</p> <p>The assessments for the proposed scheme have demonstrated that a total of 780 receptors in AQMAs will be taken below the 40ugm3 exceedance for NO2 with the scheme in place whilst 3 receptors in the Disley AQMA will be potentially subject to increases, resulting in them being taken above the exceedance level by less than 1ugm3. As you note, relevant mitigation measures are being established with Cheshire East which will ensure the threshold is not exceeded at the three receptors. The agreement of these measures has been made the subject of a planning condition. In light of the above it is our view the proposed scheme will prove beneficial relative to the objectives of AQMAs.</p>
48-10	Objection	The knock-on effect of this on the Peak District does not seem to been calculated.
	Response	Analyses show that the predicted increase in traffic along the A6 is mostly a result of traffic diverting from other less suitable roads rather than any material increase in traffic through the Peak District National Park.
48-11	Objection	The proposals will also increase traffic on A34 by estimated 22% and this appears to be without an estimated 1800 house development proposed by Cheshire East. And yet SEMMMS only consulted on what the preference was for junctions and not on the substantially changed scheme itself, let alone properly addressed the fundamental point that is was supposed to ease local journeys, not make them worse.
	Response	The traffic forecasting report and supporting appendices of the scheme Business Case set out the treatment of known future development. All developments that have a firm planning status and expect to be in place by the traffic forecast year, have been included within the traffic models. The proposed Handforth East development does not have any firm planning status at present and hence it is rightly not included within the traffic forecasts. It is acknowledged that there is predicted to be an increase in traffic along the A34 as a result of the scheme. The A34 Handforth / Wilmslow Bypass is a high capacity road built to modern standards and it is right that traffic uses this road than the more minor local roads.

48-12	Objection	Information was not available to the public for 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.
	Response	The three authorities have been committed providing information to the public at the appropriate stage in the scheme's development and have, where possible, responded to requests for additional information. The Council did not wish to publish a draft report which they considered would be amended before the final scheme, however, the report was released in accordance with the Information Commissioner request. The final report was included in the planning application.
48-13	Objection	The importance of ancient woodland (of the highest grade) which will be largely destroyed by the proposals was misrepresented. The existence of an alternative route which would avoid the felling of this woodland an bypass many residential properties was not made public at the consultation .
	Response	<p>The proposed scheme involves the loss of 0.08ha of a total of 2.3ha of ancient woodland at Carr Wood.</p> <p>The SEMMMS team has always been aware of the location of the ancient woodland and has taken it into account in the developing design of the road. The Environmental Scoping report identified that the proposed road would pass through a designated Site of Biological Importance (SBI) at Norbury Brook Wood. It did not state that 2.4 ha of the 22.2 ha Norbury Brook Wood is listed as Ancient Woodland but this was identified in the more detailed business case appraisal. The Environmental Scoping report was sent to both Natural England and the Woodland Trust for comment. The Environmental Statement makes due recognition of the Ancient Woodland in its assessment of the environmental impact of the scheme. We have continued to engage with Woodland Trust and Natural England in developing the scheme, with both groups being invited to the Environmental Forum which has been set up specifically for the scheme. The alternative route was an interpretation of that put forward by Poynton Against Unnecessary Links to the Airport (PAULA) from PAULA's submission to the Phase 2 consultation on the A6 to Manchester Airport Relief Road. The alignment drawn in response to PAULA's request has never been put forward in the consultation because it is our view that it is not deliverable for a number of reasons, which include:• Alternative A6/SEMMMS junction location does not provide future proofing for a continuous route to Jct25 of M60 Motorway;• Alternative A6/SEMMMS junction located immediately adjacent to residential properties;• Under the alternative alignment, a continuous line to the M60 would require the demolition of residential properties and an underground reservoir. It would also severely impact Hazel Grove Golf Course.</p>
48-14	Objection	The issue of air quality is of direct importance to us. It appears that current scheme on the 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 scheme increasing substantially traffic through the area and reduce air quality, contrary to the requirements in the directive.

	Response	<p>The Air Quality Directive places an obligation on national authorities to implement a regime whereby areas which are recognised as being in exceedance of relevant concentrations for specific pollutants are identified and requires the establishment of plans focused on the reduction in concentrations to bring them into line with the standards. The requirements are implemented through the Air Quality Regulations in the UK. An increase for a single receptor of small number of receptors which results in exceedance of a standard does not constitute a breach under the Directive or Regulations.</p> <p>In light of the above and taking into account our response concerning AQMAs above, we do not consider that it is reasonable to represent the predicted outcomes as ones which constitute a breach of the Directive but rather one that is in keeping with its objectives.</p>
48-15	Objection	<p>Apparently the SEMMMS team - well after the publication- has just proposed a mitigation measure of a traffic limit of 30 mph 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.</p>
	Response	<p>The proposals for a 30mph speed limit was included within the transport assessment for the scheme which was submitted as part of the planning application.</p> <p>Initial traffic modelling indicated that the scheme could result in up to a 30% increase in traffic along the A6 to the east of the scheme. However, the current proposals include for mitigation measures along the A6 that would limit any increase in traffic as a result of the scheme to about 15%. The increase in traffic is not due to new journeys but is mainly a result of traffic re-routing from other more minor roads to the A6 as it becomes a more attractive and quicker route. The mitigation measures would seek to reduce this speed advantage of the A6 through interventions that will increase journey times along the A6 by about two to three minutes. The traffic model indicates that this will reduce the diversion of traffic to the A6 and thus limit any traffic increase to about 15%.</p> <p>See also response to 48-09-SS and 48-14-PR.</p>
48-16	Objection	<p>The road will increase air pollution along most of its length - and significantly runs right by the playground of Queensgate Primary School, Bramhall.</p>
	Response	<p>The assessments for the proposed scheme have demonstrated that a total of 780 receptors in AQMAs will be taken below the 40ugm3 exceedance for NO2 with the scheme in place whilst 3 receptors in the Disley AQMA will be potentially subject to increases, resulting in them being taken above the exceedance level by less than 1ugm3. As you note, relevant mitigation measures are being established with Cheshire East which will ensure the threshold is not exceeded at the three receptors. The agreement of these measures has been made the subject of a planning condition.</p> <p>In light of the above it is our view the proposed scheme will prove beneficial relative to the objectives of AQMAs.</p> <p>The Air Quality Directive places an obligation on national authorities to implement a regime whereby areas which are recognised as being in exceedance of relevant concentrations for specific pollutants are identified and requires the establishment of plans focused on the reduction in concentrations to bring them into line with the standards. The requirements are implemented through the Air Quality Regulations in the UK. An increase for a single receptor of small</p>

number of receptors which results in exceedance of a standard does not constitute a breach under the Directive or Regulations.

In light of the above and taking into account our response concerning AQMAs above, we do not consider that it is reasonable to represent the predicted outcomes as ones which constitute a breach of the Directive but rather one that is in keeping with its objectives.

48-17

Objection

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 a public inquiry. 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.

Response

The scheme has been developed in accordance with the democratic procedures of the three local authorities promoting the scheme and government business case assessment guidance (WebTAG) and has been assessed in planning terms by the three Local Planning Authorities. The scheme is supported by robust consultation and assessment, the outcome of which are considered through the democratic and planning process.

APPENDIX 49

49: Sheila Oliver

8 Howard Close, Romiley, Stockport, Cheshire, SK6 3BH

49-01	Objection	<p>I wish to object to the above mentioned COPs on the grounds that there are serious illegalities with the road scheme proposals, not least it being in breach of the EU Air Quality directives, which means the entire road scheme 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 process due to being in serious breach of EU law.</p>
	Response	<p>The three local planning authorities have considered the proposals for the scheme and its potential environmental impacts have been considered as part of that process.</p> <p>The assessments for the proposed scheme have demonstrated that a total of 780 receptors in AQMAs will be taken below the 40ugm3 exceedance for NO2 with the scheme in place whilst 3 receptors in the Disley AQMA will be potentially subject to increases, resulting in them being taken above the exceedance level by less than 1ugm3. As you note, relevant mitigation measures are being established with Cheshire East which will ensure the threshold is not exceeded at the three receptors. The agreement of these measures has been made the subject of a planning condition.</p> <p>In light of the above it is our view the proposed scheme will prove beneficial relative to the objectives of AQMAs.</p> <p>The Air Quality Directive places an obligation on national authorities to implement a regime whereby areas which are recognised as being in exceedance of relevant concentrations for specific pollutants are identified and requires the establishment of plans focused on the reduction in concentrations to bring them into line with the standards. The requirements are implemented through the Air Quality Regulations in the UK. An increase for a single receptor of small number of receptors which results in exceedance of a standard does not constitute a breach under the Directive or Regulations.</p> <p>In light of the above and taking into account our response concerning AQMAs above, we do not consider that it is reasonable to represent the predicted outcomes as ones which constitute a breach of the Directive but rather one that is in keeping with its objectives.</p>

APPENDIX 50

50: Steve Houston (PAULA)

218 Chester Road, Poynton, Cheshire, SK12 1HP

50-01	Objection	Carr Wood is established 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 metre 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.
	Response	<p>The proposed scheme involves the loss of 0.08ha of a total of 2.3ha of ancient woodland at Carr Wood. The National Planning Policy Framework notes that: 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; It is, therefore, the responsibility of the relevant planning authority to determine if there is such a case where a development will involve loss of ancient woodland. The loss of ancient woodland was specifically addressed in the officer report to the planning committee prior to the committee's decision to approve the application. The approval by committee in light of the information made available is a clear indication it was concluded the need and benefits outweigh the small-scale loss in this instance. We are not able to comment on your reference to experts and their view relating to a roads influence as the sources are not identified. The proposed scheme and its implications relating to the ancient woodland has, however been subject to scrutiny through the planning process and has involved independent consideration by Natural England, The Greater Manchester Ecological Unit and Cheshire East Nature Conservation Officer. There were no objections lodged by any party, including other organisations with a potential interest, such as the Woodland Trust during the consultation period prior to determination of the application.</p> <p>We contend that the Council (SMBC):</p>
50-02	Objection	Incorrectly identified Carr Wood as a Site of Biological Interest despite MCC correctly identifying it as AW before SMBC took leadership of the project in 2000.
	Response	The status of Carr Wood as ancient woodland is fully recognised in the ES. The implications for the wood have been appropriately taken into consideration as part of the planning process.
50-03	Objection	Supplied potential consultees with maps that omitted Carr Wood ancient woodland but which did show other neighbouring areas of ancient woodland.
	Response	The SEMMMS team has always been aware of the location of the ancient woodland and has taken it into account in the developing design of the road. Plans provided during the Phase 1 and 2 consultation on the scheme show the ancient woodland.

50-04	Objection	Did not consult recognised experts regarding suitable mitigation
	Response	As indicated in the ES and readily acknowledged by all parties with an interest in the value of ancient woodland as a landscape and nature conservation component within the environment, it is not possible to recreate ancient woodland. Proposed measures for new woodland planting described in the Environmental Statement have been developed by the project ecologists and have been subject to review and consideration by Natural England, The Greater Manchester Ecological Unit and Cheshire East's Nature Conservation Officer. There were no objections or further recommendations lodged by any party, including other organisations with a potential interest, such as the Woodland Trust during the consultation period prior to determination of the application.
50-05	Objection	Only produced alternative road alignment that mitigated the impact on the ancient woodland in Sept 2013 under pressure from NGO's and local residents.
	Response	The alternative route was an interpretation of that put forward by Poynton Against Unnecessary Links to the Airport (PAULA) from PAULA's submission to the Phase 2 consultation on the A6 to Manchester Airport Relief Road. The alignment drawn in response to PAULA's request has never been put forward in the consultation because it is our view that it is not deliverable for a number of reasons, which include: <ul style="list-style-type: none"> • Alternative A6/SEMMMS junction location does not provide future proofing for a continuous route to Jct25 of M60 Motorway; • Alternative A6/SEMMMS junction located immediately adjacent to residential properties; • Under the alternative alignment, a continuous line to the M60 would require the demolition of residential properties and an underground reservoir. It would also severely impact Hazel Grove Golf Course.
50-06	Objection	We fear that allowing the ownership of 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.
	Response	Relevant mitigation measures have been proposed and will be implemented in the appropriate timescales.
50-07	Objection	There 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 not have required their elimination.
	Response	The scheme is proceeding through the relevant legal processes in accordance with the projected programme.

APPENDIX 51

51: Greg Willman

36 Cromley Road, High Lane, Stockport, SK6 8BP

51-01	Objection	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.
	Response	This information was included in the original transport assessment included with the planning application and officers have discussed this with Mr Willman, provided links to the information and copied and pasted it into responses to Mr Willman. In addition, Mr Willman recently asked for "the computerate data" which the Council has interpreted as the source SATURN computer software output used to derive the information contained in the transport assessment and this has been sent to Mr Willman as part of the recent Freedom of Information request in April 2014.
51-02	Objection	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.
	Response	<p>See response to 51.01 above.</p> <p>It has been demonstrated that the increase in traffic along the A6 is due to that route becoming more attractive in combination with the A6MARR to existing traffic making that east-west journey. The A6MARR scheme does not attract any significant new traffic through the Peak District National Park. The Peak District National Park Authority has confirmed that they do not object to the scheme.</p>
51-03	Objection	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.
	Response	The scheme proposals have been considered by the three local planning authorities.

APPENDIX 52

52: Charlotte Valek

Oakwood Cottage, 4 Old Mill Lane, Hazel Grove, Stockport, Cheshire, SK7 6DP

52-01	Objection	It will increase traffic through the already near grid locked Hazel Grove as cars get to the new road in High Lane.
	Response	Traffic modelling shows that there will be a reduction in traffic flows on the A6 through Hazel Grove therefore complementary and mitigation measures in the form of a potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers are proposed.
52-02	Objection	It will destroy irreplaceable ancient woodland.
	Response	The proposed scheme involves the loss of 0.08ha of a total of 2.3ha of ancient woodland at Carr Wood. The National Planning Policy Framework notes that: 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; It is, therefore, the responsibility of the relevant planning authority to determine if there is such a case where a development will involve loss of ancient woodland. The loss of ancient woodland was specifically addressed in the officer report to the planning committee prior to the committee's decision to approve the application. The approval by committee in light of the information made available is a clear indication it was concluded the need and benefits outweigh the small-scale loss in this instance. The proposed scheme and its implications relating to the ancient woodland has, however been subject to scrutiny through the planning process and has involved independent consideration by Natural England, The Greater Manchester Ecological Unit and Cheshire East Nature Conservation Officer.
52-03	Objection	It will destroy green areas irreversibly changing the area.
	Response	In relation to green belt, it is the case that parts of the proposed scheme will be located in green belt. The planning authorities have taken this relationship into account when granting planning permission and have concluded the form of development proposed is acceptable in the context of the green belt designation when taking into account the benefits of the proposed scheme.
52-04	Objection	It will increase pollution along its entire route.
	Response	Along the length of the scheme there will be an increase in NO2 and PM10 levels following the increase in traffic that will be experienced along the scheme route. However, further afield from the proposed scheme in line with the objective to reduce traffic along the A6 through Stockport, there will be a total of 780 receptors in AQMAs who will be taken below the 40ugm3 exceedance for NO2 with the scheme in place whilst 3 receptors in the Disley AQMA will be potentially subject to increases.
52-05	Objection	It is not difficult to get to the airport now from this area so a new road is not even required.

Response There is currently no direct east-west transport link through south east Greater Manchester and Cheshire East. The lack of this connection is contributing to congestion on major and minor roads. This means that people and goods cannot move easily, directly and efficiently.

 The congestion being created is constraining the local economy, affecting air quality in local areas and reducing access to key destinations. These problems will become significantly worse in the future if no action is taken.