

**Dated 10<sup>th</sup> December 2013**

**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 REASONS**

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**1. Preliminary Matters**

1.1. This Statement of Reasons (the "Statement") has been prepared in accordance with guidance contained in Department of Transport Circular 1/97 and 2/97, Office of Deputy Prime Minister (ODPM) (now the Department for Communities and Local Government) 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). It will be distributed to all those parties as suggested by the Circulars and will be placed on deposit for public viewing.

1.2. The purpose of the Statement is to explain the reasons why The Metropolitan Borough Council of Stockport (the "Council") being the relevant "Acquiring Authority", acting on its behalf and as agent for Cheshire East Borough Council and Manchester City Council, under an Agreement pursuant to Section 8 of the Highways Act 1980 dated the 3<sup>rd</sup> December 2013 has made –

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

pursuant to the Side Roads Order, the Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 (the "Order") under Sections 8, 239, 240, 246, 250 and 260 of the Highways Act 1980.

1.3 The Order and the Side Roads Order has been made and submitted to the Secretary of State for Transport (the "Secretary of State") for confirmation. In the event that the Order and the Side Roads Order is confirmed, it will authorise the exercise of compulsory purchase powers, to enable the compulsory purchase of land and new rights to facilitate the provision of a new relief road linking Hazel Grove (A6) to Manchester Airport (the "Relief Road") and allow alterations to the highways affected by the Relief Road, which will support the Order 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 The date for the expiry of objections to the Order and the Side Roads Order to be sent to the Secretary of State is Friday, the 31<sup>st</sup> January 2014.

1.5 Throughout the Statement mention is made of land and buildings and other interests included in the Order and is referred to hereinafter as the "Order Land". For ease of identification the lands and buildings are identified where appropriate by plot reference numbers in relationship to their position in the Order Schedule and are so marked on the Order Map.

1.6 The "Order Schedule" refers to the schedule to the Order.

1.7 The "Order Map" is that bearing the title as in the Order.

- 1.8 The Council considers that there is a compelling case in the public interest for the making and confirmation of the Side Roads Order to enable the necessary highway alterations affected by the Relief Road and the Order 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.
- 1.10 This Statement is not intended to discharge the Council's obligation under the relevant inquiries procedure rules and the Council reserves the right to produce additional documents to those listed at paragraph 33.1 and to submit further evidence should it be considered necessary in the event that objections to the Side Roads Order and Order are made to the Secretary of State during the confirmation process.

## **2. Introduction**

- 2.1 The Relief Road forms part of the South East Manchester Multi-Modal Strategy ("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 Relief Road is being promoted by a partnership of three Local Authorities, namely the Council, which is the lead Authority; Manchester City Council ("MCC") and Cheshire East Borough Council ("CEC"), and collectively together where the context so admits are referred to as (the "Partnering Authorities").
- 2.3 The route of the Relief Road has been well established and has been evident in local plans since the 1990's, with more specific plans being developed since 2001 when SEMMMS recommended 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 can be delivered in phases. Funding has been identified to deliver the first phase of SEMMMS and this is the Hazel Grove (A6) to Manchester Airport Eastern Relief Road.
- 2.5 On the 1<sup>st</sup> October 2013, the Council's Executive body on behalf of the Partnering Authorities approved in principle and later on the 29<sup>th</sup> November 2013 under Executive delegated authority resolved to make the Order and the accompanying Side Roads Order, which is being submitted together to the Secretary of State to facilitate the construction of this phase of the SEMMMS strategy. In reaching the decision to make the Order and Side Roads Order, the Council has had full regard to the Human Rights Act and Convention and is satisfied that any interference is reasonable 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. ODPM Circular 06/04 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 proposed Relief Road.

- 2.7 The Order seeks to acquire all interests in the Order Land, including rights, easements, the benefit of covenants, rentcharges and options except where otherwise expressly stated in the Schedule to the Order together with new rights reasonably required for the Relief Road.
- 2.8 Careful consideration has been given to the reasons to make the Order and the Side Roads Order 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 The Relief Road comprises a proposed 10 km length of new highway connecting the A6 at Hazel Grove to Manchester Airport via the existing A555 and is predominantly proposed to be a two lane dual carriageway.
- 3.2 At present, there is no direct east-west transport link through south east Greater Manchester and east Cheshire. This contributes to congestion on a number of major and minor roads which creates constraints on the local economy, affects air quality and reduces access to key destinations. Without action, these problems will become significantly worse. SEMMMS has identified the Relief Road as the best solution to address these problems.
- 3.3 In 2003/2004 a consultation exercise for SEMMMS, linking the M60 in north Stockport with Manchester Airport via Hazel Grove and Poynton, including the Poynton Relief Road was undertaken. Generally, the feedback supported the need for the Relief Road and that assistance was required to aid traffic relief to local communities and businesses.
- 3.4 There is an overwhelming case to reduce congestion within the SEMMMS area, which is likely to become worse with the construction of the Manchester City Airport development, now designated as an Enterprise Zone. Throughout the consultation exercises, it was clearly accepted by the public that the Relief Road is required and is strongly supported.

### **4. Relief Road Objectives**

The main objectives of the Relief Road is to:

Reduce the impact if traffic congestion on local businesses and communities

Improve the safety of road users, pedestrians and cyclists; reduce the volume oif 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.

## **5. Relief Road Description**

### **Summary**

- 5.1** The Relief Road comprises of two section of new dual carriageway. The first section is approximately 5.1 km, commencing from the A6 at Hazel Grove, and extending to the A555 Woodford Road, Bramhall, Stockport. The second new section is approximately 3.2km and is an extension of the existing A555, crossing Styal Road and heading towards Manchester Airport along the line of Ringway Road West, Wythenshawe. The existing A555 (4.0km in length) is to be retained in the central section of the Relief Road.
- 5.2** The Relief Road intercepts many of the arterial 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, Gately and Heald Green providing an alternative route for commuters.
- 5.3** The Relief Road proves 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 trunk 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 very 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** A wide-spread leaflet drop took place and this was then followed up with numerous exhibitions and Local Liaison Forums (LLF's) throughout the area commencing in

October 2012. Details of the Relief Road were made available to the public through the web site on road signs, on buses and using radio advertisements explaining how comments and representations could be made.

- 6.3 All the exhibitions were well attended and in principle the over-riding thought was that the Relief Road was needed. Local Liaison Forums were also held and these focused on residents close to the line of the Relief Road to discuss the effects that they may experience and what measures could be taken to mitigate these. 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.
- 6.4 The public were also asked for their preference on six different junctions.
- 6.5 Once all the comments were explored and feedback was collated, the Relief Road was amended in some areas to address certain concerns. A further consultation exercise then followed, in a similar fashion to the first exercise, through June and July of 2013.
- 6.6 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 Relief Road 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.
- 6.7 A further consultation exercise has been undertaken with the emerging detailed design looking mostly at the junction objectives and after considering several options for the junctions, the preferred route announcement was made on the 1<sup>st</sup> 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 Relief Road is approximately 10 kilometres long, predominantly of dual 2-lane carriageway standard and would include seven new junctions and four improved junctions. 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 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. 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 mainly 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 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.
- 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 Relief Road, 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.

#### **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 Bridleway quality bridge 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. These departures are as follows:

- The merge and diverge slip road at the A34/A55 junction
- The west bound diverge, east bound and west bound merges at the Wilmslow Road junction
- The weaving length between the A.34/A555 and Wilmslow Road junctions

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.

## 9. Junctions

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

Junction	New Jct	Junction Description	Facilities
A6 Buxton Rd/ Realigned A6 (west)	Yes	Priority Junction	Toucan crossing located 30m to the east
Realigned A6/ Relief Rd	Yes	Signalised T Junction	No Pedestrian Movements
Realigned A6/ A6 Buxton Rd (east)	Yes	Signalised T Junction	No Pedestrian Movements
Relief Road/ A523 Macclesfield Road	Yes	Signalised Cross Road Junction	Toucan Crossing Facilities
Relief Road/ Bramhall Oil Terminal	Yes	Signalised Roundabout Junction (elongated gyratory)	Pegasus Crossing Facilities
Chester Road/ Chester Road Link	Yes	Signalised T Junction	Toucan and Pegasus Crossing facilities

A5102 Woodford Road, Bramhall	No	Grade Separated (Half Diamond) Signalised Junction at top of slip roads	Toucan Crossing Facilities
A555/ A34	No	Existing Grade Separated Junction. A555 over free flow Gyratory A34 Roundabout	Toucan Crossing Facilities. Gyratory Roundabout upgraded to permanent signalisation
A34/ Stanley Green	No	Existing at grade free flow roundabout.	Toucan Crossing Facilities Roundabout upgraded to permanent signalisation
B5358 Wilmslow Road	No	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	Yes	Signalised Cross Road junction	Toucan Crossing Facilities

## 10. Structures

10.1 The following table describes the principle 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 are constructed to a maximum slope of 1 in 3, and vary in height along the scheme dependant on the requirements for noise mitigation.
<b>Bridges</b>	
B001-A6 Bus Bridge	The proposed structure will carry the Buxton Road over the proposed relief road with access restricted to pedestrians, cyclists 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 and equestrians. The structure mitigates 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.
<b>Structure Reference</b>	<b>Structure Description</b>
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 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.
<b>Structure Reference</b>	<b>Structure Description</b>
B010B -Woodford Road Bridge (Bramhall)	The proposed structure will carry the existing Woodford Road (Bramhall) at the eastern end of the A555 over the Relief Road. 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 Relief Road 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 Relief Road 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 Relief Road 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.
<b>Structure Reference</b>	<b>Structure Description</b>
<b>Retaining Walls</b>	
TR1 B-Retaining Wall for Attenuation Pond	The proposed structure retains an embankment above a proposed attenuation pond to the north side of the Relief Road. 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 Relief Road. 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 the Relief Road onto Styal Road above the north embankment of the existing Southern Airport Spur Railway line. It has been preliminarily designed using contiguous bored piles.
<b>Structure Reference</b>	<b>Structure Description</b>
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.
<b>Culverts</b>	
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.
<b>Gantries</b>	
Gantry G1 Gantry G2 Gantry G3	The proposed gantries will carry directional signage and traffic signals for vehicular traffic on the southern quadrant (between the westbound on and off slips) of the circulatory carriageway of the A34/A555 roundabout, 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

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 otherwise the contract may be liable to termination. 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 Associations 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 2014 and due for completion in 2017 when the Relief Road will be opened. There would be two main phases of work including a 39 week environmental mitigation period and a 104 week construction period. This programme would 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 During the 39 week environmental mitigation period the following activities would be undertaken:
- Construction of the boundary fence.
  - Site clearance.
  - Environmental mitigation measures identified throughout the assessment Chapters 8-17.
  - Topsoil strip and storage.
- 14.2 The main work activities that would be undertaken during the 104 week construction period are as follows:
- Enabling works including construction of the main site compound, equipment lay down areas, site access, temporary drainage networks, and temporary service requirements.
  - Diversion of Statutory Undertakers equipment.
  - Earthworks including excavation of cut areas, construction of embankments, bunding, and finished levels.
  - Construction of structures including revetment 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, cyclepath 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 trunk 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
- Ringway Road West
- Woodford Road, Poynton (between proposed bridge structure and Chester Road) A5149

#### **15. Traffic Management**

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 A6

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 constructed 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 widenings 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 traveling along Ringway Road West would then be switched to the eastbound carriageway ie.1b~ Road, whilst the new junction arrangement with Shadowmoss Road is constructed. The westbound carriageway would then be opened to traffic.

#### **Earthworks**

- 16.12 There would be an overall neutral cut / fill balance, achieved by adjusting the highway levels +/-300mm at the detailed design phase. This would eliminate the requirement to import fill material from off-site locations or dispose of excess cut materials at licensed waste management facilities. Excavated material would be transported throughout the site on unpaved 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 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, temporary bunding, silt traps and a potentially chemical dosing plant 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 over the following pages:

#### **A6 Buxton Road**

<b>Statutory Undertaker</b>	<b>Description</b>	<b>Drawing No.</b>
UU Water	Diversion of 4 No. water mains (further details are noted within the mains schedule on drawing 2001)	P357/80029782/01/35/2 001 & 2002
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	ENWL/316848/A6 Buxton Rd/A0 Sheets 1 of 2 & 2 of 2
National Grid	Diversion of 1 LP Main Diversion of 1 MP Main	NWT14752
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.	BLR134/DCE/26622/PO K (6 sheets)
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.	

Unaffected existing Statutory Undertakers in junction:-  
Virgin Media

#### A523 Macclesfield Road

Statutory Undertaker	Description	Drawing No.
ENWL	Diversion of 1 HV cable Diversion of 2 LV cables	ENWL/316849/ Macclesfield Rd- 4523/A0 Rev A
ENWL (Transmissions)	Assumed accommodation works to be agreed with ENWL	
National Grid	Diversion of 1 LP Main	NWT14753
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	BLR134/DCE/2687/POK (2 sheets)
Virgin Media	Diversion of 1 cable	C4 Drawing 2/CIV-01 (A3)

Note: The total duration for Virgin Media Works includes the works at both A523 Macclesfield Road and Styal Road.

Unaffected existing Statutory Undertakers in junction:-  
UU Water

#### Woodford Road, Poynton

Statutory Undertaker	Description	Drawing No.
UU Water	Diversion of 3 mains	P357/80029782/0 1/35/2007 & 2008
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	ENWL/316850/W oodford Rd. Hazel Gr./ A0

	Relocate 11kV o/h line and terminal pole to original location after temporary road is removed	Rev A Sheets 1 of 2 and 2 of 2
BT	There exists a single duct route (numbered sections 187-190) consisting of Local Copper Distribution Cables, which require diversion	Existing and Proposed Plans
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 National Pipeline.	

Unaffected existing Statutory Undertakers in vicinity of the works:-  
National Grid – See Drawing No. 14574

#### **Bramhall Oil Terminal/ A5149 Chester Road**

<b>Statutory Undertaker</b>	<b>Description</b>	<b>Drawing No.</b>
UU Water	Diversion (lowering) of 1 main	P357/80029782/01/35/2009
ENWL	Diversion of 1 HV Cable Diversion of 1 LV Cable	ENWL/316851/ Bramhall O.T. – Chester Rd. / A0 Rev A Sheets 1 of 3, 2 of 3, 3 of 3
National Grid	Diversion of 1 MP main Diversion of 3 LP mains	NWT14755
BT	Diversion of 1 Cable	-
National Pipeline	Diversion of 2 No. pipes	Bramhall Oil Terminal ( 2 sheets)

Unaffected existing Statutory Undertakers in junction:-  
None

#### **A5102 Woodford Road, Bramhall**

<b>Statutory Undertaker</b>	<b>Description</b>	<b>Drawing No.</b>
UU Water	Diversion of 2 mains	P357/80029782/01/35/2011
UU Waste Water	Existing services to be diverted, awaiting further details	
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.	ENWL/316852/SEM MMS/Woodford Rd./A0 RevA Sheets 1 and 2
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	N/A (Attached)
National Grid	National grid have stated that no diversions works will be required to their apparatus (see Drawing No. 14756), 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	Drawing No.
UU Water	Diversion of 1 Main	P357/80029782/0 1/35/2014
ENWL	Diversion of 2 HV cables Diversion of 1 LV cable Disconnection of 1 LV cable Disconnection of 2 Pilot/ Tele cables	ENWL/316848/SE MMMS/ Wilmslow Rd./ A0 Rev 0 Sheet 1 of 1

Unaffected Statutory Undertakers:-

National Grid

Virgin Media

#### Styal Road

Statutory Undertaker	Description	Drawing No.
ENWL	Diversion of 11 HV cables Diversion of 1 LV cable Diversion of 4 Pilot/Tele cables Diversion of 1 Fibre Optic cable	ENWL/316581/ Styal Rd./ AO Rev 0 Sheets 1,2 &3
	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	HV apparatus (CYAN OPTION)
National Grid	Divert 1 LP main	NWT14677-1
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	BLR134/DCE/309 38/POK (2 sheets)
Virgin Media	Divert 1 cable Relocate 3 chambers Construct 3 new chambers Install 4 new cables	C4 Drawing Styal Rd/CIV-01 (A3)

Note: The total duration for Virgin Media Works includes the works at both A523 Macclesfield Road and Styal Road

Unaffected existing Statutory Undertakers in junction:-

None

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

Statutory Undertaker	Description	Drawing No.
UU Water	ALL DIVERSIONS COMPLETED PRIOR TO COMMENCEMENT OF WORKS DURING TFGM WORKS. CONTRACTOR TO OBTAIN TFGM MPT INFORMATION. CONNECTIONS INTO NEW ALIGNMENTS MAY BE REQUIRED,	
ENWL (Transmissions)		
National Grid		



BT	THESE SHALL BE IDENTIFIED BY THE CONTRACTOR DURING LIAISON WITH THE STATUTORY UNDERTAKERS
Virgin Media	
Cable and Wireless	

#### UU Wastewater

Statutory Undertaker	Description	Drawing No.
A6 Buxton Road	Diversion of 1 No. Sewer Extension of 1 No. Sewer (Further details are noted within Work Pack 2A)	P357/80029782/ 02/01/2005 P357/80029782/ 02/17/2002 P357/80029782/ 02/17/2003
Darley Road	Replacement of 1 No. Sewer (Further details are noted within Work Pack 8A)	P357/80029782/ 02/01/2006 P357/80029782/ 02/17/2007
Mill Hill Hollow	Diversion of 3 No. Sewers (Further details are noted within Work Pack 3A)	P357/80029782/ 02/01/2001 P357/80029782/ 02/17/2004 P357/80029782/ 02/17/2005 P357/80029782/ 02/17/2006
Wensley Drive	Diversion/Extension of 1 No. Sewer (Further details are noted within Work Pack 10A)	P357/80029782/ 02/01/2002 P357/80029782/ 02/17/2001
Woodford Road, Bramhall	Design Ongoing	

Standard Detail Drawings included in all work packs: STND\_01\_001  
STND\_00\_006

#### 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 It is envisaged that major road surface maintenance would not be required during the first 10 years after the Relief Road opens. At this time a new surface course could be required to ensure a satisfactory level of skid resistance.
- 18.3 Some mitigation measures would require maintenance or monitoring on completion of construction.

#### 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. Robust, detailed and extensive traffic modelling of the scheme has identified a reduction in the level of traffic in almost all areas within the vicinity of the Relief Road.

## **Accidents**

- 19.2 Due to the reduction in traffic flows on routes with high observed accident rates such as A6 through Hazel Grove and Stockport, A560 through Cheadle, Finney Lane through Heald Green, and the B5094 Stanley Road/ Acre Lane/ Moss Lane, there is forecast to be an overall reduction in accident numbers following implementation of the scheme.

## **Economics**

- 19.3 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;
  - Increased economic output (GVA) of up to £2,492 million over the 60-year appraisal period;
  - An additional 5,450 jobs;
  - High value for money, with a benefit-cost ratio of 5.06; and
  - Improved accessibility and integration for the local communities along the length of the scheme.

## **20. Assessment of the Relief Road**

- 20.1 In accordance with the Directive of the European Economic Community (EEC/85/337), an Environmental Statement describing the environmental effects of the Scheme has been prepared and was published, together with a non-technical summary, in October 2013.
- 20.2 {Copies of the Environmental Statement can be inspected on the web sites of the partnering authorities.}
- 20.3 The following paragraphs provide a summary of the Environmental Statement.

## **Existing Environment**

- 20.4 The Relief Road traces the southern fringe of the Greater Manchester conurbation from the A6 in the east to Ringway Road West in the west.

- 20.5 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.
- 20.6 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.
- 20.7 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
  - Regional Cycle Route 85; and
- 20.8 An extensive and careful range of complimentary and mitigation measures have been put together by Mouchel environmental consultants to offset the potential impact of the new road and to improve the local road network.

#### **Landscape Effects**

- 20.9 The Relief Road would generally integrate into the receiving landscape effectively, although there would be localised impacts to landscape character that would remain significant in the long term. These would occur:
- north of Norbury Brook in LLCA A;
  - where the Relief Road crosses the Ladybrook Valley in LLCA B;
  - at the Woodford Oil Terminal in LLCA C; and
  - at the crossing of the West Coast Mainline also in LLCA C.
- 20.10 Moderate and adverse landscape effects would occur at the western end of the Relief Road in LLCA E in the short term reducing to slight/moderate adverse in the design year.
- 20.11 The assessment has determined that the effect on landscape character would be significant in the short term and is likely to remain so into the medium to long term.
- 20.12 Large adverse and long term visual impacts would occur to 2 receptors at the southern end of Old Mill Lane in the winter of the Design Year. Moderate to large adverse effects would occur to a further 13 residential receptors in the long term during winter, reducing to 6 in the summer.
- 20.13 A single public right of way at FP76 would receive long term significant visual impacts during both winter and summer. An additional 3 public rights of way

would receive moderate adverse impacts in the long term during winter reducing to a single public right of way receiving moderate adverse impacts during summer of the Design Year.

- 20.14 The assessment has determined that the effect on a small number of visual receptors would remain significant in the medium to long term.

### **Ecology and Nature Conservation**

- 20.15 Ancient woodland, as an irreplaceable resource, cannot be replicated through compensation and therefore its loss represents a significant negative residual effect on the local environment. However it should be noted that the area of loss is small (0.06ha) and the woodland at Norbury Brook SBI as a whole remains intact.
- 20.16 Fragmentation of the environment will cause severance and will prevent animals from crossing the Relief Road. Provision of underpasses and guide fencing will offset risk to animals and provide safe routes of passage under the road, so residual effects will be negative, but non-significant.
- 20.17 For other receptors, the assessments have demonstrated that with the proposed design and mitigation measures described in relation to designated sites, habitats –and associated fauna there would be no significant effects on the conservation status of the resources or on their combined contribution to biodiversity value.
- 20.18 The measures included as part of the Relief Road would satisfy statutory obligations regarding the conservation of protected species.
- 20.19 Ecological enhancements include a net increase to the following habitats:
- species rich hedgerows;
  - semi-natural broad-leaved woodland;
  - semi improved grassland; and
  - ponds capable of supporting GCN and common toad
- 20.20 An evaluation was undertaken of other developments within the area local Relief Road that 'Would likely cause cumulative ecological impacts. The Metrolink development to Manchester Airport is the only development of significant size within the vicinity of the study area. However, this has been scoped out of consideration as it only passes close at Manchester International Airport which supports few valuable ecological receptors, mainly comprising the airport itself and its road links.
- 20.21 Given the above, the Relief Road is not thought to have significant ecological effects.

### **Cultural Heritage**

- 20.22 Assessments have demonstrated that all but one of the known and potential assets of archaeological interest considered will be subject to impacts which would be no greater than slight and adverse. They have further demonstrated the impact on the one other asset, Norbury Mill, will be moderate and adverse. It has

been concluded the loss of the corn mill and its associated features such as the mill race does constitute a significant effect in the context of the Greater Manchester conurbation and its immediate hinterland.

- 20.23 The assessments have demonstrated the Relief Road will not involve direct impacts on any listed buildings or buildings identified as being of historical or architectural importance and that impacts on their settings will be no greater than slight and adverse other than at Norbury Hall Farm. The loss of some of the agricultural land to the south which contributes to the setting of the farmhouse and encroachment into the curtilage of the building will have a moderate and adverse impact on the setting of the asset. The relationship of the site and building to its surroundings will not however be altered to the extent that the understanding of its cultural heritage value will be compromised. It has, therefore been concluded the impact does not constitute a significant effect.
- 20.24 The assessments have also demonstrated that impacts related to historic landscape types associated with the scheme corridor will be no greater than slight and adverse. It has been concluded that such impacts do not constitute a significant effect.
- 20.25 Taking into account the nature, distribution and relationship of the cultural heritage assets which have been subject to assessment, and the order of impacts identified, it has been concluded the impacts do constitute a significant effect collectively either in part or in their entirety.

#### **Water Quality and Drainage**

- 20.26 An assessment has concluded that, with the inclusion of the proposed design and mitigation measures, impacts on the water quality, geomorphology, hydrology and flood risk of surface waters and on the water quality, flows and levels of ground waters would be no greater than slight at specific locations and would be slight overall.

#### **21. Pedestrians, Cyclists, Equestrians and Community Effects**

##### **Non-Motorised Users of PRow**

- 21.1 Diversions to some footpaths coupled with a loss of amenity value, would result in a severe adverse impact to users of 3 footpaths:
- Footpaths 14a, 15 and 16
- 21.2 A moderate adverse impact to users of 2 footpaths including:
- Footpath 109
  - Footway along the B1566 Styal Road
- 21.3 Diversions and loss of amenity would result in slight adverse impact to 9 footpaths including:
- Footway along the A523 Macclesfield Road
  - Footpath 3
  - Footpath 37

- Footpath 31
- Footpath 21
- Footpath 19
- Footpath 119
- Footpath 10
- Footpath 7

21.4 Existing severance resulting from high traffic flows along the A6 would get worse resulting in a slight adverse impact.

21.5 Generally, the Relief Road will have a beneficial effect on users of the NMU network due to the new east to west footpath and cycletrack connecting various local centres and existing footpaths and inclusion of footpath diversions/ overbridges in the scheme design to mitigate for severance.

21.6 The following roads would all benefit from a relief in existing severance:

- Finney Lane;
- Ringway Road;
- Outwood Road;
- Wilmslow Road;
- A5102;
- A5149; and
- Dean Lane

### **Communities**

21.7 A number of local communities will benefit from improved pedestrian environments as a result of the proposed traffic mitigation measures. Centres in Handforth and Bramhall would all benefit from the proposed shared space schemes intended to deter strategic traffic from using routes that cut through these centres. This would be a significant beneficial effect.

### **Vehicle Travellers**

21.8 Driver stress would generally decrease in the locality particularly for strategic traffic using the Relief Road. However there would be some instances where driver stress would increase along certain sections of the strategic network due to high traffic flow and/ r reduced speeds resulting in delays that would increase

driver frustration. There would also be an increase in driver stress for local traffic in some areas where traffic mitigation measures are designed to deter strategic traffic.

21.9 The majority of the Relief Road will offer drivers either no view or restricted views of the surrounding landscape due to proposed embankments, false cutting and landscape design.

## **22. Traffic Noise and vibration**

22.1 The Overall, the Environmental Impact (EIA) has demonstrated that there would be an increase in traffic related noise at the majority of sensitive receptors. In the short term, of the 26,034 residential receptors and 123 non-residential sensitive

receptors in the study area, 9,575 are likely to experience an increase in noise, whilst 6,489 are likely to experience a decrease.

- 22.2 Road noise would be mitigated by the use of low noise surfacing and acoustic barriers.
- 22.3 There are 55 residential properties that would potentially experience levels in excess of 68dB(A) or a 1dB(A) increase above that threshold as a result of the Relief Road and thus it may be necessary to provide insulation to any properties in accordance with the Noise Insulation Regulations 1975.
- 22.4 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.

## 23. Air Quality

### Designated Sites

- 23.1 The assessment has demonstrated that the Relief Road would have a beneficial impact at local ecologically designated sites in the study area with regard to N-deposition and NO<sub>x</sub> concentrations which are reduced in the do-something scenario.

### Regional Emissions

- 23.2 The assessment has demonstrated that implementation of the Relief Road is expected to result in a small increase in regional emissions associated with increased vehicular use of the local road network.

### Significance

- 23.3 Overall the Relief Road impact on air quality is significant. There will be significant adverse air quality impacts on numbers of sensitive receptors as a result of the Relief Road. However, there will be a 23 fold number of receptors which benefit from the Relief Road compared with those adversely affected. Consequently, it is considered that there will be a significant net air quality benefit to sensitive receptors in the study area as a result of the implementation of the Relief Road.

## 24. Relief Road Costs and Funding

- 24.1 The below table provides a summarised breakdown of the un-inflated base cost estimate, which excludes allowances for inflation, risk and optimism bias, for the scheme based on Q2 2010 prices.

Cost Item 1	Cost (£ Q2 2010 prices)
Preparation costs	£3,952,341
Construction costs	£107,439,602
Employer's cost post-award @ 3%	£3,623,130
Land costs	£35,177,005
Environmental mitigation	£872,000

Network Rail costs	£1,913,876
Statutory undertaker's diversions	£8,099,384
Complementary and mitigation measures	£4,360,000
Total Base Cost (excluding inflation, risk and optimism bias)	£165,437,338

- 24.2 In 2011 the Government announced the offer of £165m to partially fund a 10 kilometre section of the Relief Road. The remainder of the funding has been identified by the Greater Manchester Transport Fund using the Greater Manchester Earn Back Model.
- 24.3 The Earn Back Model was announced as part of the City Deal for Manchester during the March 2012 budget and, subject to the approval of the combined authority, the Relief Road is one of two schemes to be funded as part of the first phase of the Earn Back funding regime.
- 24.4 The Earn Back Model builds on the Greater Manchester Transport Fund established in 2009. This was developed from a history of increasing self-sufficiency in delivering infrastructure investment, and brings together central and local funding (and some third party contributions) to create a combined £2bn-plus programme.

## 25. Human Rights

- 25.1 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.
- 25.2 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.
- 25.3 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.
- 25.4 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.

- 25.5 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 seek judicial review of a confirmed Order satisfies the requirement of Article 6.
- 25.6 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 such interferences as may occur as a result of the Order are 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.
- 25.7 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 had due regard for Article 14.
- 25.8 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.
- 25.9 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.
- 25.10 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.
- 25.11 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 U11~1he 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.

## 26. **PLANNING, POLICIES AND STRATEGIES.**

### **Planning Policy Summary**

- 26.1 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)**

- 26.2 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.

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 mitigated and enhancement measures included wherever possible.

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 A6MARR 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 A6MARR road component of the SEMMMS.

**Local Planning Policy**

- 26.3 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**

- 26.4 As of 1st April 2013, the development plan for Stockport for the purposes of determining the application submitted to 5MBC 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**

- 26.5 The Core Strategy was adopted in March 2011. The Core Strategy is part of the Local Development Framework (LDF) for the Metropolitan Borough of Stockport 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.

- 26.6 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. '*

- 26.7 The following Core Strategy policies are also relevant:

- CSI (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)**

- 26.8 Following the adoption of the Core Strategy in March2011, 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.

26.9 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**

26.10 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**

26.11 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.

26.12 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 uses, 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.

26.13 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)
  - DCI (New Build)
  - H13 (protecting residential Areas)
- DC 3 (Amenity)

#### **Manchester City Council Development Plan**

- 26.14 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 1th July 2012 onwards.(post Core Strategy adoption).

#### **Manchester Core Strategy DPD**

- 26.15 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.
- 26.16 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.
- 26.17 The following Core Strategy policies are also relevant:
- T 1 (Sustainable Transport)
  - SP 1 (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)**

- 26.18 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 scheme**

- 26.19 The A6MARR 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.
- 26.20 The SEMMMS and the A6MARR component of it have been identified for some years and the planning applications represent the culmination of this work.
- 26.21 The A6MARR is considered critical to delivering the long-term objectives of SEMMMS. Once constructed and operational, the A6MARR 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.

**Decision Timeframes**

26.22 Planning applications are to be submitted by each of the Partnering Authorities and is programmed to be submitted on 1st November 2013. Once the planning applications are submitted there will be a 28 day consultation period. Residents will be able to comment on the planning applications via the website of each of the Partnering Authorities. Planning Committees for each of the Partnering Authorities are expected to take place in early January 2014. The Secretary of State will then be given 21 days to respond to the decision of the Partnering Authorities to determine whether the Scheme is to be called in for Inquiry. Residents and interested parties can track the planning applications via the relevant local Planning Authority website.

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

26.24 The Council is therefore satisfied that there are no planning impediments to the implementation of the Scheme and that the Scheme accords with relevant local, regional and national planning policies.

## **27 Relief Road Programme and Implementation**

### **Programme**

27.1 The current Relief Road programme assumes the following –

- Publication of the environment statement, planning applications and orders in Autumn 2013
- Anticipated local public Inquiry in Spring 2014
- Commencement of construction in Winter 2014 and
- 
- Relief Road opening in Summer 2017.

### **Scheme Implementation**

27.2 The Relief Road will be delivered by Construction Consortium; Carillion/Morgan Sindall. The contractor has been appointed through an early contractor involvement process and will assist the Council in taking the Relief Road through the statutory processes before leading on the detailed design and construction of the Relief Road.

27.3 The 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**

27.4 The Highways Agency have previously promoted the A6 (M) Stockport North-South Bypass for which a range of both 'made' and 'draft' 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.

- 27.5 The A6(M) scheme was removed from the National Roads Programme in 1998 and remitted to SEMMMS. The Secretary of State announced in 2002 that the Relief road 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.
- 27.6 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. 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 Stockport 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 Cheshire East Council will seek to continue to protect the route for the Poynton Relief Road.
- 27.7 In order to remove the Orders for the historic A6(M) Stockport North-South Bypass, the Highways Agency will publish draft 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 Relief road to proceed with the statutory process to make the appropriate Orders and obtain authority to use compulsory purchase powers to facilitate the Relief Road.

## **28. Compulsory Purchase Order**

### **Introduction**

- 28.1 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.
- 28.2 The Order has been made, and is about to be submitted to the Secretary of State for confirmation pursuant to the Highways Act 1980 and the Acquisition of Land Act 1981.
- 28.3 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: -

- 28.4 whether the purpose for which the land is being acquired fits in with the adopted planning framework;
- 28.5 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;
- 28.6 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.
- 28.7 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 Order.
- 28.8 The Council has given very careful consideration to the need to include each parcel of land shown on the Order 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 Order 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.

#### **The Order Land**

- 28.9 The Order Land is required to carry out the construction and maintenance of the Relief Road together with associated works (including mitigation measures).
- 28.10 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).
- 28.11 The Order Land is in a variety of land owners including privately owned land, Network Rail, highway land which includes verges and open spaces.
- 28.12 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.
- 28.13 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.
- 28.14 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.

- 28.15 Interests set out in Table 2 of the Order Schedule comprise persons who do not have an interest in the Order Land itself. Inclusion of 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 under section 10 of the Compulsory Purchase Act 1965 will be required to prove their claim, with each case being dealt with on the particular merits.

#### **Land to be acquired**

- 28.16 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/shooting range. 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.
- 28.17 Referring to the golf courses affected, efforts have been made to ensure advance works can take place to greatly reduce the impact on the Golf Clubs 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.
- 28.18 Confirmation of the Order will enable the Partnering Authorities to acquire compulsorily land required for the Relief Road Scheme in order 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 Relief Road. All land shown in the Order Schedule is required for the Relief Road.
- 28.19 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.

#### **Justification for Compulsory Purchase**

- 28.22 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 interests.

- 28.23 Although parts of the Order Land is already vicariously 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.

#### **Statutory Powers and Guidance**

- 28.24 The Partnering Authorities are relying on the provisions in the Highways Act 1980 to make the Order and associated SRO. The former Office of the Deputy Prime Minister ("ODPM") (now the Department for Communities and Local Government) Circular 06/2004 states that Ministers believe 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 06/2004 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 -

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

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; and

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

#### **The need for compulsory purchase**

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

- 28.26 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.

- 28.7 The inclusion of all elements of the Relief Road will ensure that the Relief Road has a sufficient presence to establish itself and flourish in these difficult economic climes.

- 28.28 The Council is satisfied that the Order is required for the purposes of site assembly

to facilitate delivery of the Scheme and that the Side Roads Order is equally necessary to alter highways affected by the Order.

- 28.29 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 Order 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 06/2004.
- 28.30 The Council considers that the Order and the Side Roads Order, 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 Order and when considering the extent of the interests to be comprised in the Order. In addition, having regards 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 Side Roads Order 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 Order and Side Roads Order.

## **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.

### **Exchange Land**

- 29.3 As part of the proposed development, 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 17,201 square metres, which is located approximately 250 metres east (of where?) and bounded by the proposed new relief road and the rear of properties on Albany Road, Woodford.
- 29.4 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.

29.5 When the Order and Side Roads Order is submitted to the Secretary of State for Transport it is also intended to make a separate application to the Secretary of State for Communities and Local Government for a Certificate to be issued pursuant to Section 19 of the Acquisition of Land Act 1981 to enable the existing public open space land to be used to support the Relief Road on the basis that equally advantageous public open space land is to be given in exchange for the land required for the relief road. If the Secretary of State for Communities and Local Government is minded to issue a Certificate to allow the exchange to take place the public will be able to make representations or objections to the Secretary of State once notice of an intention to issue a Certificate is published.

29.6 A plan showing the location of the existing public open space and a plan of the land being given in exchange showing the layout of the new open space area can be inspected by applying to the SEMMMS Project Team on 0161 474 4840 or by e-mail: [SEMMMS.Relief.Road@stockport.gov.uk](mailto:SEMMMS.Relief.Road@stockport.gov.uk)

### **30. Property Demolition**

30.1 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 demolish any residential properties.

30.2 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.

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

### **31 Related Orders**

The Side Roads Order has been made and is about to be submitted to the Secretary of State for confirmation.

### **32. Side Roads Order**

The need for the Side Roads Order

32.1 The Side Roads Order 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.

32.2 The full title of the Side Roads Order 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**

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

### **The Need for Side Roads Alterations**

- 32.4 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.
- 32.5 The Relief Road will require alteration of side roads and accesses and the Side Roads Order implements these alterations.
- 32.6 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.
- 32.7 Other sections of existing highways will be closed permanently; however convenient alternative routes are or will be available.

32.8 The Side Roads Order and the necessary changes to the highways affected by the Order is an integral part of the proposed construction of the Relief Road which is designed to relieve traffic congestion.

Certain aspects of the Relief Road and impact of the Side Roads Order are summarised below -

#### **32.8.1 Drainage**

Surface water from the Relief Road will drain into various water courses and highway sewers. The water courses include Ox Hey Brook, Threaple Hurst Brook, Norbury Brook and Baguley Brook. The highway sewers include systems at Chester Road, Poynton; A555 near Woodford Road Bramhall; A34 in Stanley Green; A555 near Wilmslow Road, Handforth and Shadowmoss Road, Wythenshawe. Discharge rates will be limited to agreed rates via attenuation ponds and oversized pipes.

The Relief Road includes three new culvert structures and field drains will be connected to new earthworks drains.

#### **32.8.2 Provision for Pedestrians and Cyclists**

The Relief Road includes a shared use footway/cycleway along the length of the Relief Road. The Side Roads order will provide for new bridleways adjacent to sections of the Relief Road.

#### **32.8.3 Traffic Signals and Signal Controlled Pedestrian Crossings**

The main new junctions along the Relief Road will include dedicated signal controlled crossings that will operate within the phasing of the traffic signals. Highway improvements, upgrading existing junction to incorporate signalisation will

be carried out at the A345, Stanley Road and A34/A555 roundabouts. Crossings serving the bridleways will be Pegasus crossings, crossings serving the footway/cycleway will be Toucan crossings, those serving the footway will be puffin crossings. Crossings at uncontrolled points will consist of dropped kerbs and tactile paving.

#### **32.8.4 Street Lighting**

The Relief Road will be illuminated at the junctions only and on the Relief Road between Styal Road and Ringway Road in Wythenshawe. The lighting columns will be 10m high and will be mounted at the back of footway and footway/ cycleway to minimise obstruction. Lighting columns on side roads will tie in with existing illuminated roads. It is proposed that a review will be undertaken and alternatives will be considered during the detailed design process.

#### **32.8.5 Road Signs and Markings**

The majority of the road signing along the Relief Road will be retro-reflective advanced direction signs. There will also be new traffic and warning signs. It is the intention to reduce sign clutter wherever possible and signs have therefore been designed to amalgamate information.

Road markings will be in accordance with the Traffic Signs (Amendment) Regulations and General Directions 2011.

#### **32.8.6 Walls, Gates and Fencing**

Pedestrian barriers and vehicle restraint systems will be provided where required in accordance with current guidance.

#### **32.8.7 Statutory Undertakers' Equipment and Oil Pipeline Agency**

To construct the Relief Road the diversion of water, waste water, electricity, gas and communications services will be required. The oil pipeline serving Bramhall Oil Terminal will be diverted from under the Relief Road. Most of the diversions will take place within the land required for the Relief Road. Diversions will be implemented by arrangements with the relevant statutory undertakers. The oil pipeline will be diverted following a standalone planning application for the works.

#### **32.8.8 Programme for the Relief Road**

The Council's programme for the Relief Road currently anticipates the works start on site on late 2014 with completion anticipated in summer 2017.

### **33. General Information**

#### **Papers in support of the Order**

- 33.1 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 any local public inquiry held to consider the Order and Side Roads Order and which are available for inspection by contacting the SEMMMS Project



Team on 0161 474 4840 or by e-mail: [SEMMMS.Relief.Road@stockport.gov.uk](mailto:SEMMMS.Relief.Road@stockport.gov.uk)

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

- 33.1.1 SEMMM Strategy 2001
- 33.1.2 Greater Manchester Combined Authority Report for Resolution Earnback Model, SEMMMS and Metrolink Trafford Park July 2013
- 33.1.3 National Infrastructure Plan November 2011
- 33.1.4 Department of Transport letter of Programme Entry October 2013
- 33.1.5 National Planning Policy Framework (Department for Communities and Local Government, March 2012)
- 33.1.6 Stockport metropolitan Borough Council Environment and Scrutiny Committee June 2012
- 33.1.7 Stockport Metropolitan Borough Council Executive Meeting June 2012
- 33.1.8 Stockport Metropolitan Borough Council Environment and Scrutiny Committee July 2012
- 33.1.9 Stockport Metropolitan Borough Council Report to Executive Meeting August 2012
- 33.1.10 Stockport metropolitan Borough Council Report to Executive Meeting February 2013
- 33.1.11 Stockport Metropolitan Borough Council Environment and Scrutiny Committee January 2013
- 33.1.12 Stockport Metropolitan Borough Council Report to Executive Meeting April 2013
- 33.1.13 Stockport Metropolitan Borough Council Local Development Framework Core Strategy 2011
- 33.1.14 Stockport Metropolitan Borough Council Economic Development Strategy 2012-2017
- 33.1.15 Stockport Partnership Stockport Strategy 2020 - May 2009
- 33.1.16 Cheshire East Borough Council Cabinet Meeting June 2012
- 33.1.17 Cheshire East Borough Council Cabinet Meeting October 2013
- 33.1.18 Cheshire East Borough Council Local Plan Draft Macclesfield Town Strategy 2012
- 33.1.19 Cheshire East Borough Council Local Plan Draft Handforth Town Strategy August 2012
- 33.1.20 Cheshire East Borough Council Local Transport Plan Final Strategy (2011-2026)
- 33.1.21 Manchester City Council Executive Meeting July 2012
- 33.1.22 Manchester City Council Executive Meeting May 2013
- 33.1.23 Manchester City Council Local Development Framework Core Strategy 2012
- 33.1.24 Greater Manchester Local Transport Plan 3 – 2011
- 33.1.25 Major Scheme Business Case November 2012
- 33.1.26 Economic Assessment Report November 2012
- 33.1.27 SEMMMS Model Data Collection Report September 2011
- 33.1.28 Local Model Validation Report October 2011
- 33.1.29 Local Model Validation Report September 2012
- 33.1.30 Demand Model Report February 2012
- 33.1.31 Model Forecasting Report October 2012
- 33.1.32 Transport Assessment October 2013
- 33.1.33 Design and Access Statement October 2013
- 33.1.34 Planning Statement October 2013
- 33.1.35 Street Lighting Design Statement October 2013
- 33.1.36 Landscape Specification September 2013
- 33.1.37 Code of Construction Practice September 2013



- 33.1.38 Tree Survey Report October 2013
- 33.1.39 Drainage Strategy Report October 2013
- 33.1.40 Flood Risk Assessment October 2013
- 33.1.41 Environmental Statement October 2013
- 33.1.42 Signing Strategy Report May 2013
- 33.1.43 Phase 1 Consultation Report March 2013
- 33.1.44 Phase 2 Consultation Report September 2013
- 33.1.45 Junctions Options Report Phase November 2012
- 33.1.46 Minute of Executive Decision 1<sup>st</sup> October 2013 and 29<sup>th</sup> November 2013
- 33.1.47 The Metropolitan Borough Council of Stockport Core Strategy North West of England Plan Regional Spatial Strategy to 2021
- 33.1.48 The National Planning Policy Framework
- 33.1.49 The Metropolitan Borough Council of Stockport Sustainable Community Strategy
- 33.1.50 The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013
- 33.1.51 The Order Map referred to in The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013.
- 33.1.52 The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013
- 33.1.53 The Order plan referred to in The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013

### **Compensation**

- 33.2 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:

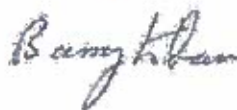
Communities and Local Government Publications  
 PO Box 236  
 Wetherby  
 West Yorkshire. LS237BN  
 Tel. 0870 1226 236

### **33. Associated Orders**

There are no other compulsory purchase orders associated with the promotion of the Order and Side Roads Order.

### **34. Conclusion**

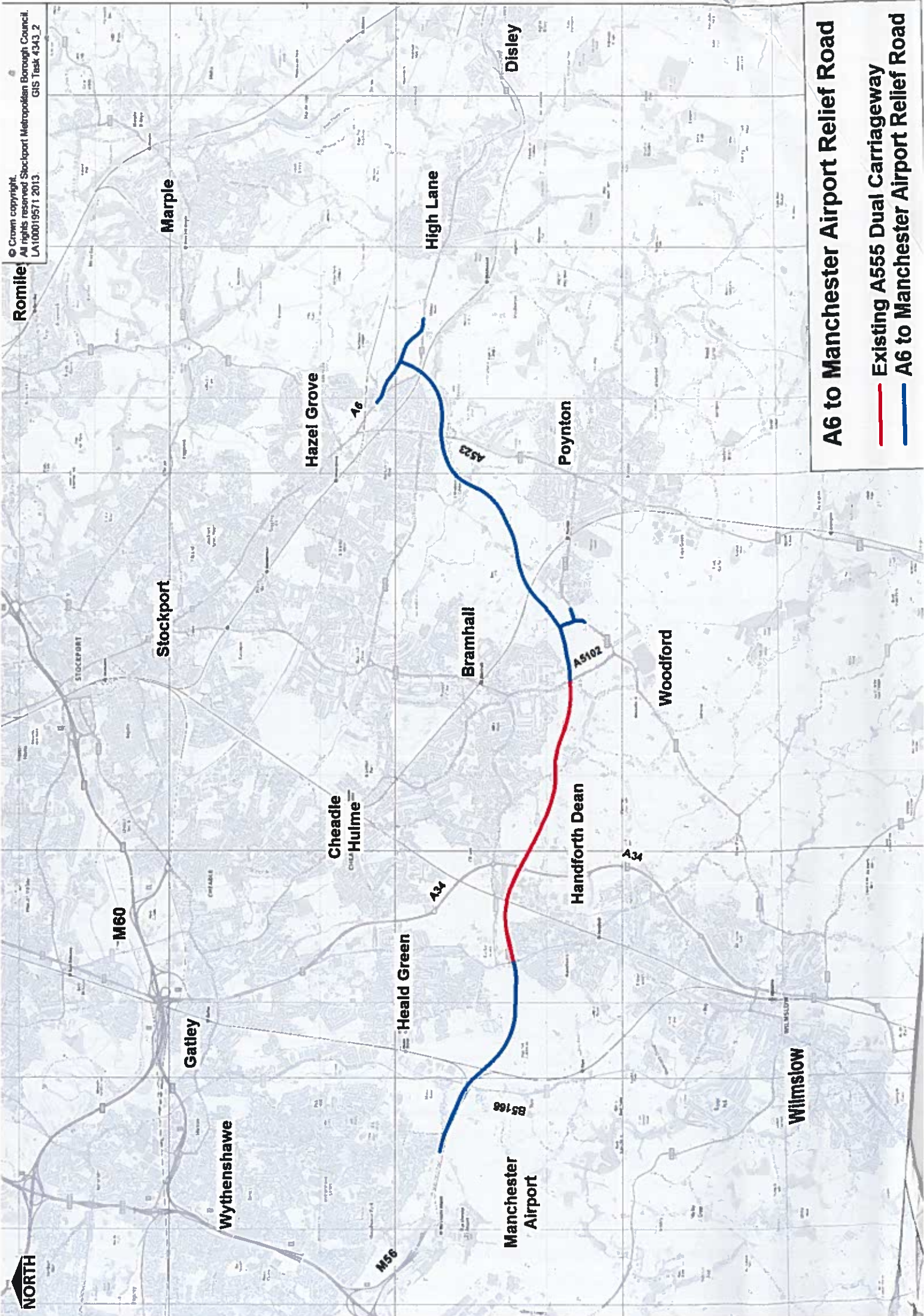
- 34.1 On behalf of the Partnering Authorities the Council has promoted the Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2013 so as to secure the land needed for the Relief Road and the Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013 to alter highways affected by the Order.
- 34.2 The Sides Roads Order has been made to support the Order.
- 34.3 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.
- 34.4 Funding for the Scheme has been secured and is available now to promote the Scheme by the Partnering Authorities.
- 34.5 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 achieve the maximum possible land take by way of voluntary acquisition but as there is little or no prospect of outstanding interests being acquired through voluntary means the Council contends that the Order and the associated Side Roads Order, which is being promoted as a last resort is vital to securing the delivery of the Relief Road as it will act as a catalyst to assist the wider highway network and give confidence to the business community for investment to the benefit of the future prosperity of the region and prospects for future economic development.
- 34.6 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 Order is confirmed along with the accompanying Side Roads Order 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.
- 34.7 Accordingly the Council contends that it has advanced a compelling case in the public interest in promoting the Order and the Side Roads Order and would respectfully invite the Secretary of State for Transport to confirm the same.



Barry Kahn LLB (Hons),  
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Dated this 10<sup>th</sup> December 2013





### A6 to Manchester Airport Relief Road

- Existing A555 Dual Carriageway
- A6 to Manchester Airport Relief Road

