

A6 to Manchester Airport Relief Road

Local Liaison Forum 1: High Lane

Introduction

The High Lane Local Liaison Forum (LLF) was held on Tuesday 22nd January 2013 at High Lane Village Hall. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the LLF were sent out to the 169 potentially directly affected residents if the proposals were to be implemented. Of the 169 invites, the LLF was attended by 44 people who provided their comments, questions and issues related to their local area. The LLF focused on the proposals for the A6 Buxton Road, and connection of the scheme into the existing road network. One junction arrangement is proposed for this location and this was the focus of discussions during this LLF.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

During the LLF, attendees were specifically asked to provide their comments on the proposed junction presented at the eastern extent of the scheme and the measures being proposed for Buxton Road.



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The points below summarise the comments that were made.

A6 to Buxton Road / Relief Road Junction

- Overall attendees were pleased to see that the proposed Scheme is in cutting and going under the rail line and Buxton Road;
- Attendees stated that they would prefer to see a roundabout junction at the end of the Scheme as it would cause less delay, particularly at off peak times. The traffic lights would not benefit many pedestrians as the view was held that there will be no pedestrians in this area;
- Requests for traffic signals and pedestrian crossings at the Yew Tree Road/ A6 junction;
- The road should be in cutting as much as possible;
- The realigned A6 should be located further from residential properties;
- Bunding should be extended as far as possible and be as high as possible to minimise any impact on residents in terms of noise and visual impact of the road; and
- The land behind the existing properties backing onto the realigned A6 Buxton Road should be protected and the council ensure it is not developed for housing.

Existing A6 Buxton Road proposed bus gate

- The road width should be reduced to reduce traffic speeds but should remain open to all vehicles;
- Ensure continuous pedestrian and cycle links through the area; and
- A comment was made that there is no need for bus only as the road is likely to be used by locals only where the new link is built, however, other comments were made that measures should be taken to prevent the use of the bridge by unauthorised vehicles.

General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and screening where possible;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- Concerns were raised about light pollution in the area as a result of the scheme;



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- Comments were made that the scheme should link to the M60;
- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that that the council has an obligation to protect its residents from as much disruption as possible, including those with regards to increased traffic levels directly associated with the construction phases.
- The need to maintain access to surrounding land and properties both during and after construction was raised by attendees;
- Concerns about security as a result of the proposed location of the realigned A6 to the rear of properties on the existing Buxton Road were raised;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Concerns were raised about traffic increases along roads in the area. Requests were made for measures to discourage through traffic on roads such as Norbury Hollow Road;
- Support for planting on the bunding was expressed by a number of attendees;
- Attendees were keen to see improved bridleway and public footpath connections in the area; and
- Several requests were made for low noise road surfacing to be utilised across the whole scheme.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question/Comment</u>	<u>Answer</u>
Why is the scheme necessary?	The following is a summary of the key benefits: <ul style="list-style-type: none">• Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;• Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail;



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Question/Comment	Answer
	<ul style="list-style-type: none"> • Less traffic on local roads - reducing congestion on local roads in surrounding areas; • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme. The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance.</p> <p>The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Where will construction materials be stored?</p>	<p>Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group.</p>



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Question/Comment	Answer
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports .</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>
<p>Where can I see the Environmental Report for the noise and air quality information for this area?</p>	<p>The Environmental Statement will be completed and available in as part of the planning application for the scheme. This will be made available on the website www.semmms.info.</p>



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Question/Comment	Answer
Will the link to the M60 be built?	<p>In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road.</p> <p>The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.</p>
Are all existing public rights of way (PRoW) protected?	<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will need to be diverted to ensure safe crossing points to the new road are created.</p>
How will the use of the bridge on the old A6 Buxton Road be restricted to only pedestrians, cyclists and buses?	<p>Appropriate measures will be put in place to prevent use of the pedestrian, cycle and bus bridge on the old A6 Buxton Road by unauthorised vehicles. These measures will be determined during the detailed design stage of the scheme.</p>



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Local Liaison Forum2: Hazel Grove

Introduction

The Hazel Grove Local Liaison Forum (LLF) was held on the 8th January 2013 at the Hazel Grove Civic Hall. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the event, which combined LLFs 2 and 3, were sent out to the 202 potentially directly affected residents if the proposals were to be implemented. Of the 202 invites, the event was attended by 72 people who provided their comments, questions and issues related to their local area. LLF 2 focused on the proposals for Macclesfield Road (Location 6) and discussions on the proposed two junction options for this location.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 6: Macclesfield Road, Hazel Grove. Throughout the course of discussions, it was evident that Option 2 was the preferred junction arrangement for those in LLF 2.



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The points below summarise the comments that were made with regards to each junction option:

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;
- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along with route;
- The road should be in cutting and the height of the road reduced as much as possible adjacent to residential properties;
- The option would cause increased air pollution, with concern that the prevailing wind would spread pollution to properties to the north;
- The junction design would cause a significant delay for vehicles travelling onto the new road from Macclesfield Road;
- Concerns about the impact of the junction on the Fiveways area and bus terminus; and
- Extensions to the bunding area were requested.

Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the scheme

- Concern about the impact of this larger junction on the surrounding area;
- A general consensus that this junction option would allow for more free flowing traffic to pass through the area and on the connecting Macclesfield Road;
- The depth of the cutting should be increased;
- The road should be moved to be equidistant between the boundaries of houses on Darley Road and Norbury Brook;
- The junction with London Road North should be a roundabout as opposed to a T-junction;
- The hedgerow at the end of Sheldon Road needs to be reinforced and enlarged with a greater number of shrubs and trees; and
- Increase the extent of bunding provided as possible to minimise the noise and visual impact of the scheme.

General Feedback:



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The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that the council has an obligation to protect its residents from as much disruption as possible, including those with regards to increased traffic levels directly associated with the construction phases;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and screening where possible;
- Concerns were raised that Mill Lane would be used for parking during construction;
- Concerns were raised about the use of fields in the area for storage during construction, particularly the field adjacent to Mill Lane;
- Questions were asked as to how vehicles could be prevented from using the bus bridge on the old alignment of the A6;
- A request was made for low level planting to be provided on the bunding, with the road being deeper in cutting;
- Concerns were raised about access to farmland as a result of the scheme. A suggestion was made to extend Old Mill Lane to facilitate access;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- Concern was raised with regards to potential impact on local flooding as a result of the scheme being introduced;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Several requests were made for low noise road surfacing to be utilised across the whole scheme;
- Requests were made for pedestrian surveys to be undertaken at Macclesfield Road and London Road North, in the area affected by the scheme; and
- It was suggested that there may be no need for a junction option at Location 6. A number of residents agreed that access to the link road from the local Hazel Grove area could be gained via other junctions along the route. It was suggested



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that a new bridge to connect Macclesfield Road could be constructed to run over the new link road.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none"> • Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs; • Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail; • Less traffic on local roads - reducing congestion on local roads in surrounding areas; • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the scheme is needed and an appraisal of the benefits and any adverse impacts of the scheme.</p> <p>The business case for the scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
Which of the local	The A6 to Manchester Airport Relief Road is being



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Question	Answer
<p>authorities would be leading on the scheme and what impact will this have in regards to financial contributions to the scheme?</p>	<p>promoted by Stockport, Cheshire East and Manchester City councils. Funding has been identified for the A6 to Manchester Airport Relief Road. The expected overall cost of the scheme is £290 million. This is made up of a contribution of £165 million from Central Government, with the remainder of the funding being provided by the Greater Manchester Transport Fund.</p>
<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance. The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>Where will construction materials be stored?</p>	<p>Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group.</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment. The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website</p>



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Question	Answer
	<p data-bbox="600 309 1177 340">http://www.semmms.info/a6/envreports .</p> <p data-bbox="600 367 1423 622">A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p data-bbox="600 649 1423 1160">This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>
<p data-bbox="178 1167 564 1234">Will the link to the M60 be built?</p>	<p data-bbox="600 1167 1423 1451">In 2003-2004 we consulted on the 'SEMMMS road schemes' which linked the M60 in north Stockport with Manchester Airport, via Hazel Grove and Poynton, and included the Poynton Relief Road. The current A6 to Manchester Airport Relief Road scheme is the first phase of the wider SEMMMS Relief Roads scheme. Stockport and Cheshire East remain committed to delivery of the whole scheme subject to further funding being identified.</p>
<p data-bbox="178 1458 564 1635">How will the use of the bridge on the old A6 Buxton Road be restricted to only pedestrians, cyclists and buses?</p>	<p data-bbox="600 1458 1423 1635">Appropriate measures will be put in place to prevent use of the pedestrian, cycle and bus bridge on the old A6 Buxton Road by unauthorised vehicles. These measures will be determined during the detailed design stage of the scheme.</p>



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Local Liaison Forum 3: Hazel Grove

Introduction

The Hazel Grove Local Liaison Forum (LLF) was held on the 8th January 2013 at the Hazel Grove Civic Hall. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the event, which combined LLFs 2 and 3, were sent out to the 202 potentially directly affected residents if the proposals were to be implemented. Of the 202 invites, the event was attended by 72 people who provided their comments, questions and issues related to their local area. LLF 3 focused on the proposals for Macclesfield Road (Location 6) and discussions on the proposed two junction options for this location.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 6: Macclesfield Road, Hazel Grove. Throughout the course of discussions, it was evident that Option 2 was the preferred junction arrangement for those in LLF3.



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The points below summarise the comments that were made with regards to each junction option:

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- The junction is too large and therefore will have a greater visual, noise and pollution impact on all adjacent properties;
- Due to its location, the junction will have a significantly greater visual and noise impact with regards to surrounding houses;
- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along the route;
- The junction design would cause a significant delay for vehicles travelling onto the new road from Macclesfield Road; and
- Extensions to the bunding area are needed.

Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- It was suggested by several attendees that the junction could be moved further west (towards Manchester Airport) in order to increase its distance from surrounding houses;
- There was a general consensus that this junction option would allow for more free flowing traffic to pass through the area and on the connecting Macclesfield Road;
- The hedgerow at the end of Sheldon Road should be reinforced and enlarged with a greater number of shrubs and trees; and
- Requests were made for the extent of bunding provided to be increased as much as possible to minimise the noise and visual impact of the scheme.

General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- A large number of attendees stated that they were concerned by the status of the local Green Belt land and whether the introduction of a new road would lead to future development on the land in the form of new houses or employment sites. Attendees suggested that the local authority should consider purchasing the land and introducing a designated area of woodland that would incorporate the proposed new cycle and pedestrian route as well as acting as a leisure destination for the local community. Attendees agreed that an area of woodland



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would act as a way to off-set any increase in levels of pollution generated by higher traffic volumes along the new road as well as acting as a potential barrier from a visual, noise and sound perspective;

- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that the council has an obligation to protect its residents from as much disruption as possible, especially with regards to increased traffic levels directly associated with the construction phases. Attendees highlighted that residential roads (especially Sheldon Road which could provide an access to the construction site) are extremely narrow and should not be utilised by trucks or other larger vehicles;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and screening where possible;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- Concern was raised with regards to potential impact on local flooding as a result of the scheme being introduced;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Several requests were made for low noise road surfacing to be utilised across the whole scheme; and
- It was suggested that there may be no need for a junction option at Location 6. A number of residents agreed that access to the link road from the local Hazel Grove area could be gained via other junctions along the route. It was suggested that a new bridge to connect Macclesfield Road could be constructed to run over the new link road.



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Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none"> • Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs; • Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail; • Less traffic on local roads - reducing congestion on local roads in surrounding areas; • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme. The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
Which of the local authorities would be leading on the scheme	The A6 to Manchester Airport Relief Road is being promoted by Stockport, Cheshire East and Manchester City councils. Funding has been identified for the A6 to



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Question	Answer
and what impact will this have in regards to financial contributions to the scheme?	Manchester Airport Relief Road. The expected overall cost of the scheme is £290 million. This is made up of a contribution of £165 million from Central Government, with the remainder of the funding being provided by the Greater Manchester Transport Fund.
What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?	For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/ .
Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?	For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.
Where will construction materials be stored?	Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group.
What is the potential impact of the new road on local wildlife?	We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment. The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website



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Question	Answer
	<p data-bbox="598 309 1173 340">http://www.semmms.info/a6/envreports.</p> <p data-bbox="598 380 1388 672">A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p data-bbox="598 712 1388 1256">This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>



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Local Liaison Forum 4: Poynton

Introduction

The Poynton Local Liaison Forum (LLF) was held on Wednesday 9th January 2013 at Poynton Civic Hall. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

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Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the event, which combined LLFs 4, 5 and 6, were sent out to the 211 potentially directly affected residents if the proposals were to be implemented. Of the 211 invites, the event was attended by 67 people who provided their comments, questions and issues related to their local area. LLF 4 focused on the proposals for Macclesfield Road (Location 6) and discussions on the proposed two junction options for this location.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 6: Macclesfield Road, Hazel Grove. Throughout the course of discussions, it was evident that Option 1 was the preferred junction arrangement for those in LLF 4.



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The points below summarise the comments that were made with regards to each junction option at Location 6:

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Preference for option 1 at this location; and
- Concerns were raised about rat running on Anglesey Road and South Park Road during construction.

Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- A comment was made as to why the junction with London Road North is not opposite the Towers Road junction;
- Concerns were raised about the impact this option would have on the area in terms of landscape, ecology, noise and light pollution;
- The view was held that this option would create congestion in the area and would affect Hazel Grove and Poynton;
- There were concerns that the disruption caused by this junction would affect business in Poynton;
- Requests were made for additional bunding along the option, particularly at the London Road North junction and from 54 to 84 London Road North;
- Attendees were opposed to this option as the spur to London Road North would split an area of green space; and
- It was suggested there is a need to provide a connection from Barlow Fold Farm to Macclesfield Road.

General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- Doubts were raised as to the validity of the forecast traffic numbers in the area;
- The view was expressed that further green belt land should not be taken to construct the scheme;
- A comment was made that there is no need for a junction in the area as traffic numbers in the area are decreasing;
- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that that the council has an obligation to protect its residents from as



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much disruption as possible, including those with regards to increased traffic levels directly associated with the construction phases;

- A strength of opposition towards the scheme in general was expressed by the majority of attendees;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and screening where possible;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties; and
- Several requests were made for low noise road surfacing to be utilised across the whole scheme.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question/Comment</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none">• Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;• Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail;• Less traffic on local roads - reducing congestion on local roads in surrounding areas;• Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight;• Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and• Increased investment encouraged in Manchester Airport and Airport City as well as areas of



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Question/Comment	Answer
	<p>Stockport, Cheshire East and Manchester. For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme. The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance.</p> <p>The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding</p>



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Question/Comment	Answer
	<p>natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports .</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement.</p>
<p>Are all existing public rights of way (PRoW) protected?</p>	<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p>
<p>Where can I see the Environmental Report for the noise and air quality information for this area?</p>	<p>The Environmental Statement will be completed and available in as part of the planning application for the scheme. This will be made available on the website www.semmms.info.</p>



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Local Liaison Forum 5: Poynton

Introduction

The Poynton Local Liaison Forum (LLF) was held on Wednesday 9th January 2013 at Poynton Civic Hall. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the event, which combined LLFs 4, 5 and 6, were sent out to the 211 potentially directly affected residents if the proposals were to be implemented. Of the 211 invites, the event was attended by 67 people who provided their comments, questions and issues related to their local area. LLF 5 focused on the proposals for Woodford Road, Poynton (Location 5) and discussions on the proposed two junction options for this location. Comments were also made about the Chester Road Link, Poynton (Location 4) and Macclesfield Road, Hazel Grove (Location 6).

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Woodford Road, Poynton (Location 5). The points below summarise the comments that were made with regards to each junction options at Locations 5.



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Location 5 – Woodford Road, Poynton

The consensus among the group is was that option 1 was preferred. Strong opposition towards option 2 was expressed. The specific comments made about each option are set out below.

Location 5 - Junction Option 1: The scheme passes under a new bridge for Woodford Road

- The road should be in a deeper cutting;
- A request for a footpath from Doghill Farm to the bridge over Woodford Road;
- Provision of noise and visual mitigation should be maximised; and
- The scheme should be moved as far as possible from properties on Woodford Road.

Location 5 - Junction Option 2: Woodford Road connects to the scheme via two staggered traffic light controlled T-junctions

- Road safety concerns when accessing the road from Mill Hill Hollow Road;
- Concern that the junction will increase road accidents and worsen congestion; and
- Concern that the scheme will create crime issues by improving access to the area.

Comments were also made on the Chester Road Link, Poynton (Location 4) and Macclesfield Road, Hazel Grove (Location 6). These comments are summarised below.

Location 4 – Chester Road Link, Poynton

- The view was expressed that this junction would cause traffic to back up to Woodford Road; and
- A comment was made that the scheme should be located nearer to the Oil Terminal.

Location 6 – Macclesfield Road, Hazel Grove

- A request was made for the hedging planting along Sheldon Road, adjacent to the Scheme, to be extended. This would be applicable to both options 1 and 2.



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General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- A large number of attendees stated that they were concerned about the status of the local Green Belt land and whether the introduction of a new road would lead to future development on the land in the form of new houses or employment sites;
- Comments were made that the scheme is not justifiable due to its impact on green belt land;
- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that that the council has an obligation to protect its residents from as much disruption as possible, including those with regards to increased traffic levels directly associated with the construction phases;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and screening where possible;
- Concern was raised with regards to potential impact on local flooding as a result of the scheme being introduced;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Several requests were made for low noise road surfacing to be utilised across the whole scheme;
- A comment was made that the scheme should include the link to Bredbury;
- A request was made for a hardstanding footpath to be introduced to provide a link to Lower Park Crescent;
- Requests were made for noise and Air Quality readings to be taken in the area and for this information to be provided;
- Concerns were raised about compensation eligibility and the impact of the proposals on the ability to obtain mortgages on properties in the area;
- Requests were made for additional bunding to be introduced to reduce the visual impact of the scheme on Lower Park Road;



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- Concern was raised about the impact of the scheme on Mill Hill Hollow and a request was made for additional mitigation in this area;
- A strength of opposition towards the scheme in general was expressed by the majority of attendees;
- Concerns were raised about the impact of the scheme on traffic levels on Woodford Road;
- A request was made for treatment ponds associated with the scheme to be as natural as possible in appearance;
- A comment was made that there is a need for footpaths to be introduced on Woodford Road;
- Concerns were raised about traffic increases in High Lane and Disley as a result of the scheme; and
- Comments were made that the scheme should go underneath the West Coast Mainline rather than over the top, in order to reduce the visual impact of the scheme.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none">• Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;• Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail;• Less traffic on local roads - reducing congestion on local roads in surrounding areas;• Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight;• Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and• Increased investment encouraged in Manchester Airport and Airport City as well as areas of



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Question	Answer
	<p>Stockport, Cheshire East and Manchester. For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme. The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
<p>Which of the local authorities would be leading on the scheme and what impact will this have in regards to financial contributions to the scheme?</p>	<p>The A6 to Manchester Airport Relief Road is being promoted by Stockport, Cheshire East and Manchester City councils. Funding has been identified for the A6 to Manchester Airport Relief Road. The expected overall cost of the scheme is £290 million. This is made up of a contribution of £165 million from Central Government, with the remainder of the funding being provided by the Greater Manchester Transport Fund.</p>
<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance. The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>Where will construction</p>	<p>Detailed information about the construction of the</p>



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Question	Answer
materials be stored?	scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group.
What is the potential impact of the new road on local wildlife?	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports.</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>



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Local Liaison Forum 6: Poynton

Introduction

The Poynton Local Liaison Forum (LLF) was held on Wednesday 9th January 2013 at Poynton Civic Hall. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the event, which combined LLFs 4, 5 and 6, were sent out to the 211 potentially directly affected residents if the proposals were to be implemented. Of the 211 invites, the event was attended by 67 people who provided their comments, questions and issues related to their local area. LLF 6 focused on the proposals for Woodford Road, Poynton (Location 5) and discussions on the proposed two junction options for this location. Comments were also made about Macclesfield Road, Hazel Grove (Location 6).

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport Council, Cheshire East Council and Manchester Council. At the next round of Local Liaison Forums, which we intend to hold as part of the consultation period, feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 5: Woodford Road, Poynton. The points below summarise the comments that were made with regards to each junction options at Locations 5.



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Location 5 – Woodford Road, Poynton

The consensus among the group is was that at Location 5, option 1 was preferred. Strong opposition towards option 2 was expressed. The specific comments made about each option are set out below.

Location 5 - Junction Option 1: The Scheme passes under a new bridge for Woodford Road

- Provision of noise and visual mitigation should be maximised;
- Situating the road in a deeper cutting would assist in mitigating impacts;
- The Scheme should be moved as far as possible from properties on Woodford Road;
- A combination of fences and tree planting was requested as mitigation for the Scheme;
- Request that improvements are made to pedestrian, cyclist and equestrian safety on the bridge;
- Concern was expressed with the diversion of footpaths to a single crossing point;
- The visual and noise impact of the Woodford Road bridge should be mitigated as far as possible; and
- More bunding is required between the Scheme and the Brookside Estate.

Location 5 - Junction Option 2: Woodford Road connects to the Scheme via two staggered traffic light controlled T-junctions

- Concern was expressed that this option would present safety issues; and
- The view that the road should be in a deeper cutting.

Location 6 – Macclesfield Road, Hazel Grove

The points below summarise the comments that were made with regards to each junction option at Location 6:

Location 6 - Junction Option 1: Traffic lights controlled cross roads

- Preference for this option was expressed due to reduced land take and reduced impact on local properties;
- Visual and noise impact should be minimised;
- Landscaping and fencing required to mitigate noise and visual impact; and
- Bunding and landscaping the south side of the Scheme should be introduced.



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Location 6 - Junction Option 2: Link road connection between Macclesfield Road and the Scheme

- Although most attendees supported option 1, support for option 2 was expressed due to it being in cutting and the simplified junctions;
- Concern about congestion in Poynton as a result of this option;
- Comment that this option will have a greater environmental impact, including in terms of noise;
- Concerns that farm land is being split up and making it unusable;
- Concern that the land will get in-filled with development;
- Comment that this option will affect more residential properties.

General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- A large number of attendees stated that they were concerned by the status of the local Green Belt land and whether the introduction of a new road would lead to future development on the land in the form of new houses or employment sites;
- Concerns were raised about the impact of the scheme on wildlife and wider environmental issues;
- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that that the council has an obligation to protect its residents from as much disruption as possible, including those with regards to increased traffic levels directly associated with the construction phases;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and screening where possible;
- Concern was raised with regards to potential impact on local flooding as a result of the scheme being introduced;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;



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- Several requests were made for low noise road surfacing to be utilised across the whole scheme;
- A comment was made that the scheme should include the link to Bredbury;
- The view was expressed that the Poynton Bypass should be introduced;
- Preference was stated for a previous design which had a straighter alignment and was a greater distance from Park House Farm;
- Requests were made for noise and Air Quality readings to be taken place in the area and for this information to be provided.
- Concerns were raised about compensation eligibility and the impact of the proposals on the ability to obtain mortgages on properties in the area;
- Requests were made for additional bunding to be introduced to reduce the visual impact of the scheme on Lower Park Road;
- Concern was raised about the impact of the scheme on Mill Hill Hollow and a request was made for additional mitigation in this area;
- A strength of opposition towards the scheme in general was expressed by the majority of attendees;
- Concerns were raised about the impact of the scheme on traffic levels on Woodford Road;
- A comment was made that there is a need for footpaths to be introduced on Woodford Road;
- Comments were made that the scheme should go underneath the West Coast Mainline rather than over the top, in order to reduce the visual impact of the scheme;
- A comment was made that the scheme going over the West Coast Mainline would pose safety issues for traffic and cyclists;
- An attendee questioned why no eastbound access to the relief road from Bramhall was provided; and
- Concern about traffic increase on Clifford Road as a result of the scheme was raised.



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Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none"> • Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs; • Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail; • Less traffic on local roads - reducing congestion on local roads in surrounding areas; • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme.</p> <p>The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
Which of the local authorities would be leading on the scheme and what impact will this	<p>The A6 to Manchester Airport Relief Road is being promoted by Stockport, Cheshire East and Manchester City councils. Funding has been identified for the A6 to Manchester Airport Relief Road. The expected overall</p>



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Question	Answer
have in regards to financial contributions to the scheme?	cost of the scheme is £290 million. This is made up of a contribution of £165 million from Central Government, with the remainder of the funding being provided by the Greater Manchester Transport Fund.
What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?	For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance . The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/ .
Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?	For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.
Where will construction materials be stored?	Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group.
What is the potential impact of the new road on local wildlife?	We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment. The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports .



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Question	Answer
	<p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>
<p>Are all existing public rights of way (PRoW) protected?</p>	<p>A number of Public Rights of Way (PRoW), including footpaths and bridleways along the proposed route, will be affected by the construction of the scheme. It is a priority to minimise any disruption to PRoW and, where possible, to improve them. However, some routes will be diverted to ensure safe crossing points to the new road are created.</p>
<p>Where can I see the Environmental Report for the noise and air quality information for this area?</p>	<p>The Environmental Statement will be completed and available in as part of the planning application for the scheme. This will be made available on the website www.semmms.info.</p>
<p>What is the status of the Poynton Bypass?</p>	<p>The Poynton Bypass is not part of the A6 to Manchester Airport Relief Road proposal but that the design of the scheme will enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future.</p>



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Local Liaison Forum 7: Woodford

Introduction

The Woodford Local Liaison Forum (LLF) was held on Wednesday 23rd January 2013 at the Woodford Community Centre, Woodford. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

The event at Woodford Community Centre combined LLFs 7 and 8, and letters of invitation to the event were sent out to the 173 potentially directly affected properties if the proposals were to be implemented from. Of the 173 invites, the LLF was attended by 44 people who provided their comments, questions and issues related to their local area. LLF 7 focused on the proposals for the scheme shown as Location 4 Chester Road Link, Poynton.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated them into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 4 Chester Road Link Poynton. Plans were also provided of Location 3, Woodford Road Bramhall. Discussions focused on the proposals for Location 4. Preference for Option 2 at the junction was stated by attendees. The comments made about Location 4 in general and each of the junction options at the two locations are summarised below.



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General comments about Location 4:

- Use the triangle of land at the junction with Chester Road for tree planting to off-set the impact of the scheme;
- Ensure pedestrian access remains along the existing line of Chester Road;
- Concern about the impact of the junction on traffic flows on Chester Road;
- Provide keep clear markings on the access to Highfield Road;
- Why is the access to the Oil Terminal curved rather than a straight, direct link?
- The bunding along Chester Road will be redundant if the Poynton bypass goes ahead;
- Modify Location 3 Woodford Road Bramhall to allow eastbound access and remove the junction at Location 4;
- Realign the Chester Road link to connect at the junction at Woodford Road/ Chester Road junction; and
- Introduce noise fencing along Chester Road. Preference for a living hedge was stated.

Option 1: Scheme connects to Chester Road via a new short link road. The scheme has a large traffic lights controlled roundabout junction:

- Use energy efficient lighting, directed towards the road; and
- Move the junction to the east.

Option 2: Scheme connects to Chester Road via a new short link road. The scheme has a traffic lights controlled cross roads junction:

- Move the junction to the east; and
- Preference for this junction stated.



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General Feedback:

A number of comments were made about the section of the scheme from Location 2 Chester Road Link to the West Coast Main line. These include:

- Preference for the introduction of a wooden acoustic fence alongside the scheme;
- The scheme should go under the West Coast Main Line;
- The scheme should not be visible from 3 storey properties in the area;
- Different views about the preferred junction at Location 5 Woodford Road, Poynton, and the consequent impact on traffic on Chester Road. Concern about rat running along Chester Road if no junction is provided at Woodford Road, Poynton was raised. However, it was also commented that no junction should be provided at Woodford Road, Poynton.
- Trees should be provided on the bunds;
- A wooden bridge parapet would be preferred; and
- Traffic and road safety issues on Chester Road need to be addressed, including at the Chester Road/ Woodford Road junction.

The points below summarise the more general comments that were made with regards to the proposed scheme and its impacts on this area:

- Where the road is shown in cutting it should be built at a lower level than proposed if possible. This would help to absorb the noise from traffic and reduce visual intrusion in this green area;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Opposition to the scheme stated;
- The scheme should only go ahead if the Poynton bypass is built;
- Support for planting additional trees to screen the new road, create improved wildlife habitat and absorb traffic noise;
- Cycleway access from Woodford Road should be provided and cycleway safety and security issues should be addressed where the cycleway is in the cutting;



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- Traffic signals at Woodford Road / Chester Road should be considered;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and fences and screening where possible;
- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that the council has an obligation to protect its residents from as much disruption as possible, especially with regards to increased traffic levels directly associated with the construction phases. It was highlighted that residential roads are narrow and should not be utilised by trucks or other larger vehicles;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- Hedgerows and trees affected during construction should be replaced;
- Concern was raised with regards to potential impact on existing local flooding issues;
- HGV traffic during construction should be minimised;
- More details of proposals for landscaping and planting on bunding should be provided;
- Residents were concerned about increased traffic on local roads; and
- The view that the scheme will increase traffic through Poynton.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

Question/Comment	Answer
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none">• Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;• Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail;• Less traffic on local roads - reducing congestion on local roads in surrounding areas;



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Question/Comment	Answer
	<ul style="list-style-type: none"> • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme. The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance.</p> <p>The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>How will the triangle of land in at the Chester Road Link junction be used?</p>	<p>The current proposal is that this piece of land will become highway verge. This provides the opportunity to screen the signalised junction and sections of the link road, with landscaping, from the local residents on Chester Road. Please be aware scheme still a draft as we consider responses to consultation. The proposals are currently in draft as the scheme is further developed.</p>



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Question/Comment	Answer
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports.</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an</p>



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Question/Comment	Answer
	Environmental Statement to accompany the planning application.
Are all existing public rights of way (PRoW) protected?	Yes, all PRoW are retained within the proposed scheme.
Does the traffic modeling allow for significant additional development traffic including BAE site with 900 units.	Some allowance has been made for the potential future development at the Woodford BAE site within the traffic model.



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Local Liaison Forum 8: Woodford

Introduction

The Woodford Local Liaison Forum (LLF) was held on Wednesday 23rd January 2013 at the Woodford Community Centre, Woodford. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

The event at Woodford Community Centre combined LLFs 7 and 8, and letters of invitation to the event were sent out to the 173 potentially directly affected properties if the proposals were to be implemented from. Of the 173 invites, the LLF was attended by 44 people who provided their comments, questions and issues related to their local area. LLF 8 focused on the proposals for the scheme shown as Location 3, Woodford Road Bramhall.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated them into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 3 Woodford Road, Bramhall. The comments made about each of the junction options at the two locations are summarised as follows.



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Location 3 Woodford Road, Bramhall

There was no clear preference among attendees for either junction option. The points below summarise the comments that were made with regards to Location 3 in general and specific points relating to each junction option:

General comments about Location 3:

- The size of the junction should be minimised;
- Efforts should be made to encourage traffic to use the Chester Road junction;
- Concerns about increases to traffic through Bramhall as a result of the junction;
- Concerns about safety and security of properties on Jenny Lane;
- Pedestrian access from Woodford Road to the junction should be provided; and
- Concerns about light pollution and air quality at the location.

Location 3 - Junction Option 1: The scheme passes under a realigned Woodford Road with a new traffic lights controlled junction.

- Impact of the road in terms of noise and visual intrusion would be reduced if the road was at a lower level and Woodford Road Bridge not raised above ground level;
- Lighting at the junction is needed for safety reasons;
- Speed controls are required at the junction;
- Concerns about delays to access to Bramhall as a result of the gyratory design;
- Concerns about noise impact Jenny Lane; and
- Noise bunding should be extended as far as possible and be as high as possible to minimise impact on residents. However, safety and security issues with access to rear gardens have to be carefully thought out.



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Location 3 - Junction Option 2: The scheme passes under a realigned Woodford Road with new traffic lights controlled junctions introduced.

- Traffic lights will increase noise and air pollution for those living close to the route; and
- Trees should be planted on the bund tops and slopes.

General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- Where the road is shown in cutting it should be built at a lower level than proposed if possible. This would help to absorb the noise from traffic and reduce visual intrusion in this green area;
- Restrict access for HGVs on local roads;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- There were safety and security concerns as the proposed bunds will screen rear gardens however if open, would also screen potential burglars;
- Support for planting additional trees to screen the new road, create improved wildlife habitat and absorb traffic noise;
- Concern that Woodford Road cannot accommodate existing traffic levels and therefore will not cope with any traffic increases;
- Concern about pedestrian and cycle safety on Woodford Road, Poynton as facilities for these road users are not currently provided;
- The proposed housing development at Woodford should have a connection to Location 4 Chester Road link;
- Cycleway access from Woodford Road should be provided and cycleway safety and security issues should be addressed where the cycleway is in the cutting;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and screening where possible;



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- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. Attendees were advised that the council has an obligation to protect its residents from as much disruption as possible, especially with regards to increased traffic levels directly associated with the construction phases. It was highlighted that residential roads are narrow and should not be utilised by trucks or other larger vehicles; and
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question/Comment</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none">• Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;• Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail;• Less traffic on local roads - reducing congestion on local roads in surrounding areas;• Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight;• Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and• Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p>



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Question/Comment	Answer
	<p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme.</p> <p>The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance.</p> <p>The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports.</p>



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Question/Comment	Answer
	<p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>
<p>Are all existing public rights of way (PRoW) protected?</p>	<p>Yes, all PRoW are retained within the proposed scheme.</p>
<p>Does the traffic modeling allow for significant additional development traffic including BAE site with 900 units.</p>	<p>Some allowance has been made for the potential future development at the Woodford BAE site within the traffic model.</p>



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Local Liaison Forum 9: Bramhall

Introduction

The Bramhall Local Liaison Forum (LLF) was held on Monday 14th January 2013 at the Bramley Centre. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3Y

Letters of invitation to the LLF were sent out to the 73 potentially directly affected properties if the proposals were to be implemented. Of the 73 invites, the LLF was attended by 24 people who provided their comments, questions and issues related to their local area. The LLF focused on the proposals for Woodford Road, Bramhall area and discussions on the proposed two junction options for this locality (Location 3).

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 3: Woodford Road, Bramhall.

The points that follow summarise the comments that were made with regards to each junction option. The preferred junction arrangement expressed by residents at the LLF was Option 2.



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Location 3 - Junction Option 1: The scheme passes under a realigned Woodford Road with new traffic lights controlled junction introduced.

- The treatment ponds should be relocated to the south of the proposed scheme if possible and associated drainage would drain away from the residential area;
- The scheme should be located as far away from the school as possible;
- The existing public right of way should be separate from the road;
- Residents would prefer to have a bridge rather than pedestrian crossings at the junction;
- The cycle route should be moved away from the residential properties; and
- Traffic signals would mean vehicles stopping and starting which would result in increased noise. Pollution and congestion in this area.

Location 3 - Junction Option 2: The scheme passes under Woodford Road with new traffic lights controlled junctions introduced.

- The junction design would create greater levels of congestion in the area as the traffic light signals would prevent free flowing traffic along the route; and
- Traffic lights will increase noise and air pollution for those living close to the route.

General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- There is an existing flooding issue on A555 and the Alderley Edge bypass as well as an underground lake that will have to be addressed;
- Public transport in the area should be improved to increase sustainable travel options for locals in the area;
- Hedges and bunds were preferred as noise treatments for the area;
- Existing vegetation and landscaping in the area should be maintained.
- Great crested newts are found in this area;
- Questions as to whether the new scheme is going to move the congestion problems from the A6 to the A34;



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- Some residents were concerned that construction of the scheme would result in subsidence issues for their properties;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and fences and screening where possible;
- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. It was agreed that the council has an obligation to protect its residents from as much disruption as possible, especially with regards to increased traffic levels directly associated with the construction phases. It was highlighted that residential roads are narrow and should not be utilised by trucks or other larger vehicles;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised. A difference of opinion with regards to the type of screening that would be preferred was evident among attendees. Some attendees expressed a preference for noise fencing, however, others were opposed to this. Suggestions were also made for a combination of vegetation (evergreen) and fencing to be used;
- Concern was raised with regards to potential impact on existing local flooding issues;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Several requests were made for low noise road surfacing to be utilised across the whole scheme;
- Concern was raised about the siting of public open space west of Chester Road and the potential for antisocial behaviour that this may create;
- Some attendees expressed concerns about the pedestrian/ cycle link from Albany Close to the scheme due to fears that it would pose a crime and antisocial risk to local properties; and
- Doubts were expressed as to whether the traffic benefits the traffic modelling shows will be experienced in the local area. An explanation of how such benefits would be derived was provided to attendees.



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Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question/Comment</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none"> • Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs; • Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail; • Less traffic on local roads - reducing congestion on local roads in surrounding areas; • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme.</p> <p>The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
What is the compensation entitlement for affected properties and what is the	For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government



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<p>potential impact of the scheme on property values?</p>	<p>website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance. The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>Where will construction materials be stored?</p>	<p>Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group.</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports .</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p>



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	<p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>
Are all existing public rights of way (PRoW) protected?	Yes, all PRoW are retained within the proposed scheme.
Where can I see the Environmental Report for the noise and air quality information for this area?	The Environmental Statement will be completed and available in as part of the planning application for the scheme. This will be made available on the website www.semmms.info .



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Local Liaison Forum 10: Heald Green

Introduction

The Heald Green Local Liaison Forum (LLF) was held on Thursday 10th January 2013 at Bolshaw Primary School. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the LLF were sent out to the 103 potentially directly affected residents if the proposals were to be implemented. Of the 103 invites, the LLF was attended by approximately 23 people who provided their comments, questions and issues related to their local area. The LLF focused on the proposals for the scheme to the west of Location 1, to the rear of properties along Davies Avenue.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.



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Specific Issues

The points below summarise the comments that were made with regards to the proposed scheme and its impacts on this area:

- Where the road is shown in cutting it should be built at a lower level than proposed if possible. This would help to absorb the noise from traffic and reduce visual intrusion in this green area;
- The road should be located as far away from the public right of way, the footbridge and the greenhouses as possible in order to reduce the environmental impact on the residents of Davies Avenue;
- There were safety and security concerns as the proposed footbridge and links would create access to the rear of properties;
- The field behind Davies Avenue is currently a resting place for geese and a new nearby location would have to be found for these;
- The land behind Davies Avenue is prone to localised flooding and the new scheme should include measures to deal with this issue;
- Support for planting additional trees to screen the new road, create improved wildlife habitat and absorb traffic noise;
- Enquiries were made about changes to noise levels as a result of the scheme. Attendees were advised that due to forecast traffic reductions on Bolshaw Road, it is expected that there will be a slight decrease in noise levels;
- Concern about noise due to lack of bunding on the eastbound carriageway at the Styal Road and the impact this would have in terms of noise from the road spreading to Bolshaw Road;
- The public right of way to Clay Lane is important and should be maintained. Attendees were advised that a bridge would be provided west of the A555 junction to maintain the PRow; and
- A preference for Option 1 at Location 1 Styal Road was expressed as this alignment of the road in this option is further from Bolshaw Road and provides the most direct route.



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General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and fences and screening where possible;
 - A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. It was agreed that the council has an obligation to protect its residents from as much disruption as possible, especially with regards to increased traffic levels directly associated with the construction phases. It was highlighted that residential roads are narrow and should not be utilised by trucks or other larger vehicles;
 - Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
 - Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
 - Concern was raised with regards to potential impact on existing local flooding issues;
 - Residents would like access to noise monitoring information;
 - There was some support for the scheme on account of the traffic and resultant noise reduction it would bring;
 - The full length of the scheme should be opened simultaneously rather than as separate east and west sections; and
 - Concerns that the scheme would open up the area to development.
- Attendees were advised that Stockport Metropolitan Borough Council has not changed its greenbelt land as part of the Core Strategy, therefore at present there are no proposed changes to green belt allocation as a result of the proposed A6 to Manchester Airport Relief Road. Cheshire East Council, through which part of the scheme passes, is considering options for housing allocations as part of the development of its Core Strategy.



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Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question/Comment</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none"> • Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs; • Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail; • Less traffic on local roads - reducing congestion on local roads in surrounding areas; • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme.</p> <p>The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
What is the compensation entitlement for affected properties and what is the	For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government



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<p>potential impact of the scheme on property values?</p>	<p>website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance. The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>What will be the height of the road in the vicinity of the Wilmslow Road junction?</p>	<p>The Relief Road will be in cutting at the Wilmslow Road junction.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>Where will construction materials be stored?</p>	<p>Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group.</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports .</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the</p>



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	<p>scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement as part of the planning application.</p>
<p>Are all existing public rights of way (PRoW) protected?</p>	<p>Yes, all PRoW are retained within the proposed scheme. PRoW diversions during construction will be kept to a minimum.</p>
<p>Where can I see the Environmental Report for the noise and air quality information for this area?</p>	<p>The Environmental Statement will be completed and available in as part of the planning application for the scheme. This will be made available on the website www.semmms.info.</p>



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Local Liaison Forum 11: Handforth

Introduction

The Handforth Local Liaison Forum (LLF) was held on Monday 21st January 2013 at Handforth Dean Community Centre. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the LLF were sent out to the 106 potentially directly affected properties if the proposals were to be implemented. Of the 106 invites, the LLF was attended by 3 residents who provided their comments, questions and issues related to their local area. The LLF focused on the proposals for the proposed Wilmslow Road / Relief Road junction (Plan B on the SEMMMS 16 page leaflet).

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.



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General Feedback:

The points set out below provide a summary of the main issues raised or discussed during the LLF:

- The new road should be screened as much as possible. One resident was from Brompton Apartments, second floor and requested screening of the new road;
- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and fences and screening where possible;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Access from Clay Lane to the new road should be retained;
- The presence of newts in the area was highlighted; and
- Request were made for vegetation to be introduced on bunding.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question/Comment</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none">• Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs;• Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail;• Less traffic on local roads - reducing congestion on local roads in surrounding areas;• Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight;



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	<ul style="list-style-type: none"> • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme. The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>
<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance. The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>Where will construction materials be stored?</p>	<p>Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the</p>



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	<p>scheme once appointed. When this information is available we will share it with this group.</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports .</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>
<p>Are all existing public rights of way (PRoW) protected?</p>	<p>Yes, all PRoW are retained within the proposed scheme.</p>



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Where can I see the Environmental Report for the noise and air quality information for this area?

The Environmental Statement will be completed and available in as part of the planning application for the scheme. This will be made available on the website www.semmms.info.



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Local Liaison Forum 12: Wythenshawe

Introduction

The Wythenshawe Local Liaison Forum (LLF) was held on Thursday 17th January 2013 at the Forum Centre. This note summarises the key issues, comments and suggestions that were made by attendees at the forum. If you would like further information on specific points that are set out in the information below, please contact the SEMMMS Team via the following methods:

Telephone: 0161 474 2055

Email: semmms.relief.road@stockport.gov.uk

Website: www.semmms.info

By Post: SEMMMS Project Team, Stopford House (Fred Perry), Stockport, SK1 3YQ

Letters of invitation to the LLF were sent out to the 124 potentially directly affected properties if the proposals were to be implemented. Of the 124 invites, the LLF was attended by 15 people who provided their comments, questions and issues related to their local area. The LLF focused on the proposals for the scheme shown as Location 1, Styal Road, Wythenshawe. A representative from Manchester Airport was also present to discuss their proposed Park and Ride scheme.

Next Steps

The Project Team is currently in the process of reviewing all comments and views that have been submitted as part of Consultation Phase 1. These comments will now be used to inform the preferred design for the scheme which we plan to present for consultation in spring 2013. The preferred scheme design will be considered and approved by Stockport, Cheshire East and Manchester City Councils. At the next round of Local Liaison Forums, which we intend to hold as part of the consultation period, feedback will be provided by the project team to explain how we have taken people's views on board and where possible, incorporated it into the preferred scheme design.

Junction Options

During the LLF, attendees were specifically asked to provide their comments on the two proposed junction options presented at Location 1: Styal Road, Wythenshawe. Throughout the course of discussions, it was evident that Option 2 was the preferred junction arrangement particularly for those residents of Styal Road who attended the



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forum. The main reason was the potential improved screening of the new road that can be provided with Option 2.

The points below summarise the comments that were made with regards to each junction option:

Location 1 - Junction Option 1: Traffic lights controlled cross roads over airport spur rail lines.

- Concern and lack of support as the new road would not be screened from some existing properties; and
- A request was made that consideration should be given to increasing and extending any bunding as far as possible, particularly south of the Airport Spur Line, in order to screen the road from Styal Road residents.

Location 1 - Junction Option 2: Traffic lights controlled cross roads to the north of the airport spur rail line.

- Residents would like to see bunding extended as far as possible, particularly to the west of the rail line;
- This option minimises the disruption to Styal Road residents and as a result was the preferred junction arrangement;
- This option is future-proofed, giving the potential for widening in future if required; and
- Trees should be planted on the bund tops and slopes as fencing was not considered to be sufficient, or acceptable, for screening.

The points below summarise the comments that were made with regards to the proposed scheme and its impacts on this area:

- Support for planting additional trees to screen the new road, create improved wildlife habitat and absorb traffic noise;
- There was general support for a closure of Ringway Road in order to remove through traffic and deter plane spotters from this area. Parking management in this area was a concern;
- There was a desire for lighting the road between the Ringway Road and the airport for safety reasons but that the impact of the lighting on surrounding properties should be minimised as far as possible; and



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- Styal Road – Shadow Moss Road should be constructed in the first phase to provide relief to Ringway Road.

General Feedback:

The points set out below provide a summary of the main issues raised or discussed regarding other aspects of the scheme:

- To address some of the increases in noise levels the scheme should have low noise surfacing, noise bunds and fences and screening where possible;
- A level of concern was raised by attendees with regards to the potential impact each construction phase will have on the local community. It was agreed that the council has an obligation to protect its residents from as much disruption as possible, especially with regards to increased traffic levels directly associated with the construction phases. It was highlighted that residential roads are narrow and should not be utilised by trucks or other larger vehicles;
- Attendees were keen to ensure that provisions are put in place so that any visual impacts of the new road are minimised;
- Attendees sought information from members of the SEMMMS project team as to the height (level) of the road and what the visual impacts on local properties would be. Where possible, this information was provided specific to individual properties;
- Residents were concerned about increased traffic on local roads, particularly Ringway Road, and parking management in local residential streets;
- Concern was expressed about the Environmental impacts of the scheme, including air quality;
- Doubts were expressed as to the need for the scheme and the traffic benefits it would bring;
- The opinion that the full scheme to the M60 was required was expressed.
- Some attendees asked what the impact on Primrose Garden Centre would be. Attendees were advised that discussions were being held with the landowners about required land take;
- Attendees requested that high quality pedestrian crossing facilities were provided to make Styal Road as easy as possible to cross should the scheme be introduced; and



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- A request for speed control measures on Styal Road was made to improve safety on the route.

Questions raised during the meeting

In addition to making comments and suggestions about the scheme proposals, attendees also asked a number of questions about the scheme. These questions are presented in the table below, along with our response.

<u>Question/Comment</u>	<u>Answer</u>
Why is the scheme necessary?	<p>The following is a summary of the key benefits:</p> <ul style="list-style-type: none"> • Economic growth generating additional economic output for the region of up to £2.5 billion and contributing towards the creation of up to 5,000 new jobs; • Better access to Manchester Airport and other key destinations for employment, education, health, leisure and retail; • Less traffic on local roads - reducing congestion on local roads in surrounding areas; • Shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; • Improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas; and • Increased investment encouraged in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. <p>For more detailed information on the benefits of the scheme, please see the Business Case, a document submitted to the government for the consideration by Ministers when making a decision on major investments.</p> <p>The business case includes evidence supporting why the Scheme is needed and an appraisal of the benefits and any adverse impacts of the Scheme.</p> <p>The business case for the Scheme was submitted to the Department for Transport in November 2012 and can be found on the website at www.semmms.info/a6/reportsandbusinesscase/businesscase?view=Standard.</p>



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<p>What is the compensation entitlement for affected properties and what is the potential impact of the scheme on property values?</p>	<p>For those affected, advice on the compulsory land purchase and related compensation process can be viewed on the Communities and Local Government website www.gov.uk/government/organisations/department-for-communities-and-local-government/series/compulsory-purchase-system-guidance. The Royal Institute of Chartered Surveyors also provides advice on the process through the Royal Institute of Chartered Surveyors website www.rics.org/uk/.</p>
<p>Will lighting be implemented across the whole route or just specifically at junctions and what type of lighting that will be used along the scheme?</p>	<p>For sustainability and environmental reasons, it is proposed to light the junctions along the route only. The precise specification for the lighting will be determined at a later stage of the scheme development and will be a design aspect that will be discussed at future meetings of this group.</p>
<p>Where will construction materials be stored?</p>	<p>Detailed information about the construction of the scheme is not available at this stage. Such issues will be determined by both local authority officers and the contractor responsible for the construction of the scheme once appointed. When this information is available we will share it with this group..</p>
<p>What is the potential impact of the new road on local wildlife?</p>	<p>We are committed to identifying and mitigating as far as possible all potential impacts of the scheme on the surrounding area, including the environmental impact. This will be undertaken through a process known as an Environmental Impact Assessment.</p> <p>The Environmental Impact Assessment will consider the effect on local communities and the surrounding natural habitat. The approach taken is explained fully in the Environmental Impact Assessment Scoping Report section of the SEMMMS website http://www.semmms.info/a6/envreports .</p> <p>A wide variety of environmental features have been studied throughout the development of the proposal</p>



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	<p>including the potential impact on people, wildlife, plants and the landscape. This has been both within the scheme area and its surroundings. The environmental analysis undertaken, and information gathered, has then been used to inform decision making and the scheme design.</p> <p>This is an on-going process that will continue as the proposals develop to ensure that potential environmental impacts that may be associated with the proposals are identified and assessed. From this, mitigation measures to avoid, reduce or compensate impacts will be identified and evaluated. These include, for example, low noise surfacing on the road to minimise the impacts of road traffic noise. The process also provides an opportunity for improvements to the local environment to be included within the scheme design, for example landscaping or wildlife habitats. The detailed Environmental Impact Assessment will report the findings in a document known as an Environmental Statement to accompany the planning application.</p>
<p>Are all existing public rights of way (PRoW) protected?</p>	<p>Yes, all PRoW are retained within the proposed scheme.</p>
<p>Where can I see the Environmental Report for the noise and air quality information for this area?</p>	<p>The Environmental Statement will be completed and available in as part of the planning application for the scheme. This will be made available on the website www.semmms.info.</p>



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