

SEMMMS- Macclesfield Rd Options			
Minutes of Meeting held 15.02.10 (JM Office - Hygarth House)			
Attendees:	Jim McMahon (SMBC)		
	Martin Rigby (SMBC)		
	Nick Whelan (SMBC)		
	Naz Huda (SMBC)		
	Tim Baker (Scott Wilson)		
	Steven Payne (Scott Wilson)		
Apologies:	None		
Distribution:	As above plus Dave Taylor (SMBC) Graham Martin (SW), Joseph Roberts (SW)		
		Noted by	Action
	1 Purpose of meeting		
	1.1 To discuss the highway alignment options at Macclesfield Rd.		
	2 Option 1 - Do minimum option, relief road under Macclesfield Rd		
	2.1 This option requires a new bridge to be constructed with Macclesfield Rd horizontal alignment to remain as existing. The relief road would go under Macclesfield Rd.		
	2.2 The proposed bridge is on the line of the existing Macclesfield Rd and would require a services bridge for utilities.		
	2.3 Cycle / footway to be constructed connecting the Macclesfield Rd with relief road north east of the bridge.		
	2.4 Minimal impact on Brookside Garden Centre		
	2.5 Deep cut for mainline means visually impactive scheme for residents of Longnor Rd and Norbury Hall.		
	2.6 Large cost savings can be made with this option.		
	3 Option 2 - At Grade Signals		
	3.1 NW tabled hand drawn option.		
	3.2 Scale of junction to be reduced.		
	3.3 Option to be CAD drawn. NW to instruct SEB.		NW
	3.4 This options takes up extensive amounts of land and has a heavy impact on Garden Centre.		
	4 Option 3 - West facing slips		
	4.1 This option provides a west facing merge slip onto the relief road and a west facing diverge slip from the relief road.		
	4.2 The plan attached indicates two give way roundabouts, one north and one south of the widened bridge on Macclesfield Rd. The mainline runs under the single bridge.		
	4.3 One controlled facility allowed for at the north roundabout, connecting to the relief road to the east of Macclesfield Rd (NE of bridge).		
	4.4 This option to be further developed now that Poynton Bypass has been deleted i.e. to allow for much greater capacity.		NW
	4.5 Option should ignore possibility of further scheme being built i.e. A6 to M60 Bredbury. If possible some provision may be made for this e.g. capability of east facing slips but this should not have cost implication.		
	5.0 Option 4 - Mainline under Macclesfield Rd and Offset Junction from South		
	5.1 This option incorporates a similar bridge to option 1 on Macclesfield Rd but also has an offset junction from Macclesfield Rd to the relief road.		
	5.2 The junction on the relief road allows all movements.		
	5.3 Option to be developed. T junction to be located on Macclesfield Rd leading to Relief Rd rather than T junction located west of Macclesfield Rd (as shown on attached plan).		SP

6 Option 5 - Grade Separated Junction (all movements)			
6.1	Macclesfield Rd currently carrying 20,000 vehicles / day.		
6.2	Now that the Poynton Bypass has been deleted from Semmms and predicted figure for Macclesfield Rd (2030) is 25,000 vehicles / day, there is a danger of the roundabout within this option (as attached) locking up.		
6.3	Disley - Poynton link is important factor.	JM	
6.4	During consultation - the east facing merge slip was a potential requirement for the full Semmms scheme i.e. Airport to M60 (Bredbury) and the east facing diverge slip serviced traffic going to school south of relief road.		
6.5	This option has a severe impact on the Garden Centre and cost impact on the scheme.		
7 Option 6 - Mainline under Macclesfield Rd and Offset Junction from South			
7.1	No earthworks batters are indicated on the drawing tabled.		
7.2	7.1 could be investigated / further designed if this option is to be developed especially with respect to impact on Norbury Hall.		
7.3	Norbury Hall not Grade 2 listed, only locally listed.		
7.4	Scheme has impact on Brookside Garden Centre car park but does not require extinguishment of business.		
7.5	Option to be discounted due to environmental impact on housing to north and Norbury Hall. Large expensive retaining walls would also be required.		