

Within the above-mentioned period of 28 days any person may by written notice to the Welsh Office, Highways Directorate Roads Administration Division, Government Buildings, Ty Glas Road, Llanishen, Cardiff CF4 5PL (quoting reference WR15/7/226), object to the making of the Order, stating the grounds for objection. In the preparation of an objection and the statement of grounds of objection, it should be borne in mind that the substance of any objection or representation may be communicated to other people who may be affected by it.

*D. Hadfield, Roads Administration Division, Welsh Office.*

SCHEDULE  
(all distances are approximate)

The highways to be stopped up are at Cardiff in the County of South Glamorgan and are those lengths of:

1. David Street: which extends from its junction with Bute Terrace in a general north-westerly direction for a distance of 101 metres.
2. Love Lane: which extends from a point 8 metres south of its junction with the former Little Frederick Street for a distance of 36 metres in a general south-easterly direction.
3. Stanley Street: which extends from its junction with Bute Terrace in a general north-westerly direction for a distance of 11 metres. (2 SI)

## DEPARTMENT OF TRANSPORT

### DEPARTMENTS OF THE ENVIRONMENT AND TRANSPORT

#### *A6(M) Stockport North-South Bypass Objectors' Alternative Routes*

Appended below is a description of objectors' alternative route proposals for the proposed A6(M) Stockport North-South Bypass. All these alternative routes comprise variations to the Department of Transport's published route over part of the length of the scheme. The Offerton Community Council's "Red" route (Alternative "A") has been advertised previously. A plan (scale 1:10,000) showing these alternatives and the Department's published route may be seen at all reasonable hours free of charge at the Department of Transport, 2 Marsham Street, London SW1, and at the offices of the Director (Transport), Departments of the Environment and Transport, North-West Region, Sunley Tower, Piccadilly Plaza, Manchester M1 4BE, and also at the following locations:

Stockport Metropolitan Borough Council, Town Hall, Stockport  
Hazel Grove Civic Hall, London Road, Hazel Grove  
Hazel Grove Library, Beech Avenue, Hazel Grove  
Stockport Library, Wellington Road, Stockport  
Council Offices, George Lane, Bredbury  
Bredbury Library, George Lane, Bredbury  
High Lane Library, Buxton Road, High Lane, Stockport  
Poynton Parish Council, Park Lane, Poynton  
Macclesfield Borough Council, Town Hall, Macclesfield  
Cheshire County Council, County Hall, Chester CH1 1SF

A public inquiry into the proposed scheme is to be held commencing at 10 a.m. on Tuesday, 17th November 1987, at the Belgrade Hotel, Dialstone Lane, Stockport. From 24th November 1987, proceedings will continue at the Council Offices, George Lane, Bredbury.

You have the opportunity if you wish, to attend or be represented at the Public Inquiry so that the Inspector may be aware of your views when he makes his recommendations to the Secretaries of State.

Comments on, or objections to, the adoption of any of these objectors' alternative routes should be sent, as soon as possible, to the Director (Transport), North-West Region at the address given above. The Department will be opposing the adoption of these alternatives at the forthcoming inquiry.

Objectors are reminded that the substance of their objections or representations may be communicated to other people who may be affected by them and that they will be passed to the Inspector holding the inquiry. In that event, the Inspector may be required to disclose the objections or representations at the inquiry and, unless there are special reasons to the contrary, the identity of the authors.

Anyone requiring further information should contact the Department of Transport on 061-832 9111 Extension 2140/2217.

### OBJECTORS' ALTERNATIVE ROUTES

#### *Alternative Route B — Foggbrook*

This alternative would involve a local easterly shift of the published route of the motorway between the proposed River Goyt crossing to the north and Bean Leach Road overbridge to the south. An easterly shift of 60 metres at the River Goyt would be required where the motorway would cross the river on a slightly longer bridge. The motorway would then continue south in deep cutting and would emerge from the deep cutting as it approaches Marple Road (A626), passing to the east of Halliday Hill Farm. Marple Road (A626) would be diverted over the motorway on a bridge, slightly to the south of its present position. South of Marple Road the motorway would be shifted 66 metres to the east and would then continue south-east at about ground level across the Poise Brook Valley. Poise Brook would be diverted in a similar manner to the published route. Bean Leach Road would be diverted over the motorway on a bridge slightly to the north-west of its present position. South-east of Bean Leach Road the motorway would pass 16 metres closer to the rear of the properties in Minsmere Walks. It would then pass to the south of St Stephens CE Primary School as on the published route. This route, whilst avoiding the need to demolish the Halliday Hill Farm, would require the demolition of Trident Foams. It would also be closer to properties in Tarnside Close, Braeside Close, Bean Leach Road, and those properties adjacent to Minsmere Walks.

#### *Alternative Route C — A523 Southern Option*

This alternative would involve a southerly shift of the published route between Old Mill Lane and the A523. The alternative route would depart from the line of the published route to the south-west of Old Mill Lane and would then veer southwards, crossing Norbury Brook and passing to the south of Brookside Garden Centre before joining the existing A523 at a ground level roundabout.

This roundabout would be located some 200 metres south of that proposed on the published route. Access to Towers Road would be provided directly from the roundabout with access to Towers Farm via a new access road off Towers Road.

Whilst further away from the residential properties on Ashbourne Road and Darley Road, the line of this alternative would consequently be nearer to the residential properties on Towers Road and London Road North, and would require the demolition of North Lodge.

The alternative, like the published route, would be in cutting for much of its length.

#### *Alternative Route D — Hazel Grove Golf Course*

This alternative would involve an easterly shift of the published route between Offerton Road and the existing A6 in the south. The alternative route would depart from the line of the published route south of Offerton Road and would pass under Torkington Road to the east of the White House.

The motorway would then cross Hazel Grove Golf Course in slight cutting to a maximum of some 250 metres east of the published route and east of the Club House.

After passing over the Midland Railway on slight embankment, the motorway would return to the line of the published route where it crosses the existing A6.

The A6 Interchange would be shifted some 140 metres eastwards. The vertical alignment would be similar to the published route with the motorway in cutting and the A6 diversion on embankment.

#### *Alternative Route E — A523 Outer Southern Option*

This alternative would involve a southerly shift of the published route (greater than that required for Alternative C above) between the Manchester to Buxton railway and the A523. The alternative route would depart from the line of the published route south of the A6 and continue southwards further than the published route before turning west to join the existing A523 at its junction with Towers Road, some 200 metres south of the published route junction.

The alternative route would be mainly through open land with a vertical alignment similar to the published route, deep cutting at the Manchester to Buxton railway line reducing to ground level at the proposed A523 roundabout junction.

The road would pass through Norbury Hollow and would be further away from the residential properties on Darley Road and Ashbourne Road although nearer to the residential properties on Towers Road and London Road North.

This route, passing to the south of Brookside Garden Centre, would require the demolition of North Lodge and part of the outbuildings of Towers Farm. (Ref. LG7/28R/0780.) (3 SI)