

## **A6 to Manchester Airport Relief Road: Impact on Queensgate Primary School, Bramhall**

### **1. Introduction**

From 3<sup>rd</sup> June 2013 to 19<sup>th</sup> July 2013 we undertook the Phase 2 consultation on the emerging preferred scheme for the A6 to Manchester Airport Relief Road.

On 11<sup>th</sup> June 2013, a Local Liaison Forum was held at Queensgate Primary School, Bramhall as part of the Phase 2 consultation. This note is intended to summarise the key issues discussed at the Local Liaison Forum. The comments made at the forum will be considered as part of the feedback from the Phase 2 consultation.

### **2. Key Issues from the Phase 1 Consultation**

During the Phase 1 consultation we received feedback regarding the proposals for the scheme in the vicinity of Queensgate Primary School which has been summarised as follows:

- Concerns about noise and air quality impact of the scheme;
- The impact of the scheme should be mitigated as much as possible;
- The road should be moved further from the school;
- The attenuation ponds should be moved to the south side of the road; and
- Concerns about safety and security as a result of the shared cycleway / footway adjacent to the scheme.

### **3. Changes to the scheme following the Phase 1 consultation in the vicinity of Queensgate Primary School**

As a result of the feedback received during the Phase 1 consultation, changes to the scheme proposals have been made in the vicinity of Queensgate Primary School:

- Attenuation ponds have been moved to the south of the scheme;
- Consequently, the shared cycleway/ footway is now further from the school boundary;
- We have reviewed the proposed mitigation measures in the vicinity of the school and consider that the measures are effective and proportionate.

We have examined the feasibility of moving the road further south and the shared cycleway to the south of the road. The outcome of our assessment is set out below.

We do not propose to move the alignment of the road further south for the following reasons:

- The road has been positioned within the historical protected route corridor;
- Moving the relief road any appreciable distance south would require the demolition of No151 Woodford Road and impact on No 153 and No 155 Woodford Road;
- Assuming the position of the junction at the top of the merge slip road is retained, a large retaining wall would have to be constructed between the aforementioned slip road and the westbound carriageway of the relief road. This would also put pressure on 156A Woodford Road (The Bakehouse) for demolition;
- If the junction at the top of the slip road was moved south with the highway, the properties on Jenny Lane would be impacted upon; and
- By moving the proposed new road south, additional land from Moorend Golf Course would be required with the potential for the extinguishment of the adjacent golf driving range. A

relocation of the proposed oil terminal roundabout would also be required, which in turn would push the whole scheme closer to residential properties on Chester Road.

We have determined that positioning the shared cycleway/ footway to the north of the scheme is the optimum design for the following reasons:

- The northern route requires two minor signalised pedestrian and cycle crossing movements compared four major signalised pedestrian crossings on the southern route;
- The northern route allows direct access to Albany Road;
- The northern route improves access to Queensgate primary school for active modes of travel;
- The northern route provides a simpler east / west Public Right of Way than the southern route;
- The southern route requires additional land from private landowners;
- The southern route requires the demolition of garage and additional land from 151 Woodford Road.

#### 4. Air Quality Impact of the Scheme on Queensgate Primary School

We have modelled the predicted annual average nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) concentrations associated with the scheme. Road traffic is the major contributor to local NO<sub>2</sub> concentrations, together with domestic heating and industrial processes. Road traffic is the dominant source in the south Manchester and north Cheshire conurbation.

The EU and UK government have adopted the World Health Organisation (WHO) guideline value for annual average NO<sub>2</sub> concentrations of 40µg/m<sup>3</sup>. This guideline was based on a review of recent epidemiological evidence on long term exposure studies of the most vulnerable members of society (children, the elderly, those with respiratory issues). There is no evidence of harm to health below this value 40µg/m<sup>3</sup>.

Our results from the monitoring undertaken at Queensgate Primary School show that air quality at the school both at the boundary and at the building will still be within safe levels should the new road be built. It should be noted that the without the scheme scenario shown in the results below is a reflection of air quality in 2017, the proposed year of opening for the new road, rather than present day values.

	NO <sub>2</sub> µg/m <sup>3</sup> (annual average)		PM <sub>10</sub> µg/m <sup>3</sup> (annual average)	
	Façade	Boundary	Façade	Boundary
Without Scheme	20.5	21.7	13.3	14.1
With Scheme	24.8	31.3	14.8	15.9
Difference	+4.3	+9.6	+1.5	+1.8

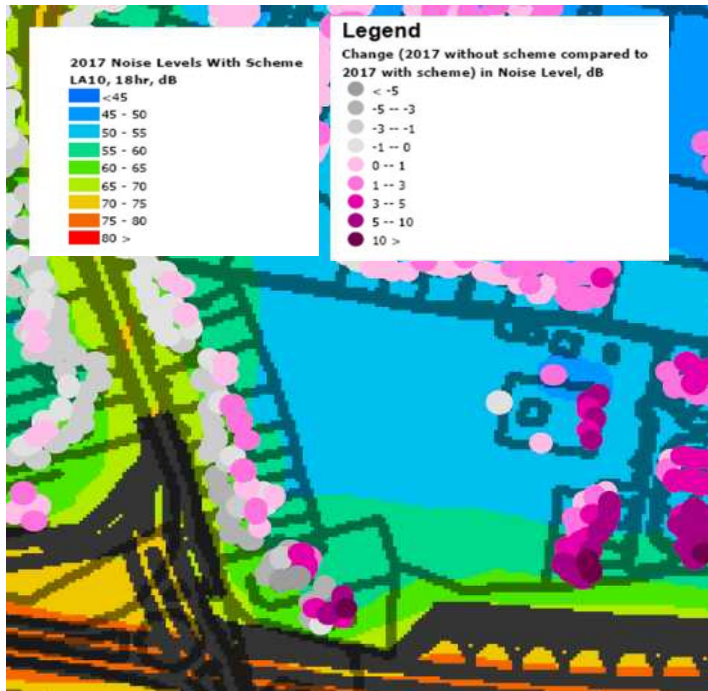
Further details of the anticipated air quality impact of the scheme on the school can be found on the website [www.semmms.info/a6/consultation/phase2/localarea/](http://www.semmms.info/a6/consultation/phase2/localarea/).

#### 4. Noise Impact of the Scheme on Queensgate Primary School

The noise environment will change upon development of the proposed road. An increase in noise is likely along the whole length of the new road although the mitigation that has been proposed has been shown to be very effective in keeping noise levels to a minimal increase at Queensgate Primary School.

We have refined the design and developed the mitigation measures and noise assessments based upon the emerging preferred scheme, which result in further mitigating the predicted noise levels at Queensgate Primary School.

Our modelling shows that with the new road in place the noise level around the school would be between 50-55dB. This represents an increase in noise of approximately 1dB within the school which we do not believe would affect the learning environment at the scheme.



Further details of the anticipated noise impact of the scheme on the school can be found on the website <http://www.semmms.info/a6/consultation/phase2/localarea/>.

#### 4. Photomontage showing how the scheme might look from Queensgate Primary School

During the Local Liaison Forum of 11th June, we tabled a series of photomontages showing the view of the scheme from Queensgate Primary School. At the Local Liaison Forum it was identified that a correction was required to the photomontages - what looked like an earth bund with a noise fence on it is actually two noise fences, one of which is in the distance. We have now amended the photomontages to address this issue. The revised photomontages are attached to this email.

#### 5. Next Steps

The Phase 2 consultation period closed on 19<sup>th</sup> July 2013. All comments and feedback are in the process of being analysed and will be considered by the three authorities. A planning application for the scheme is programmed to be submitted in September 2013.

Subject to planning permission being granted, construction of the scheme is expected to take place between 2014 and 2017.

We will ensure the local community is kept informed as the scheme develops.