



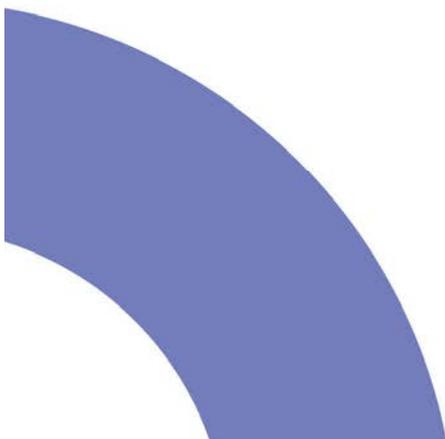
A6 to Manchester Airport Relief Road

Volume 1 - Environmental Statement - Non Technical Summary

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1 Non Technical Summary

1.1 Introduction

- 1.1.1 Stockport Metropolitan Borough Council (SMBC), Manchester City Council (MCC) and Cheshire East Council (CEC) are jointly promoting the development of the A6 to Manchester Airport Relief Road (the proposed scheme). All three authorities are each seeking planning permission for the proposed scheme in accordance with the Town and Country Planning Act 1990 (TCPA). Each application will be considered individually by the relevant authorities.
- 1.1.2 The Proposed Scheme includes a new 2-lane dual carriageway, approximately 10 kilometres long, connecting the A6 to Manchester Airport and incorporating a further 4 kilometres of existing A555 dual carriageway to the south of Bramhall.
- 1.1.3 A pedestrian and cycle route is proposed for the whole length of the scheme, including retrofitting it to the 4 kilometre existing section of A555 and to the section of the A34 to the South of the Stanley Green Roundabout.
- 1.1.4 The scheme bypasses Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton and Wythenshawe District Centres and Gatley and Heald Green Local Centres (Figure 1).
- 1.1.5 The scheme improves access to and from Manchester Airport and its employment areas as well as Hazel Grove, Newby Road, Bramhall Moor Lane, Poynton and Stanley Green employment areas. Access to a number of regeneration areas is also improved by the scheme, including Stockport Town Centre and Wythenshawe.
- 1.1.6 The scheme will provide a high quality route for access to the strategic road network (i.e. M56) and Manchester Airport from south east Manchester and Cheshire East / Derbyshire area, and as an alternative route to using existing residential streets.
- 1.1.7 There are four rail crossings, one of which is over the West Coast Main Line.

1.2 Environmental Impact Assessment

- 1.2.1 The proposed scheme has been subject to a formal process of Environmental Impact Assessment (EIA) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (The Regulations). This Environmental Statement (ES) reports the findings of the detailed EIA.
- 1.2.2 The Regulations allow the promoters of a proposed development to seek the opinion of the planning authority on the content and scope of the EIA through a Scoping Opinion and this has been undertaken for the Proposed Scheme.

1.3 Consultation

- 1.3.1 Consultation has taken place throughout the development of the proposed scheme to obtain feedback upon the proposals from statutory and non-statutory consultees to the planning process as well as the public through a series of consultation events.
- 1.3.2 In March 2010 a formal Scoping Opinion was received from SMBC. Following changes to the scheme it was confirmed in January 2013 that the original Scoping Opinion was still valid with minor modifications.
- 1.3.3 Phase 1 of a public consultation exercise was undertaken between the 22nd October 2012 and the 25th January 2013 where the public were asked for their views on a number of junction options.
- 1.3.4 Phase 2 of the public consultation took place from the 3rd June 2013 until the 19th July 2013 where the preferred arrangement of the Proposed Scheme was presented and consulted upon.
- 1.3.5 A series of forums for statutory and non-statutory consultees and interest groups were held between October 2012 and June 2013 where the junction options and the preferred arrangement were presented.

1.4 Alternatives

- 1.4.1 Alternatives considered during the planning and design of the Proposed Scheme, relate to junction arrangements along the main alignment and to the proposed West Coast Main Line crossing.
- 1.4.2 Options Comparison Appraisal Reports were produced to compare the potential environmental impacts of differing engineering solutions proposed at Phase 1 Consultation.
- 1.4.3 The options considered were as follows:
- Two options at the proposed junction at Styal Road;
 - Two options at the Stanley Green Roundabout;
 - Two options at the Woodford Road (Bramhall) junction with the existing A555 and the Proposed Scheme;
 - Two options at the Chester Road junction with the Proposed Scheme.
 - Two options at the Woodford Road (Poynton) junction tie in with the Proposed Scheme; and
 - Two options at the West Coast Main Line crossing;
 - Two options at the proposed junction at Macclesfield Road;

1.5 Existing Environment

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

- 1.5.2 The scheme corridor comprises open space and broader countryside. The land use pattern is mainly agricultural land, with recreational and sports areas, institutional grounds, residential, and industrial and commercial land uses (Figure 2).
- 1.5.3 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.
- 1.5.4 A complex network of public rights of way provides access to the countryside and open areas from the neighbouring communities. In addition to numerous footpaths, the principal rights of way include:
- Ladybrook Valley Interest Trail;
 - National Cycle Route 55;
 - Regional Cycle Route 85; and
 - Greater Manchester Cycle Routes.

1.6 The Proposed Scheme

- 1.6.1 The new road begins at a newly aligned A6 T-junction and passes under both the existing Buxton Road and the Hazel Grove to Buxton railway line before continuing east passing between Norbury Brook and residential property at Ashbourne Road and Darley Road.
- 1.6.2 To the west of Macclesfield Road the route runs parallel to Norbury Brook before crossing at the brook at Mill Hill Hollow. The road passes under Woodford Road and over the West Coast Mainline (WCML) Railway. A gyratory arrangement is proposed to allow access to Chester road, and a new junction at Woodford Road, Bramhall will allow the scheme to be tied into the existing A555.
- 1.6.3 The existing A34 between the A555 and the B5094 at Stanley Green Roundabout will be widened to improve traffic flow.
- 1.6.4 At the B5358 Wilmslow Road, and B5186 Styal Road the proposed scheme crosses Styal Golf Course. before passing over the Styal railway line and then between the airport southern rail spur and Moss Nook substation.
- 1.6.5 From Styal Road west, the proposed scheme runs parallel to the airport rail spur where it would terminate as it merges with Ringway Road widening scheme that is presently under construction.
- 1.6.6 The proposed scheme would include provision of a segregated pedestrian and cycle route adjacent to the new road and existing length of the A555, providing a new link for the strategic cycle / pedestrian network.
- 1.6.7 This new link would be fully integrated with the existing local cycle and pedestrian network to maximise access to the new route.

- 1.6.8 Where existing footpaths cross the main alignment of the Proposed Scheme access would be maintained using pedestrian footbridges, underpasses and toucan crossings.

1.7 Construction

- 1.7.1 Construction of the proposed scheme is scheduled to begin in 2014 with completion scheduled for 2017 when it would formally open.
- 1.7.2 Mitigation of construction related impacts would be addressed through the adoption and implementation of a fully compliant Construction Environmental Management Plan (CEMP).
- 1.7.3 There would be a requirement upon the contractor to agree and incorporate detailed measures aimed at reducing construction related impacts and to monitor the effectiveness of the measures, by way of regular internal auditing. External auditing by the Client's agent would also form part of the CEMP procedures.

2 Environmental Impacts and Mitigation

2.1 Air Quality

- 2.1.1 An Air Quality assessment has considered the effects of the proposed scheme upon a total of 11,036 receptors including residential properties, care homes, hospitals, schools, nurseries and businesses..
- 2.1.2 The EIA has demonstrated that Nitrogen Dioxide (NO₂) concentrations will fall at approximately 79% of receptors whilst 2% will be unchanged and 19% will experience an increase.
- 2.1.3 Particulate Matter (PM₁₀) concentrations are predicted to fall at approximately 61% of receptors whilst 22% will be unchanged and 17% will experience an increase.
- 2.1.4 The EIA has demonstrated that implementation of the proposed scheme is expected to result in a small increase in regional emissions associated with increased vehicular use of the road network.

2.2 Cultural Heritage

- 2.2.1 The EIA has identified that 29 known archaeological assets of low value will be damaged, destroyed or removed during the construction of the proposed scheme.
- 2.2.2 In accordance with English Heritage guidance each Built Heritage Asset will have specific mitigation agreed with the relevant Heritage Officers and formalised in a Written Scheme of Investigation, prior to construction.
- 2.2.3 This will include the requirement for a Watching Brief to be maintained in these areas of known heritage assets to identify, record and where appropriate remove the assets.

2.3 Landscape Effects

- 2.3.1 Avoidance of impacts related to landscape character and visual impacts has been an integral part of the planning and design process for the proposed scheme. Where possible, this has involved:
- Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical;
 - The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography;
 - The creation of a strong, unified landscape utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments;
 - Exploring the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed scheme; and

- The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality.

2.3.2 The proposed scheme would generally integrate into the receiving landscape. However it acknowledged that there would be significant local impacts to landscape character in the long term. These would occur north of Norbury Brook, Ladybrook Valley, Bramhall oil terminal and the crossing of the West Coast Mainline. Other impacts of a lesser magnitude would occur at the western end of the proposed scheme.

2.3.3 Once the road is built large adverse long term visual impacts would remain, in the winter, at 2 residential receptors at Old Mill Lane. Moderate to large adverse impacts would remain at 13 residential receptors, at different locations throughout the proposed scheme, in the long term during winter, reducing to 6 in the summer.

2.3.4 A single footpath at the northern extent of Norbury Brook and making up part of the Lady Brook Interest Trail will receive long term large adverse visual impacts during both winter and summer. Three further public rights of way will receive moderate long term adverse impacts in winter reducing to one in the summer.

2.4 Ecology and Nature Conservation

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

2.4.2 Beneficial impacts would occur from ecological enhancements and there would be a net increase to the following habitats:

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

2.4.3 The Proposed Scheme will require the removal of 0.08 hectares of Ancient Woodland at Carr Wood and vegetation within a Site of Biological Importance (SBI). The removal of the Ancient Woodland is considered significant at the local level, whereas the proposals do not affect the viability of the SBI and are therefore not considered significant.

2.4.4 The EIA has established potential impacts upon bats, badgers and great crested newts and mitigation measures have been proposed to provide compensatory habitats. There would therefore be no significant adverse effects on these species as a result of the proposed scheme.

2.5 Geology & Soils

- 2.5.1 The proposed scheme would not impact any areas designated for the protection of geological interest.
- 2.5.2 Targeted investigations will be undertaken where necessary as part of a wider ground investigation of the Airport Woodhouse Park historic landfill site. Sampling and testing of soils in this area and preparation of detailed plans to ensure that site staff and the public would not be exposed to any potential hazard that would be undertaken by the contractor.

2.6 Noise and Vibration

- 2.6.1 Overall, the 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.
- 2.6.2 Road noise would be mitigated by the use of low noise surfacing and acoustic barriers.
- 2.6.3 There are 55 residential properties that would potentially experience levels equal to or in excess of 68dB(A) and a 1dB(A) increase as a result of the proposed scheme and thus it may be necessary to provide insulation to any properties in accordance with the Noise Insulation Regulations 1975 (as amended 1988).
- 2.6.4 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.

2.7 Effects on All Travellers

- 2.7.1 The proposed scheme would be beneficial to non-motorised users of the public rights of way network due to the new east to west footpath and cycleway connecting various local centres and existing footpaths and inclusion of footpath diversions / overbridges in the scheme design to mitigate for severance. However, diversions of footpaths would lead to some loss of amenity value.
- 2.7.2 Driver stress would generally decrease in the locality particularly for strategic traffic using the proposed scheme. However, there would be some instances where driver stress would increase along certain sections of the strategic network.

2.8 Community and Private Assets

- 2.8.1 Construction of the proposed scheme will involve the loss of agricultural land and land associated with recreational and residential use. It will also involve using some areas of industrial and commercial land.

- 2.8.2 The 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.
- 2.8.3 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.

2.9 Road Drainage and the Water Environment

- 2.9.1 The principal watercourses comprise the Oxhey Brook, Threaphurst Brook, Norbury Brook, Lady Brook and Poynton Brook at the eastern end of the corridor, the Spath Brook in the central part of the corridor and the Gatley Brook and Baguley Brook at the western end of the corridor.
- 2.9.2 There are two areas of notable flood risk; the confluence of the Norbury Brook, Poynton Brook and Lady Brook and the area related to Spath Brook in the vicinity of Stanley Green Trading Estate.
- 2.9.3 There are several aquifers that are considered as important for public water supply and a water source protection zone in the vicinity of Woodford.
- 2.9.4 The EIA has demonstrated that, with the inclusion of mitigation measures, impacts on the water quality of both surface and ground waters would be no greater than slight overall.

2.10 Cumulative Impacts

- 2.10.1 The assessment has considered cumulative impacts from proposed developments which are consented but not fully constructed. Those considered are the Airport City Development, the Metrolink extension to Manchester Airport and a car park north of Ringway Road West. The EIA has demonstrated that there will be cumulative impacts upon landscape and visual impact in these areas.
- 2.10.2 Other consented developments which generate significant traffic movements are included within the air quality and noise assessments.
- 2.10.3 The assessment has also identified receptors that will experience adverse and beneficial impacts through a combination of environmental factors.

3 Additional Information

- 3.1.1 A full copy of the Environmental Statement, has been deposited at each of the locations indicated below and will be available for inspection, free of charge, during normal opening hours.

Office Address	Opening Times
Forum Library, Forum Square, Wythenshawe, M22 5RX	Monday: 09:00-20:00 Tuesday: 09:00-20:00 Wednesday: 09:00-17:00 Thursday: 09:00-17:00 Friday: Closed Saturday 09:00-17:00
Macclesfield Town Hall, Market Place, Macclesfield, Cheshire, SK10 1EA	Monday: 09:00-17:00 Tuesday: 09:00-17:00 Wednesday: 09:00-17:00 Thursday: 09:00-17:00 Friday: 09:00-17:00
Hazel Grovel Library Beech Avenue, Hazel Grove, Stockport. SK7 4QP	Monday: 10:00-19:00 Tuesday: 09:00-19:00 Wednesday: 09:00-13:00 Thursday: 09:00-18:00 Friday: 09:00-17:00 Saturday: 09:00-16:00
Cheadle Hulme Library, Mellor Road, Cheadle Hulme, Stockport	Monday: 10:00-20:00 Tuesday: 09:00-20:00 Wednesday: Closed Thursday: 09:00-20:00 Friday: 09:00-17:00 Saturday: 09:00-16:00
Cheadle Library, 23 Ashfield Road, Cheadle, Stockport SK8 1DJ	Monday: 10:00-17:00 Tuesday: 09:00-20:00 Wednesday: Closed Thursday: 09:00-20:00 Friday: 09:00-17:00 Saturday: 09:00-16:00

Office Address	Opening Times
Heald Green Library Finney Lane, Cheadle, Stockport, SK8 3JB	Monday: 10:00-17:00 Tuesday: 09:00-20:00 Wednesday: Closed Thursday: 09:00-20:00 Friday: 09:00-17:00 Saturday: 09:00-16:00
High Lane Library, Buxton Road, High Lane, Stockport, SK6 8DX	Monday: 14:00-17:00 Tuesday: 14:00-17:00 & 18:00-20:00 Wednesday: Closed Thursday: 14:00-17:00 & 18:00-20:00 Friday: 14:00-17:00 Saturday: 09:00-16:00
Central Lending Library, Wellington Road South, Stockport, SK1 3RS	Monday: 10:00-20:00 Tuesday: 09:00-20:00 Wednesday: 09:00-17:00 Thursday: 09:00-17:00 Friday: 09:00-20:00 Saturday: 09:00-16:00
Fred Perry House, Edward Street, Stockport, SK1 3XE	Monday: 08:30-17:00 Tuesday: 08:30-17:00 Wednesday: 08:30-17:00 Thursday: 08:30-17:00 Friday: 08:30-17:00

3.1.2 Hard copies of this Non-Technical Summary and electronic copies of the whole ES (CD) are available free of charge, on written request, from: SEMMMS Project Team, 1st Floor Fred Perry House, c/o Stopford House, SK1 3XE. A hard copy of the ES is available from the same address for a fee of £150.

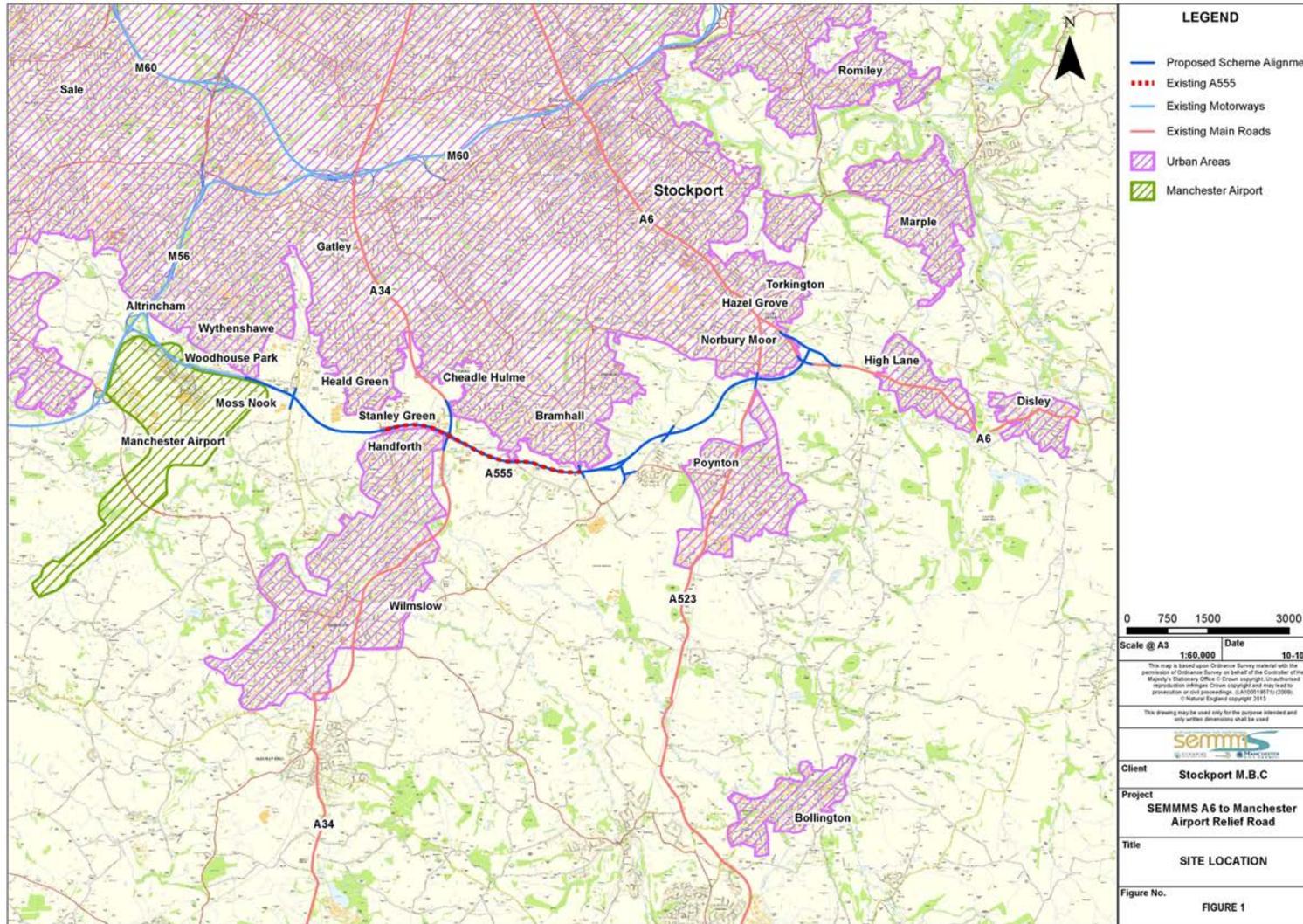
3.1.3 Expressions of support, representations, or opinions should be sent to the Planning Authority at the following addresses:

Planning Authority	Office Address
Cheshire East Council	Development Management PO Box 606, Municipal Buildings, Earle Street, Crewe, CW1 9HP

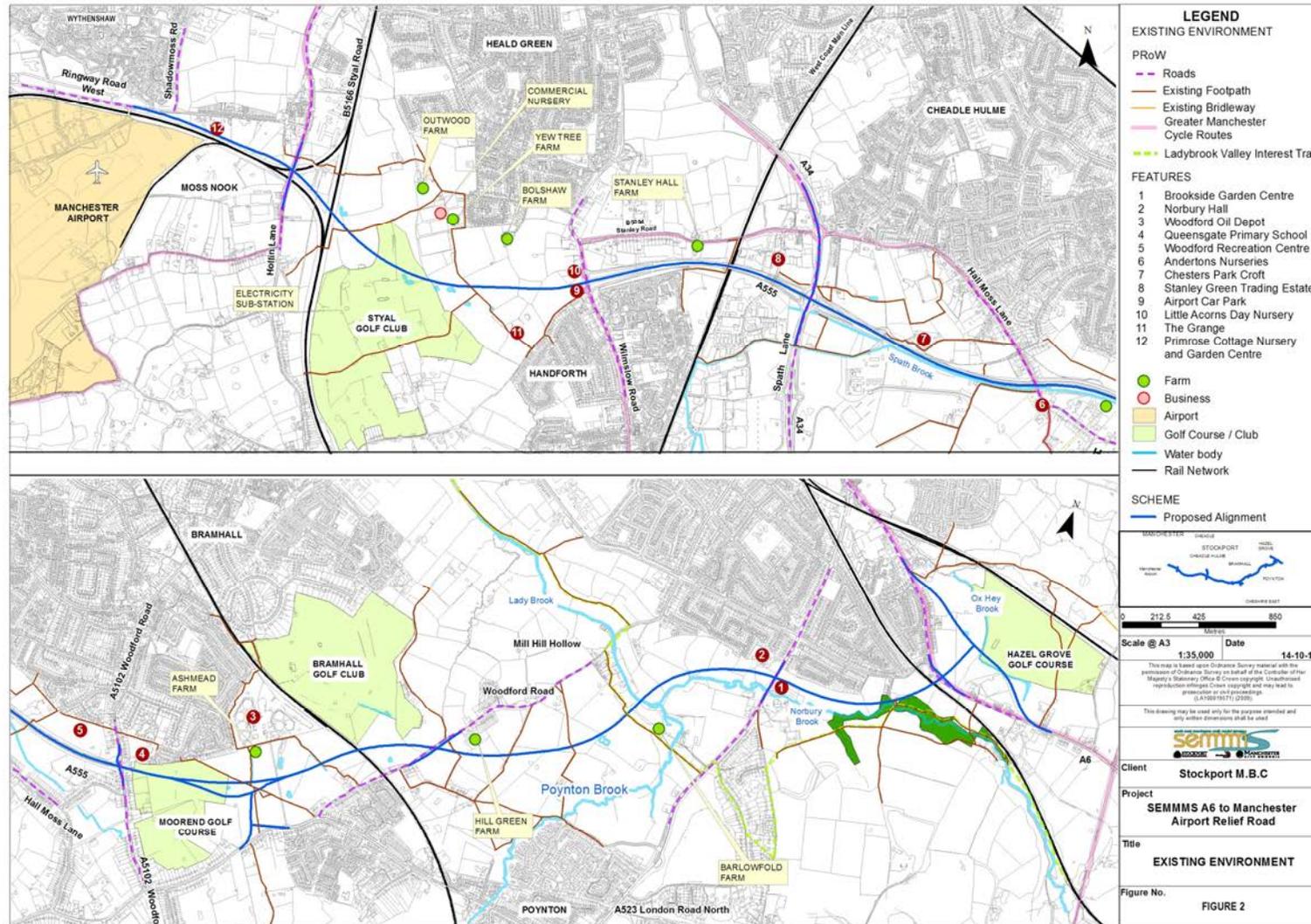
Planning Authority	Office Address
	Email: planning@cheshireeast.gov.uk
Manchester City Council	Manchester City Council Planning PO Box 532 Town Hall Manchester M60 2LA Email: planning@manchester.gov.uk
Stockport Metropolitan Borough Council	Planning Services, Fred Perry House, Stockport, SK1 3XE, Email: planning.dc@stockport.gov.uk

- 3.1.4 Should you require this Non-Technical Summary document in an accessible format e.g. Braille, audio cassette, minority ethnic language etc, please contact SEMMMS Project Team, 1st Floor Fred Perry House, c/o Stopford House, SK1 3XE.

4 Figures



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