

APPENDIX D – ISSUES RAISED IN CONSULTATION PROCESS

D1.0 General issues identified during the consultation process.

D1.1 As part of the consultation exercise, respondents had the opportunity to provide any additional comments concerning their views on the A6 to Manchester Airport Relief Road. Open comments on the proposed Scheme were provided by 3,971 (45%) of those returning response forms, with three quarters (of those giving a preference) being in favour of the Scheme, and 21% opposed.

- 1 These comments have been reviewed collectively with those provided by direct letters and emails, totalling 4,228 respondents, to gain a holistic view of all feedback to the consultation. The level of feedback has been reported in terms of absolute numbers of people making a given comment and the percentage they represent of all responding to the consultation (i.e. 9,031).
- 2 The key types of issues identified were:

Key Issues	No. & % of All Respondents	
	No.	%
'Go ahead as long overdue'	1,156	13%
Design specific issues	1,141	13%
Will reduce traffic / improve traffic flow	751	8%
Negative economic impact	411	7%
Environment related	499	6%
Cycle/walking related	422	5%
Link A6 to M60	441	5%
Will increase traffic	269	3%
Road safety related	203	2%
Noise related	177	2%
Further information needed	161	2%
Quality of life related	153	2%
Unnecessary	146	2%
Public transport related	132	1%
Disruption during construction	130	1%
Post implementation development	82	1%
Positive economic impact	80	1%
<i>Anti-detailed demographics</i>	634	7%

D2.0 Specific issues identified during the consultation.

D2.1 A number of specific issues were raised by a number of people during the consultation. These included:

- Impact of increased traffic on the A6 in High Lane and Disley;

- Concern regarding the impact on ancient woodland at Norbury Hollow;
- Impact of noise on residents adjacent to the route;
- Concern regarding drainage along the scheme and in adjacent areas,
- Concern regarding air quality;
- Queries regarding disturbance and nuisance during the construction process;
- Queries regarding compensation for local residents and businesses;
- Concern regarding potential impacts on Queensgate Primary School;
- Potential impacts on the Peak Park;
- Concern regarding the accuracy of information contained in the business case and the quality of the traffic modelling;
- The need to complete the SEMMMS Relief Road by building the Poynton bypass and A6 to M60 part of the route;
- Impact on greenbelt and the potential development of the greenbelt;
- The need to focus on public transport and pedestrian/cycling improvements.
- The need to go under the West Coast Main Railway line.
- These concerns will be addressed in a number of ways including dialogue with the stakeholders who raised these issues, development and publication of the final Environmental Assessment, Health Impact Assessment, Traffic Assessment and Construction Code of Practice and the on-going delivery of all elements of the SEMMM Strategy.

D3.0 Landowner Liaison

D3.1.1 Officers contacted all the known landowners affected by the scheme and invited them to a preview of the exhibition. Discussions have commenced with individual owners over how the schemes impacts can be minimised and the identification of the land required.