



# A6 to Manchester Airport Relief Road

Application for Full Approval  
Annex 1 Scheme Description

November 2014

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## Application for Full Approval Annex 1 Scheme Approval

**November 2014**

### Notice

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# 1. Introduction

## Purpose of this Document

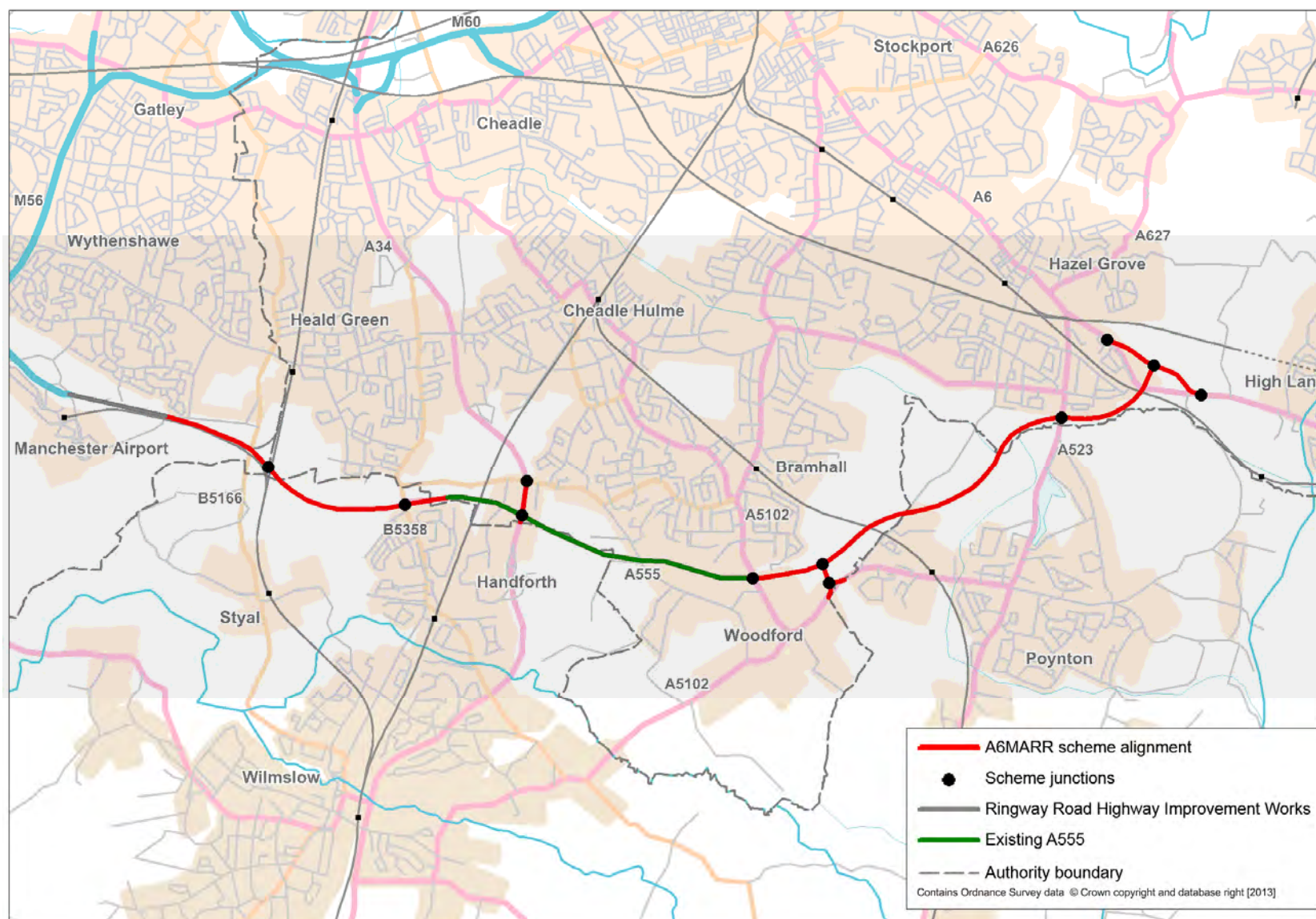
- 1.1 This document is an Annex to the Application for Full Approval, and provides a description of the A6 to Manchester Airport Relief Road (A6MARR) scheme, identifying the location and individual components of the scheme.

# 2. Scheme Description

## About the Scheme

- 2.1 The A6MARR scheme will provide 10 kilometres of predominantly new 2-lane dual carriageway running east-to-west from the A6 near Hazel Grove (south-east Stockport), via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56.
- 2.2 The scheme bypasses heavily-congested district and local centres, including; Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton, Wythenshawe, Gatley and Heald Green. It will provide much-needed connectivity for key strategic routes into the North West and to Manchester Airport, including traffic from the A6, A523 and A34 – all of which are key routes for business, leisure travel and freight from Cheshire, Derbyshire, Staffordshire, Yorkshire and beyond. The scheme incorporates seven new and four improved junctions, four railway crossings and a parallel shared cycleway/ footway.
- 2.3 The A6MARR scheme has been developed by Stockport Council working with its partners, Manchester City Council, Cheshire East Council and Transport for Greater Manchester (TfGM). Public consultation on the road scheme has taken place over two phases (<http://www.semmms.info/a6/consultation/>):
- The first phase of consultation on the A6MARR scheme ran between 22<sup>nd</sup> October 2012 and 25<sup>th</sup> January 2013. It was designed to specifically to capture opinion on the A6MARR scheme along with people's views on junction options to help determine a preferred scheme. Following analysis of the feedback from phase 1 consultation, Stockport Council, along with its partners revised their proposals to develop an emerging preferred scheme; and
  - The second phase of consultation ran from 3<sup>rd</sup> June 2013 to 19<sup>th</sup> July 2013 to allow residents, businesses and road user to give their views on the emerging preferred scheme.
- 2.4 Additional negotiations with landowners affected by the A6MARR scheme have been ongoing from early 2012. Several plots of land have been acquired by agreement by the Council's land agents for the scheme.
- 2.5 The location of the A6MARR scheme is shown in **Figure 2.1**.

Figure 2.1 - Location of the A6MARR Scheme



## Key Elements of the A6MARR Scheme

2.6 The following summarises key elements of the A6MARR scheme:

- The scheme is a 2-lane dual carriageway;
- From the new A6MARR/ A6 junction, travelling west, the route will pass under the existing A6 Buxton Road which is taken over the new road on a new bridge for the use of buses, equestrians, cycles and pedestrians. To the south-west of the bus bridge the A6MARR will pass under the Stockport to Buxton rail line;
- At the West Coast Mainline crossing near Poynton/ Woodford, the scheme passes over the rail lines (Stockport to Stoke) on a bridge;
- The Poynton Bypass is not part of the A6MARR scheme. The design of the A6MARR scheme will enable the proposed Poynton Bypass to be developed by Cheshire East Council in the future and tie-in at the proposed A6MARR/ Bramhall Oil Terminal/ A5149 Chester Road Link junction, with minimum abortive work/ disruption;
- At the A5102 Woodford Road the A6MARR ties into the existing A555. Highway improvement works are proposed at the junction of the A555 and A34 junction and further north on the A34. The A6MARR then continues from the existing junction at the A555/ B5358 Wilmslow Road junction;
- The A6MARR will tie in to the recently upgraded junction of Ringway Road and Ringway Road West. Transport for Greater Manchester (TfGM) has constructed the junction, installing traffic signals and a pedestrian crossing as part of the current Metrolink extension works;
- The scheme would be subject to a 50mph speed limit from the A6 at Hazel Grove to the eastern end of the existing A555. The existing A555 will remain at the national speed limit. From the western end of the existing A555 to the B5166 Styal Road junction the speed limit would be 50mph, with the remaining section to the western scheme limits being 40mph;
- The scheme includes new cycle and pedestrian routes along its length. It will be integrated with the existing local cycle and pedestrian network to maximise access to the new route and therefore the benefits associated with the scheme. A shared cycleway/ footway will be introduced adjacent to the existing A555 to provide a continuous route along the A6MARR;
- A number of Public Rights of Way (PRoW), including footpaths and bridleways, will be directly affected by the construction of the A6MARR scheme. PRoW proposals along the length of the A6MARR scheme will therefore form an integral part of the scheme;
- For sustainability and environmental reasons, scheme lighting will be restricted to junctions along the A6MARR route, the realigned section of the A6, and the mainline section of A6MARR between the B5166 Styal Road and the Ringway Road/ Ringway Road West tie-in; and
- Measures to mitigate the environmental impact of the scheme are included along the route.

2.7 The A6MARR scheme highway alignment and block plans are contained in **Appendix A**<sup>1</sup>.

<sup>1</sup> The drawings contained in **Appendix A** are reproduced at A3 paper size.

## The Proposed A6MARR Scheme

### Hazel Grove east (A6 Buxton Road)

#### *Existing Situation*

- 2.8 The A6 Buxton Road is a single lane carriageway which runs through High Lane, Disley, Hazel Grove, Stockport town centre and beyond. The land to the north of the A6 at this location comprises a mix of agricultural uses, Hazel Grove Golf Club, and a covered reservoir, owned and maintained by United Utilities Plc. There are properties on both sides of the A6 Buxton Road at this location and also small business units.
- 2.9 The Manchester to Buxton rail line runs north-west to south-east parallel to the A6. Network Rail has advised that there is no intention currently to electrify the line and that this assumption can be considered for development of the A6MARR highway alignment.
- 2.10 There is a Toucan crossing facility of the A6 Buxton Road, north of Yew Tree Avenue. There are no other controlled crossings or online facilities for Non-Motorised User (NMUs) along this section of A6 Buxton Road.

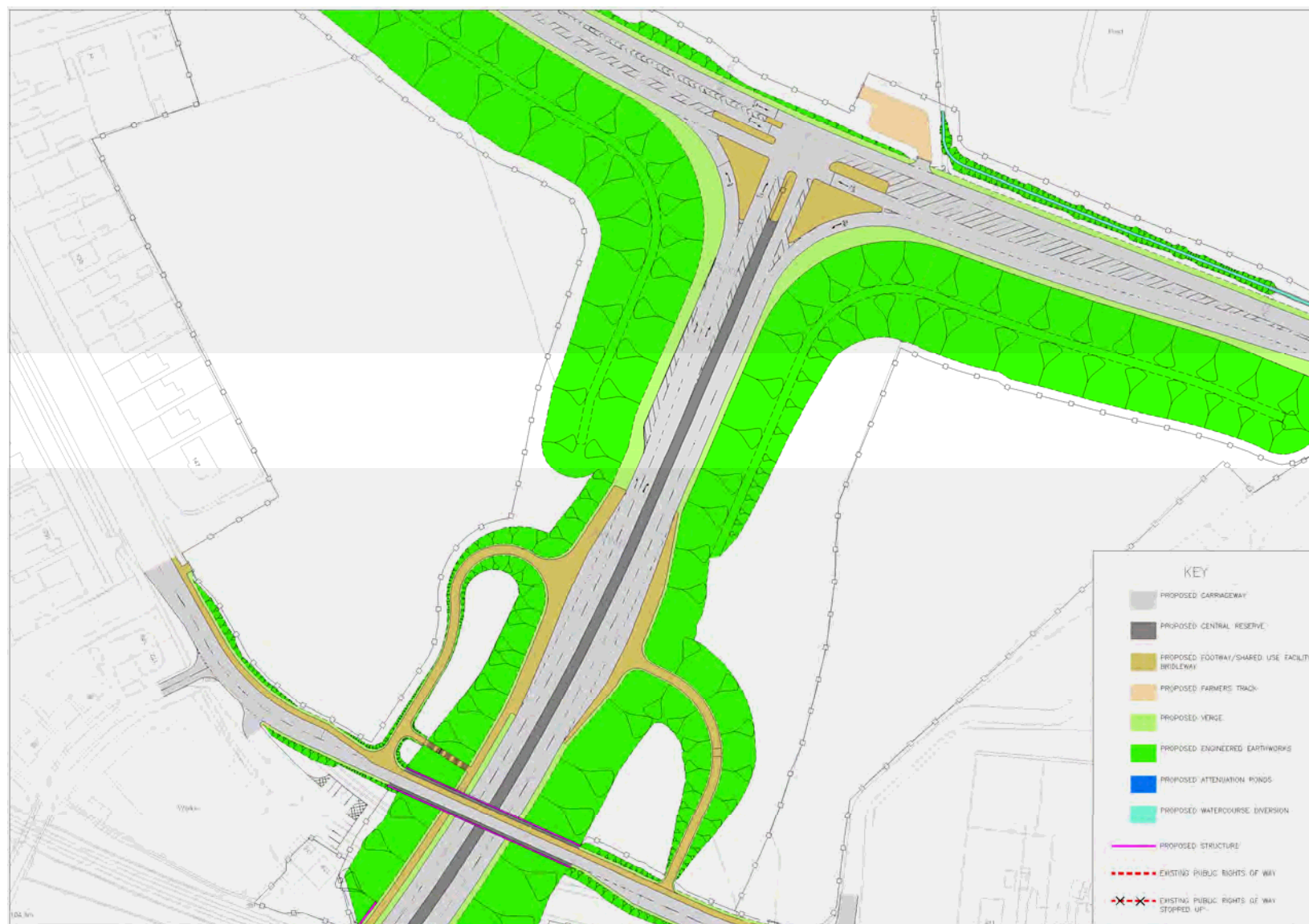
#### *Proposed A6MARR Scheme*

- 2.11 The A6 will be realigned (over a length of approximately 1 kilometre) to the north-east of the existing A6 Buxton Road. Approximately half way along the realigned road a new signalised junction with the A6MARR would be constructed. The signalised junction would accommodate a single through-lane for traffic on the realigned A6, along with dedicated turning lanes for traffic turning towards the A6MARR. Dedicated right and left-turning lanes will be provided on the A6MARR approach to the realigned A6. An online junction layout with the existing A6 alignment is not feasible due to the proximity of the Hazel Grove to Buxton Railway Line in conjunction with the proposed A6MARR passing under the aforementioned railway.
- 2.12 From the new A6 junction the A6MARR route extends westwards within a cutting across the existing alignment of Buxton Road. A new single lane bridge with associated footway/ cycleway will be provided to carry a realigned Buxton Road over the A6MARR. Use of the bridge will be restricted to buses, pedestrians, cyclists and equestrians. Buxton Road will be maintained as a local access route to residential properties and businesses, and to maintain a through-route for bus services.
- 2.13 The parallel footway/ cycleway running alongside the A6MARR alignment will terminate on approach to the new junction with the realigned A6. The route will connect with a new footway/ cycleway provided on Buxton Road via a ramp access.
- 2.14 The construction of the A6MARR across the former alignment of the A6 requires some land-take from the former Simpson sausage factory. Forecourt access to existing commercial premises to the immediate west of the new bridge will be remodelled with a single vehicular access point and formalised car parking area.
- 2.15 The proposed tie-in junctions are located close to Yew Tree Avenue, to the west, and Norbury Hollow Road, to the east. The existing Toucan crossing facility of A6 Buxton Road (north of Yew Tree Avenue) will be relocated eastwards as part of the A6MARR scheme proposals.
- 2.16 The western tie-in point of the realigned A6 is to be constructed west of Yew Tree Avenue. Access to the realigned A6 from Yew Tree Avenue and Occupiers Lane will be via priority T-junctions. Each priority junction will have protected right turn lanes with illuminated refuge islands. Between the priority junctions, a new Toucan crossing will be provided to replace the existing facility. Access to Yew Tree Avenue and Occupiers Lane would be for local residents, visitors to Hazel Grove Golf Club, and service vehicles. Occupiers Lane will also link the relocated Toucan crossing with Footpath 65. Local bus services would turn right, at the Yew Tree Avenue junction,

and continue to use the existing eastbound A6 via the new bridge structure over the proposed A6MARR.

- 2.17 The eastern tie-in point of the realigned A6 will be via a signalised junction located to the west of Wellington Road. There will be provision for equestrians at this junction. Access to Norbury Hollow Road from the former alignment of the A6 will be provided via a priority T-junction to the south of the eastern tie-in signal controlled junction.
- 2.18 To the west of the former alignment of the A6, the scheme passes under the Hazel Grove to Buxton railway line. After the railway the A6MARR route avoids houses in Old Mill Lane to the north while minimising its impact on ancient woodland opposite. It then passes between Norbury Brook and residential property on Ashbourne Road and Darley Road.
- 2.19 Footpaths 76 and 109 would be diverted immediately south of Old Mill Lane to accommodate construction of the A6MARR scheme. Continued access to footpath 109 along the wood-enclosed Norbury Brook south of the dual carriageway from Old Mill Lane would be provided by a new section of path following the top of the cutting slope above the dual carriageway. The new section of path would be bridged over the dual carriageway before linking back into the existing Footpath 109 alignment. A further footbridge over Norbury Brook will provide a connection to Footpath 62.

Figure 2.2 – Proposed Highway Route: Hazel Grove east (A6 Buxton Road) – A6MARR/ Realigned A6 Junction



**Figure 2.3 – Proposed Highway Route: Hazel Grove east (A6 Buxton Road) – Realigned A6/ Buxton Road (Western Tie-in Junction)**

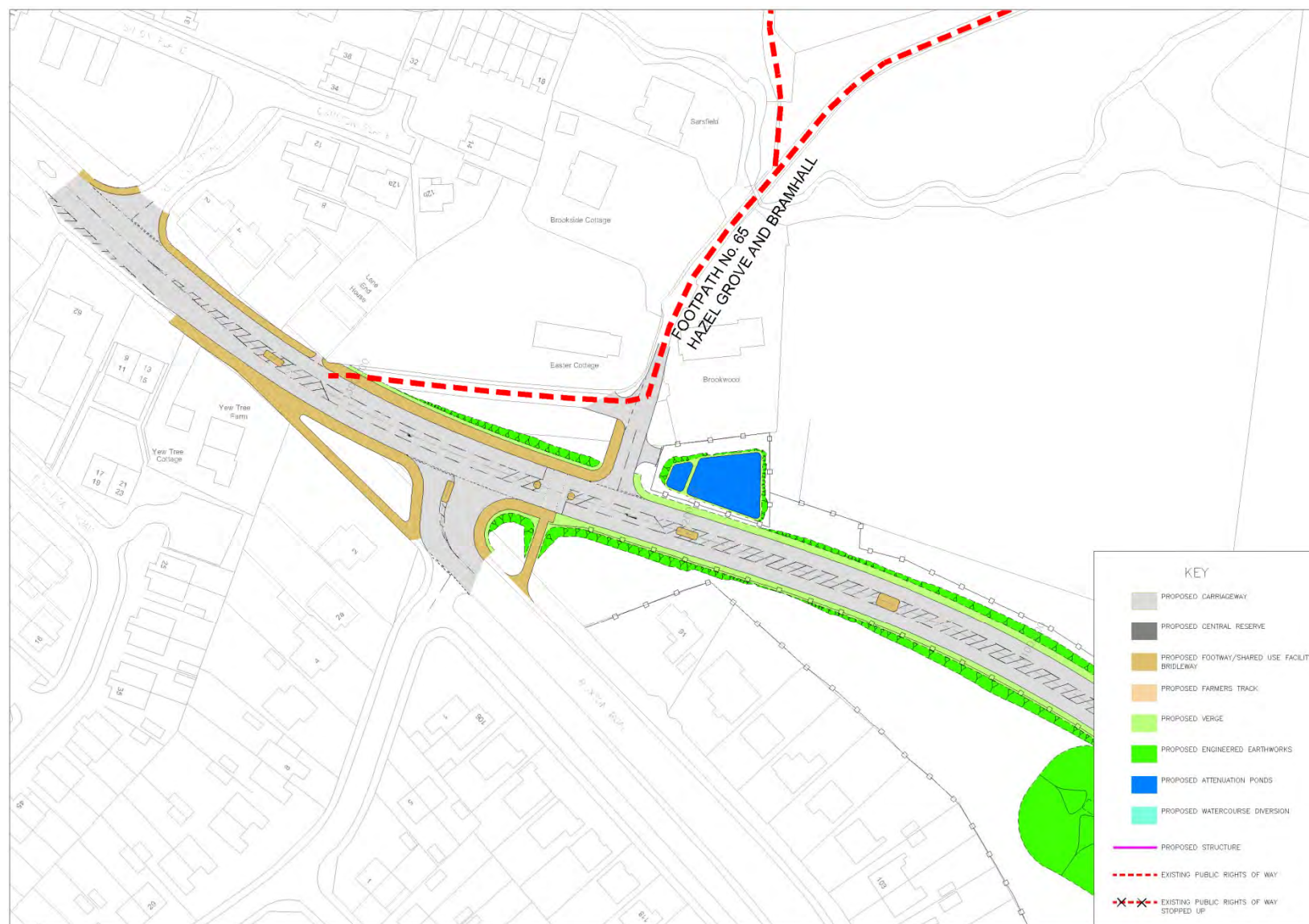


Figure 2.4 – Proposed Highway Route: Hazel Grove east (A6 Buxton Road) – Realigned A6/ Buxton Road (Eastern Tie-in Junction)



## Hazel Grove west (A523 Macclesfield Road)

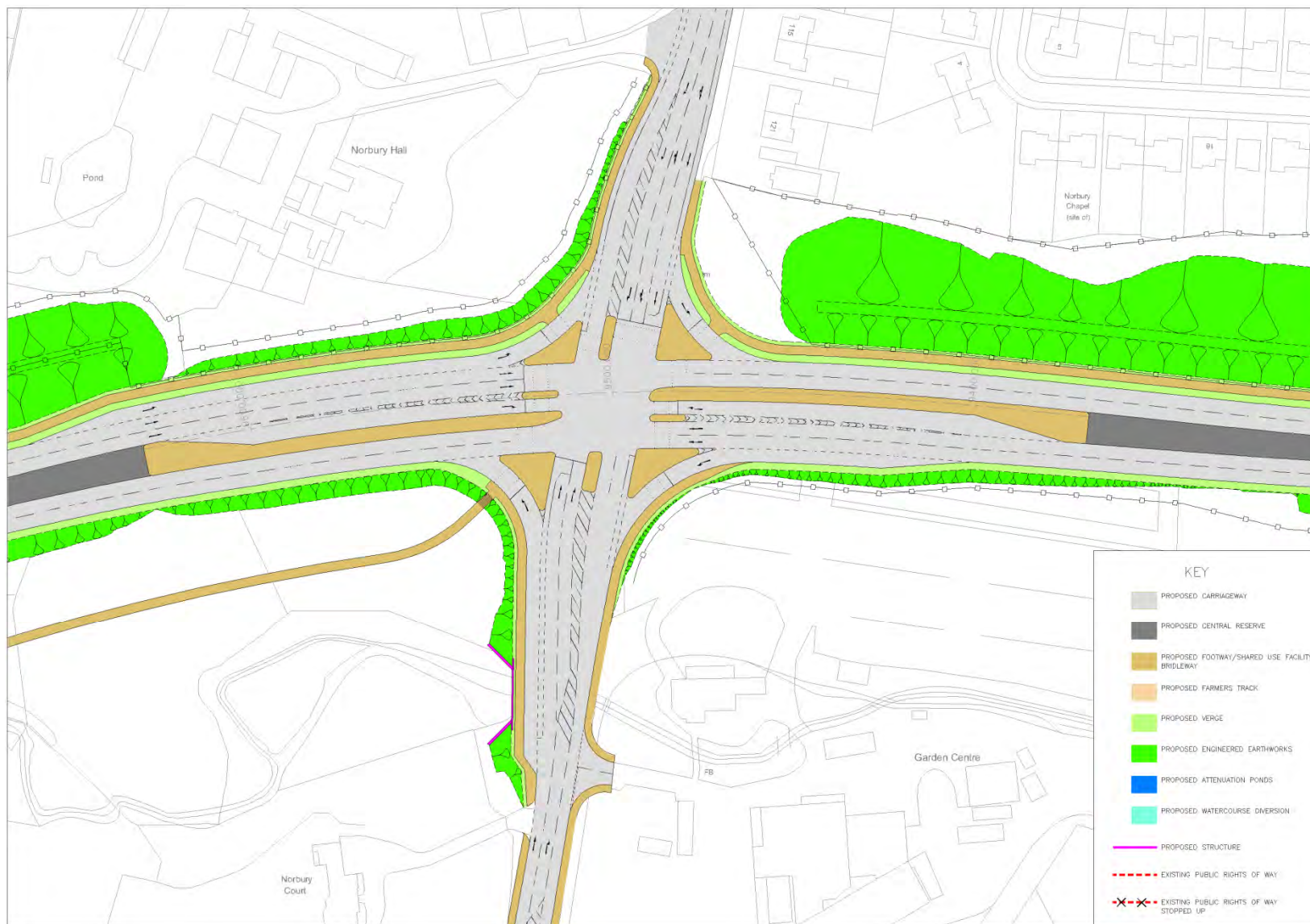
### *Existing Situation*

- 2.20 The A523 Macclesfield Road is a single carriageway road which connects Hazel Grove, to the north, with Poynton, to the south. North of the proposed A6MARR junction location, the A523 Macclesfield Road has a signal controlled cross-roads junction arrangement with Dean Lane and Mill Lane where there are signal controlled crossing facilities for NMUs.
- 2.21 To the south of the proposed A6MARR junction location, the A523 becomes London Road North. There are currently no crossing facilities for NMUs. Also just south of the proposed A6MARR junction location is Norbury Brook which runs approximately parallel to the A6MARR mainline. The A523 Macclesfield Road is carried over the Norbury Brook via a highway bridge.
- 2.22 There is currently a narrow footway on the eastern side of the carriageway on the A523 Macclesfield Road. No existing footway provision is present on the western side in the vicinity of the proposed A6MARR junction. Norbury Hall, which is a locally listed structure, is located to the north-west. The property is used as a business which includes farming. To the north-east are residential properties. To the south-east is Brookside Garden Centre which also contains a large surface car park. To the south-west there is a private property set back from the A523 Macclesfield Road. Vehicle access to Norbury Hall and Brookside Garden Centre is directly from the A523 Macclesfield Road.

### *Proposed A6MARR Scheme*

- 2.23 It is proposed that the A6MARR scheme intersects with A523 Macclesfield Road via an at-grade all movement signalised cross-roads junction arrangement. This junction will be constructed within a restrictive area bounded by residential and business properties. The A523 Macclesfield Road will be widened where it crosses Norbury Brook on the southern approach to the new signalised cross-roads junction.
- 2.24 The existing footway on the eastern side of the A523 Macclesfield Road between Hazel Grove and Poynton and the Brookfield Garden Centre is heavily utilised. This footway would be maintained via the proposed signal controlled crossing facilities provided at the junction. A new section of footway on the western side of the A523 Macclesfield Road in the vicinity of the A6MARR junction will connect with the existing footway to the north of Norbury Hall, and provide access to the footpath/ cycleway running parallel to the northern carriageway edge of the new road, and a new footpath running westwards parallel to Norbury Brook. A pedestrian refuge island is also proposed to facilitate crossing the A523 Macclesfield Road north of Towers Road.
- 2.25 From the A523 Macclesfield Road the A6MARR route runs to the north of Norbury Brook and associated woods and south of the residential streets of Sheldon Road and Longnor Road before it crosses Norbury Brook at Mill Hill Hollow. Treatment ponds are proposed adjacent to the road for attenuating and treating surface water from the new road at this location.
- 2.26 A short section of Footpath 3 and the Lady Brook Interest Trail will require diversion at the end of Mill Hill Hollow. Continued access will be provided by a new footpath descending to Norbury Brook, passing under the A6MARR along the river bank and ascending on the opposite side of the road.

Figure 2.5 – Proposed Highway Route: Hazel Grove west (A523 Macclesfield Road)



## Hazel Grove to Poynton

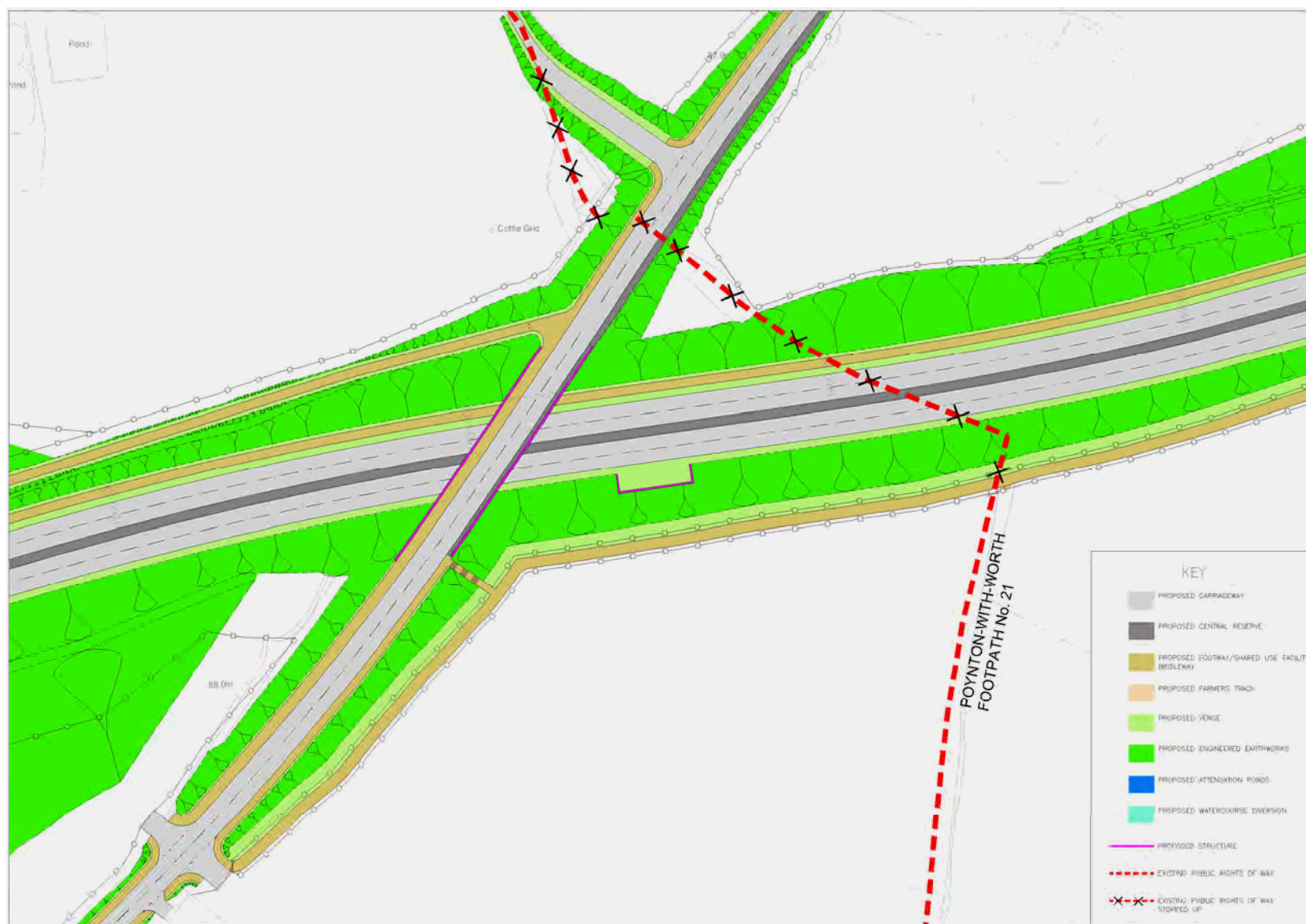
### *Existing Situation*

- 2.27 Woodford Road is a single lane carriageway and is unclassified. The road travels between the south of Hazel Grove and the west of Poynton. There are various priority junctions off Woodford Road to residential cul-de-sacs, however, there are no major junctions in the vicinity of the proposed A6MARR scheme alignment. The area is surrounded by agricultural farm land with a small number of residential properties to the north and south of the scheme alignment, the nearest being Hill Green Farm approximately 150m north east of the intersection point.
- 2.28 There are no footways on either side of Woodford Road although soft verges are present. There are no controlled crossing facilities for NMUs.
- 2.29 Woodford Road is carried over the West Coast Mainline Line (WCML), Stockport to Stoke rail line, via a rail bridge approximately 300m south-west of the A6MARR scheme alignment.
- 2.30 Footpaths 37, 31 and 21 all cross the alignment of the proposed A6MARR scheme between Norbury Brook and Woodford Road.

### *Proposed A6MARR Scheme*

- 2.31 There is no A6MARR junction proposed at Woodford Road, Poynton. The A6MARR route will pass under Woodford Road (Poynton), and over the WCML via new road bridge structures.
- 2.32 Footpaths 31 and 37 would be diverted via an elevated step-free crossing (known as 'Hill Green accommodation bridge') and associated bridleway closely following the alignment of the stopped up section of Footpath 31.
- 2.33 Footpath 21 would be diverted via a parallel footway provided as part of the new bridge construction to carry Woodford Road (Poynton) over the A6MARR. Ramped and stepped access will connect the Woodford Road footway with the segregated footway/ cycleway running parallel to the A6MARR. The resultant diversion will increase walking distances for existing users.
- 2.34 The proposed footpath and cycle path parallel to the A6MARR road will connect the severed PRowS and provide opportunities for traffic free circular walks.

Figure 2.6 – Proposed Highway Route: Hazel Grove to Poynton



## Poynton to Bramhall (Bramhall Oil Terminal and A5149 Chester Road Link Junctions)

### *Existing Situation*

- 2.35 The A5149 Chester Road is a single lane carriageway which connects Poynton and Woodford, and Hazel Grove via Woodford Road. The A5149 Chester Road/ Woodford junction is a priority control T-junction with a ghost island right turn facility.
- 2.36 The A6MARR junction proposals are located within the green belt and surrounding pasture land. There are residential properties, adjacent to Bramhall Oil Terminal<sup>2</sup>, on the northern boundary, with A5149 Chester Road forming the southern boundary. The A6MARR route runs east-west across the site.

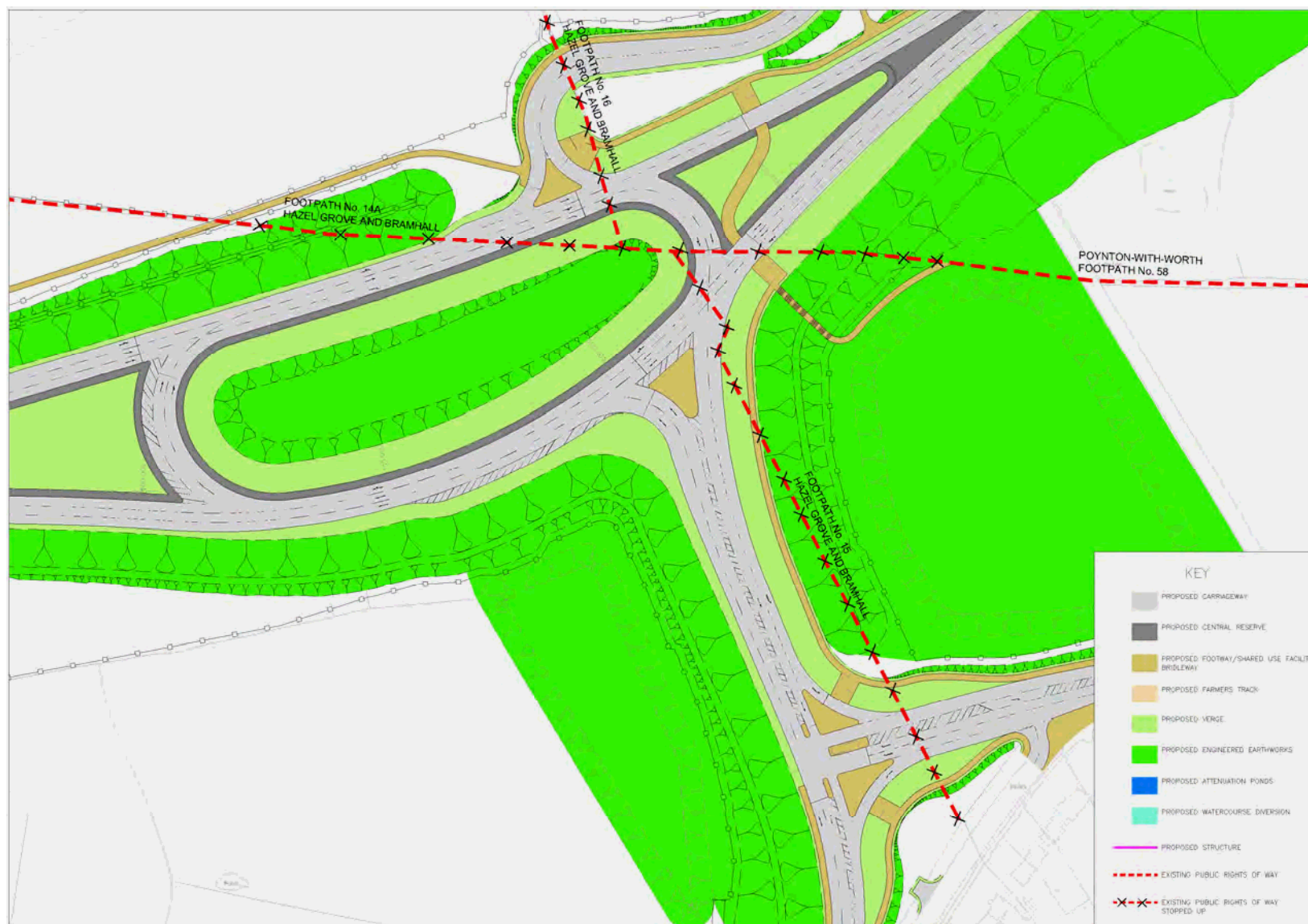
### *Proposed A6MARR Scheme*

- 2.37 The A6MARR scheme incorporates a new at-grade signalised gyratory at Bramhall Oil Terminal, including a new link road to connect back to A5149 Chester Road and a signalised on-demand link to Bramhall Oil Terminal. There will also be a new signal controlled T-junction, to the south of the new A6MARR, to connect with a realigned A5149 Chester Road. Both new signal controlled junctions will have crossing facilities for NMUs.
- 2.38 The realignment of the A5149 Chester Road will impact on existing access arrangements to a small number of residential properties. Realignment of the western section of Chester Road to meet with the A6MARR and create a new signalised junction with the eastern section of Chester Road will create a short section of cul-de-sac along the former alignment in front of the residential properties. Access to Bramhall Oil Terminal will be provided from the new A555 gyratory, replacing the previous access from the B5159.
- 2.39 Footpath 19 crosses the A6MARR road alignment to the east of the new junction. A section of the footpath that currently crosses the A6MARR alignment would be closed and rerouted running parallel with the A6MARR at the bottom of the northern embankment slope before crossing, via an underpass, adjacent to the WCML and back to the former alignment of Footpath 19 along the bottom of the southern embankment slope.
- 2.40 Footpaths 14a, 15, 16 and 58 currently cross the proposed site of the new junction. Each footpath would be diverted to use crossing facilities provided at the new gyratory junction. Access from Woodford Road and Poynton to the southern fringe of Bramhall would be maintained via a new footpath and cycle path running alongside the new spur connecting Chester Road to the main alignment.
- 2.41 A toucan crossing would be provided for NMUs to cross the new junction and footpaths on the Bramhall side of the A6MARR.
- 2.42 The design of the A6MARR scheme at this location allows for the future accommodation of Poynton Bypass.
- 2.43 West of the Bramhall Oil terminal, the A6MARR route crosses Moored Golf Course (whose time limited planning permission has lapsed) which is located immediately east of the houses fronting A5102 Woodford Road.

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<sup>2</sup> The Bramhall Oil Terminal site is currently operating as a Petroleum & Middle Distillate Facility employing local people in a number of roles. The current facility acts a receiving and distributing unit for the Petroleum Industry and is located behind a 'semi rural' setting.

Figure 2.7 – Proposed Highway Route: Poynton to Bramhall



## Bramhall (A5102 Woodford Road)

### *Existing Situation*

- 2.44 The A5102 Woodford Road is a single lane carriageway road which connects Bramhall and Woodford. An at-grade roundabout provides a connection to the existing A555 dual carriageway.
- 2.45 There are footways on both sides of A5102 Woodford Road, albeit these are less than standard width in places. There are no NMU facilities adjacent to the existing A555 although there are uncontrolled crossing facilities present around the roundabout (tactile paving and dropped kerbs).
- 2.46 To the east and west of the A5102 Woodford Road and to the north and south of the A555, there are residential properties which are accessed via Woodford Road and/ or Jenny Lane. To the south there is farmland and a small number of industrial units. To the north-west of the proposed A6MARR junction there is a recreation ground managed and owned by Stockport Council. To the east of the existing junction there is land and property owned by the Highways Agency in preparation for the previously proposed trunk road scheme.

### *Proposed A6MARR Scheme*

- 2.47 It is proposed that the A6MARR scheme intersects with the A5102 Woodford Road via a grade separated (half-diamond west-facing slip roads) restricted movements junction arrangement. The A6MARR would pass under a new road bridge for the A5102 Woodford Road with signalised T-junctions at the top of each slip road to facilitate traffic movements. The provision of the westbound on-slip requires the demolition of 'The Courtyard' 156a Woodford Road and the associated steel portal structure to the rear.
- 2.48 Access to residential properties 135 – 143 Woodford Road will be remodelled with a short section of cul-de-sac on the former alignment of Woodford Road used to access the properties. The cul-de-sac will be accessed from the new signalised junction of the A5102 Woodford Road and A555 eastbound off-slip road, with a dedicated on-demand signal stage incorporated for residential traffic. Properties to the south of the A555 alignment will retain their present accesses directly from the A5102.

## Bramhall to Handforth (Existing A555)

### *Existing Situation*

- 2.49 To the west of the A5102 Woodford Road, the A6MARR route is the existing A555; a dual two lane carriageway, also known as the Manchester Airport Eastern Link Road (MAELR), which was completed in 1995. The typical cross section comprises two standard width lanes and 700mm hard strips on each side. The central reserve is typically 4.5m wide and contains steel safety barriers and street lighting columns.
- 2.50 The existing A555 runs east-west from its junction with A5102 Woodford Road at Woodford/ Bramhall, before crossing the A34 Handforth bypass which is accessed via a grade separated roundabout, to end at a double headed 'dumb-bell' roundabout with the B5358 Wilmslow Road at Handforth.

Figure 2.8 – Proposed Highway Route: Bramhall (A5102 Woodford Road)



## Cheadle (A555/ A34 and A34/ B5094 Stanley Road junctions)

### *Existing Situation*

- 2.51 The A34 is dual 2-lane carriageway and is a key north-south radial route linking Cheshire with Manchester. The typical cross section comprises two standard width lanes with 700mm wide hard strips on each side. The central reserve varies at this location and contains steel safety barrier and street lighting columns.
- 2.52 The existing A555/ A34 junction is grade separated with a roundabout at the lower level and the mainline for the A555 crossing over on two highway bridges. The western highway bridge currently spans two lanes of circulatory traffic and the eastern bridge spans three lanes. The western highway bridge has sufficient space available to facilitate an additional third lane. The A555 including the west-facing slip roads cross Earl Road on a third highway bridge.
- 2.53 There are no NMU facilities adjacent to the existing A555. There are uncontrolled pedestrian crossing facilities at the bottom of both east-facing slip roads, connected by a footway running parallel to the eastern side of the roundabout junction with the A34. An uncontrolled crossing facility is also provided across the northern A34 approach to the roundabout.
- 2.54 The B5094 Stanley Road is a single carriageway which running east-west connects Bramhall, Cheadle Hulme and Heald Green. The A34/ B5094 Stanley Road junction is a roundabout with two circulatory lanes and traffic movements controlled by spiral road markings. Toucan crossings are provided on both the A34 northern and southern arms of the junction. The B5094 Stanley Road contains a combination of standard and non-standard width footways and also segregated footway/ cycleways.

### *Proposed A6MARR Scheme*

- 2.55 The A6MARR scheme proposals feature significant upgrades to the A555/ A34 junction to include provision of additional lanes on all approaches, additional circulatory lanes, and full signalisation of the roundabout. Controlled crossing facilities for NMUs will be provided on the northern side of the junction. As part of the A6MARR scheme, the A555 westbound merge slip road will change from a direct merge taper to a lane gain configuration, and the eastbound diverge slip road will change from a direct diverge taper to a lane drop configuration.
- 2.56 To the north of the existing A555/ A34 junction, Footpath 38A which runs parallel to the A555 eastbound off-slip road will be upgraded to a new shared-use footway/ cycleway which connects Earl Road with the new footway/ cycleway running parallel to the length of the A6MARR. Similarly, a short section of Footpath 81 to the immediate south of the A555 westbound off-slip road will be diverted to facilitate earthworks associated with widening of the slip road, with a replacement section of footpath provided to the immediate south of the earthworks. In both cases the replacement facilities link to pedestrian/ cycle crossing facilities at the A555/ A34 junction.
- 2.57 To the north of the A555, the A34/ B5094 Stanley Road junction will also be improved as part of the A6MARR scheme. The junction proposals are located predominately within the existing highway with minor additional land-take required. The A6MARR scheme proposals are for an all movement at-grade signalised roundabout with controlled crossing facilities for NMUs to be provided across both the A34 northern and southern arms of the junction.

Figure 2.9 – Proposed Highway Route: Cheadle (A555/ A34 Junction)

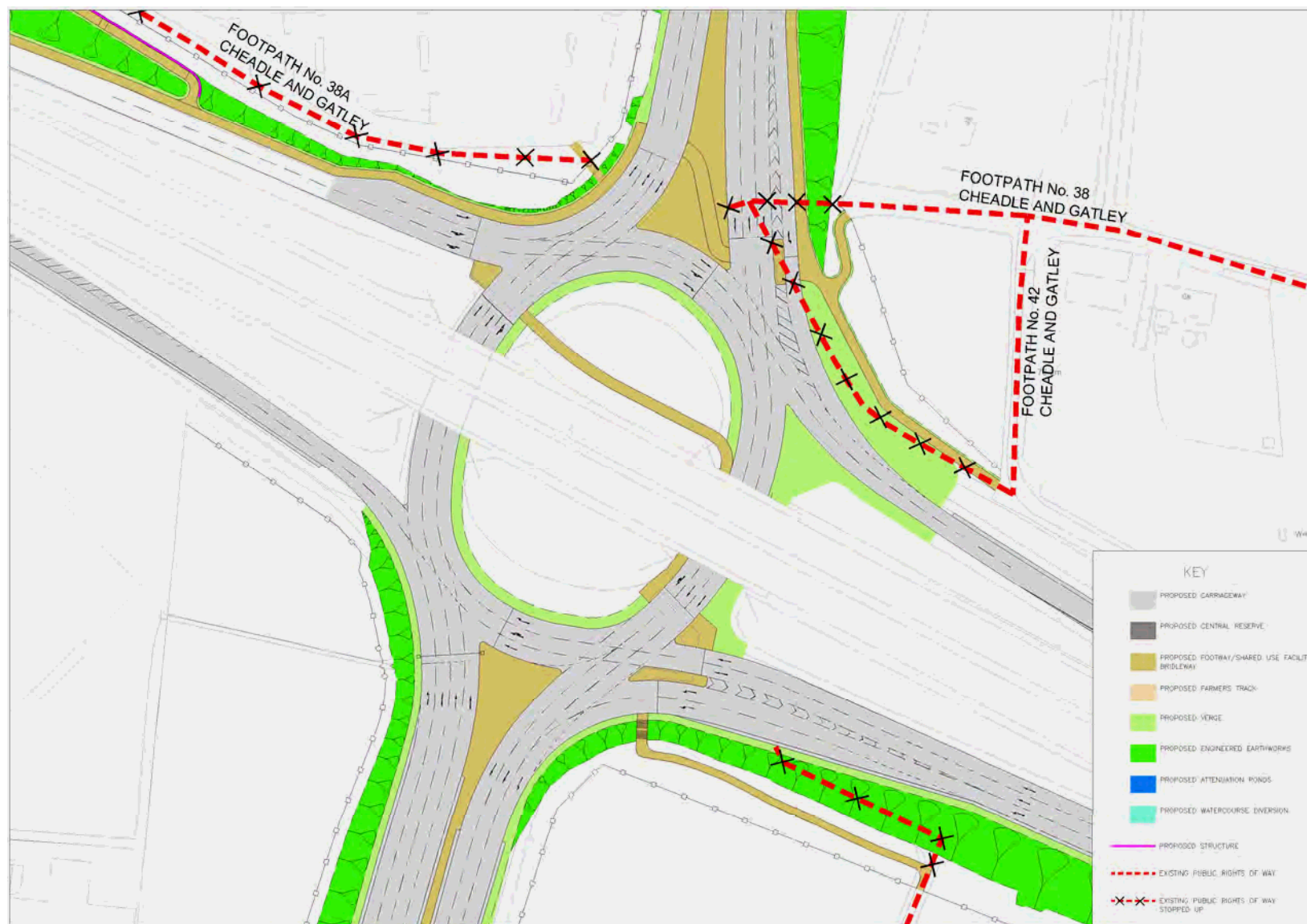


Figure 2.10 – Proposed Highway Route: Cheadle (A34/ B5094 Stanley Road Junction)



## Heald Green/ Handforth (B5358 Wilmslow Road)

### *Existing Situation*

- 2.58 The B5358 Wilmslow Road is a single carriageway road which running north-south connects Heald Green and Handforth. There is an existing grade separation between the existing A555 which heads east, and the 'dumb-bell' junction arrangement on the B5358 Wilmslow Road. Currently east-facing slip roads connect with the A555.
- 2.59 Clay Lane currently has direct vehicular access onto the B5358 Wilmslow Road via the southern 'dumb-bell' roundabout. This access is a requirement for any future junction configurations as part of the tie-in into the existing highway network.

### *Proposed A6MARR Scheme*

- 2.60 The existing A555/ B5358 half-diamond east-facing slip road grade separated 'dumb-bell' junction arrangement will be upgraded to cater for all movements through the provision of west-facing slip roads. Construction of the A6MARR mainline to the west of the B5358 Wilmslow Road and associated west-facing slip roads extinguishes the current use of land for car parking adjacent to the western side of the B5358 Wilmslow Road highway bridge. Temporary buildings associated with the current operation of the site will also be demolished.
- 2.61 Minor works will be carried out to the existing east-facing slips. In addition, formal crossing facilities for NMUs will be provided including a Toucan crossing on the B5358 Wilmslow Road north of the northern dumb-bell roundabout. Direct vehicular access/ egress to Clay Lane is accommodated via a remodelled fourth arm to the existing roundabout junction. Whilst vehicles joining the A6MARR via the westbound on-slip road will do so using this same arm, the junction configuration will enable vehicles to enter Clay Lane from the slip road, or to make right turns from Clay Lane across the slip road to join Wilmslow Road. To the north of the A6MARR, access to Little Acorn Day Nursery is to be retained without any impact on the buildings although some of the playing fields will be lost to the scheme.
- 2.62 The existing highway bridge which carries the B5358 Wilmslow Road (between the 'dumb-bell' roundabouts) was designed to permit the A6MARR mainline to pass under the B5358 within its existing width without modification.
- 2.63 Between the B5358 Wilmslow Road and the B5166 Styal Road, sections of Footpaths 119 and 10 will be diverted via a new ramped bridge ('Yew Tree footbridge') for pedestrians over the alignment of the A6MARR.

Figure 2.11 – Proposed Highway Route: Heald Green/ Handforth (B5358 Wilmslow Road)



## Heald Green/ Wythenshawe (B5166 Styal Road)

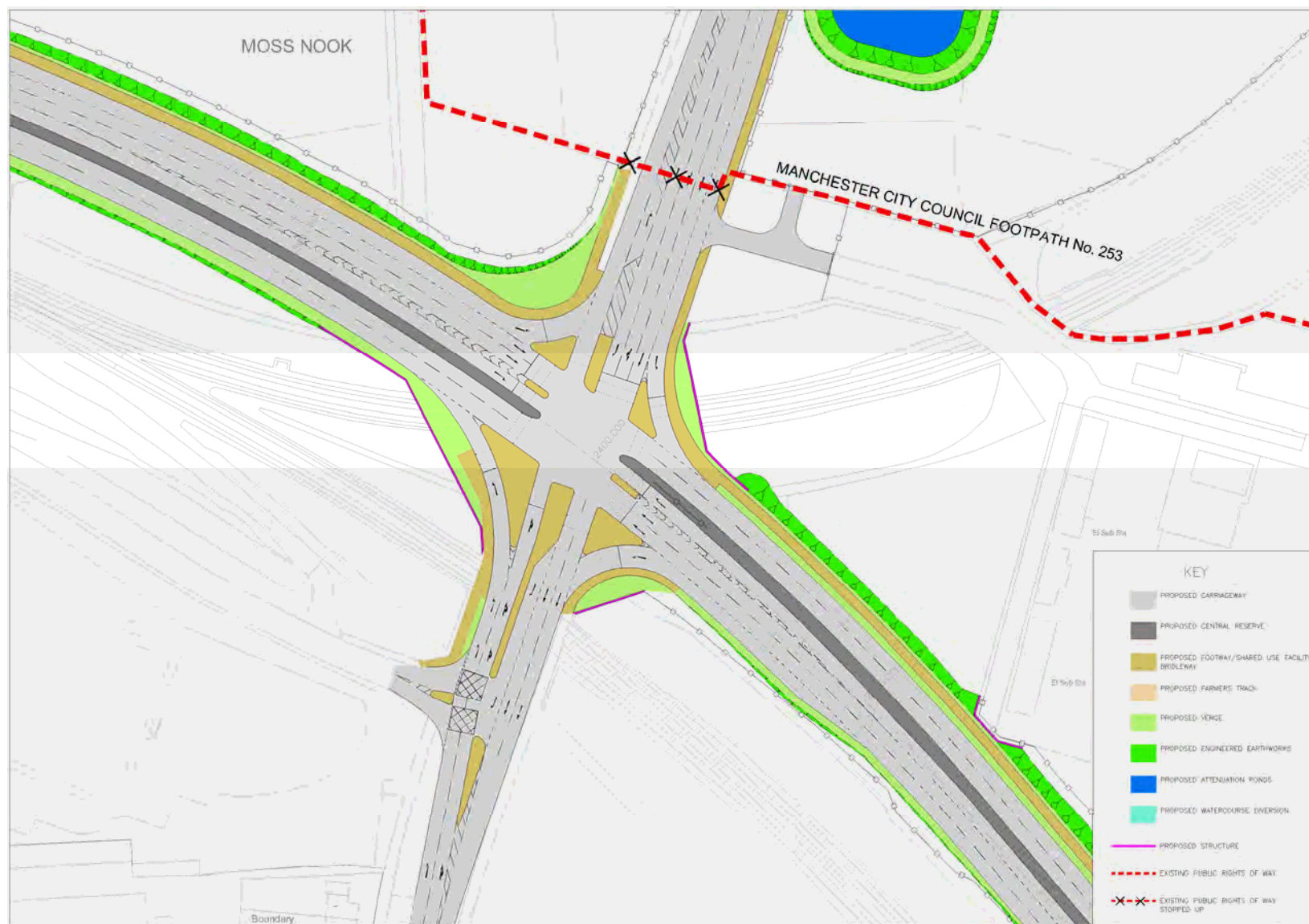
### *Existing Situation*

- 2.64 The B5166 Styal Road is a single carriageway which running north-south connects Wythenshawe and Styal. A shared cycle and footway is present on both sides of the B5166 Styal Road in the vicinity of the proposed new A6MARR junction. Immediately to the south of the proposed new A6MARR junction on the western side of B5166 Styal Road there is an access to private car parks that serve Manchester Airport, while to the east there is a large electricity substation with vehicular access from the B5166 Styal Road.
- 2.65 North of the proposed new A6MARR junction there is a signal controlled T-junction with Ringway Road. Ringway Road is the main route to Manchester Airport from the east.
- 2.66 The Styal rail line runs parallel to the B5166 Styal Road at this location with northern and southern rail spurs to Manchester Airport. All the rail lines are in cutting circa 8m deep. The B5166 Styal Road currently crosses over the Manchester Airport spur lines via two bridges over the rail lines.

### *Proposed A6MARR Scheme*

- 2.67 Between the B5358 Wilmslow Road and the B5166 Styal Road, the A6MARR passes across Styal Golf Course and some agricultural land, before crossing the Styal rail line. Discussions regarding modifications to Styal Golf Course are ongoing with the landowner, and the works are currently being carried out in accordance with a separate planning application.
- 2.68 Footpath 7 forms part of a local PRow network and would be diverted to pass under the A6MARR via the new road over rail bridge crossing the Styal rail line.
- 2.69 It is proposed that the A6MARR scheme intersects with the B5166 Styal Road via a new all movement at-grade signal controlled junction to be constructed over the Manchester Airport spur railway line. This will require additional structures either side of the existing bridge and also to span the existing railway. In addition, signal controlled crossing facilities for NMUs will be provided.
- 2.70 To the south of the new junction, the B5166 Styal Road will be widened with access to the Manchester Airport Shuttle Parking retained. North of the junction, access into Moss Nook Electricity Substation on the east side of the B5166 Styal Road will also be retained.
- 2.71 To the immediate north of the new A6MARR/ B5166 Styal Road junction, an existing PRow crossing the widened B5166 Styal Road junction approach will be accommodated and utilise crossing facilities at the new signalised junction to cross the B5166 Styal Road.
- 2.72 The footway and cycle path (Regional Cycle Route 85) running alongside the B5166 Styal Road would be severed by the new road. Access for pedestrians and cyclists would be maintained along the B5166 Styal Road via a new Toucan crossing incorporated into the new signalised junction.

Figure 2.12 – Proposed Highway Route: Heald Green/ Wythenshawe (B5166 Styal Road)



## Wythenshawe (Ringway Road, Ringway Road West and Shadowmoss Road)

### *Existing Situation*

- 2.73 Ringway Road/ Ringway Road West form an unclassified single lane carriageway road which runs east-west between the B5166 Styal Road and the M56 spur, and serves as the primary local access route to Manchester Airport. Ringway Road meets with the B5166 Styal Road via a signalised T-junction. Shadowmoss Road is an unclassified single lane carriageway road which runs north-south between Simonsway and Ringway Road.
- 2.74 Both of the Ringway Road/ Shadowmoss Road and Ringway Road/ Ringway Road West junctions are priority control junctions. However, as part of the Ringway Road Highway Improvement Works (RRHIW)<sup>3</sup>, the existing Ringway Road/ Ringway Road West priority control junction will be upgraded to signal control with associated pedestrian crossing facilities.

### *Proposed A6MARR Scheme*

- 2.75 From the B5166 Styal Road the A6MARR route will run parallel to the Manchester Airport rail spur. The A6MARR will tie in to the revised layout of the junction of Ringway Road and Ringway Road West.
- 2.76 Whilst there is no junction proposed with Shadowmoss Road, an emergency access route (which is also designated as a shared use footway/ cycleway) will be provided between Shadowmoss Road/ Ringway Road and the A6MARR.
- 2.77 Construction of the A6MARR scheme will require the demolition of one large greenhouse and outbuilding at Primrose Nursery off Ringway Road.
- 2.78 There is a committed Metrolink line under development at the western terminus of the A6MARR scheme. This Metrolink line to Manchester Airport is proposed to open in 2016. Metrolink will pass under the RRHIW scheme whereupon the tram route will descend to the level of the airport railway station. The interface details have been finalised by Transport for Greater Manchester in liaison with the A6MARR design team.

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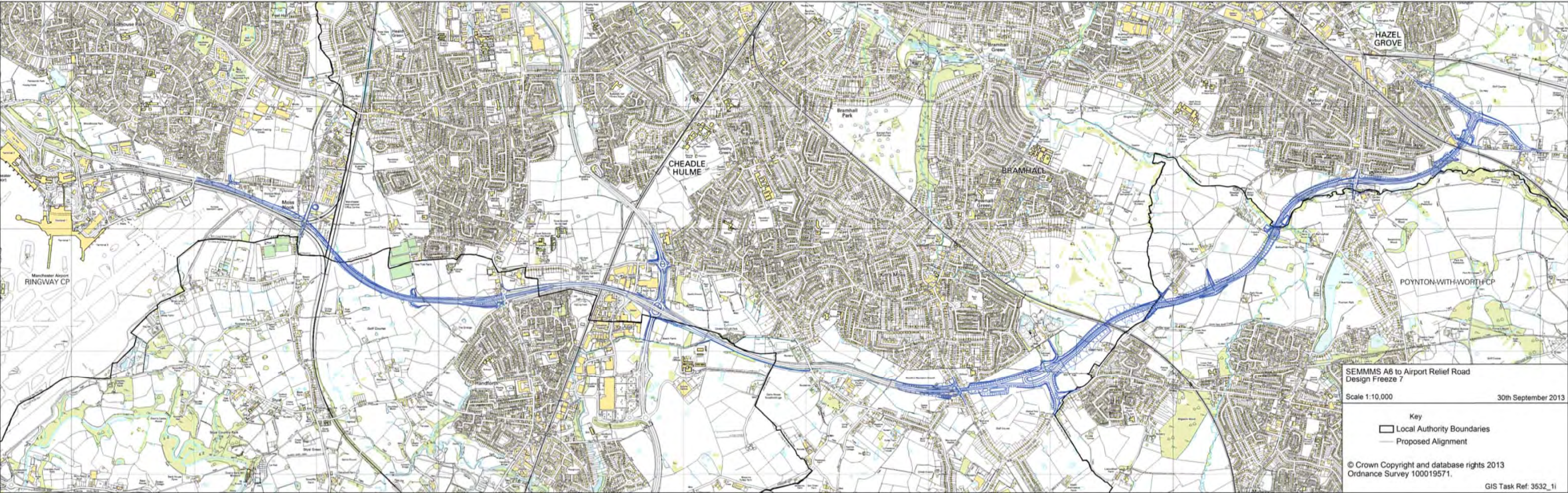
<sup>3</sup> To the west of the Ringway Road junction, the RRHIW will upgrade Ringway Road to provide a continuous 2-lane dual carriageway link to Aviator Way and Outwood Lane.

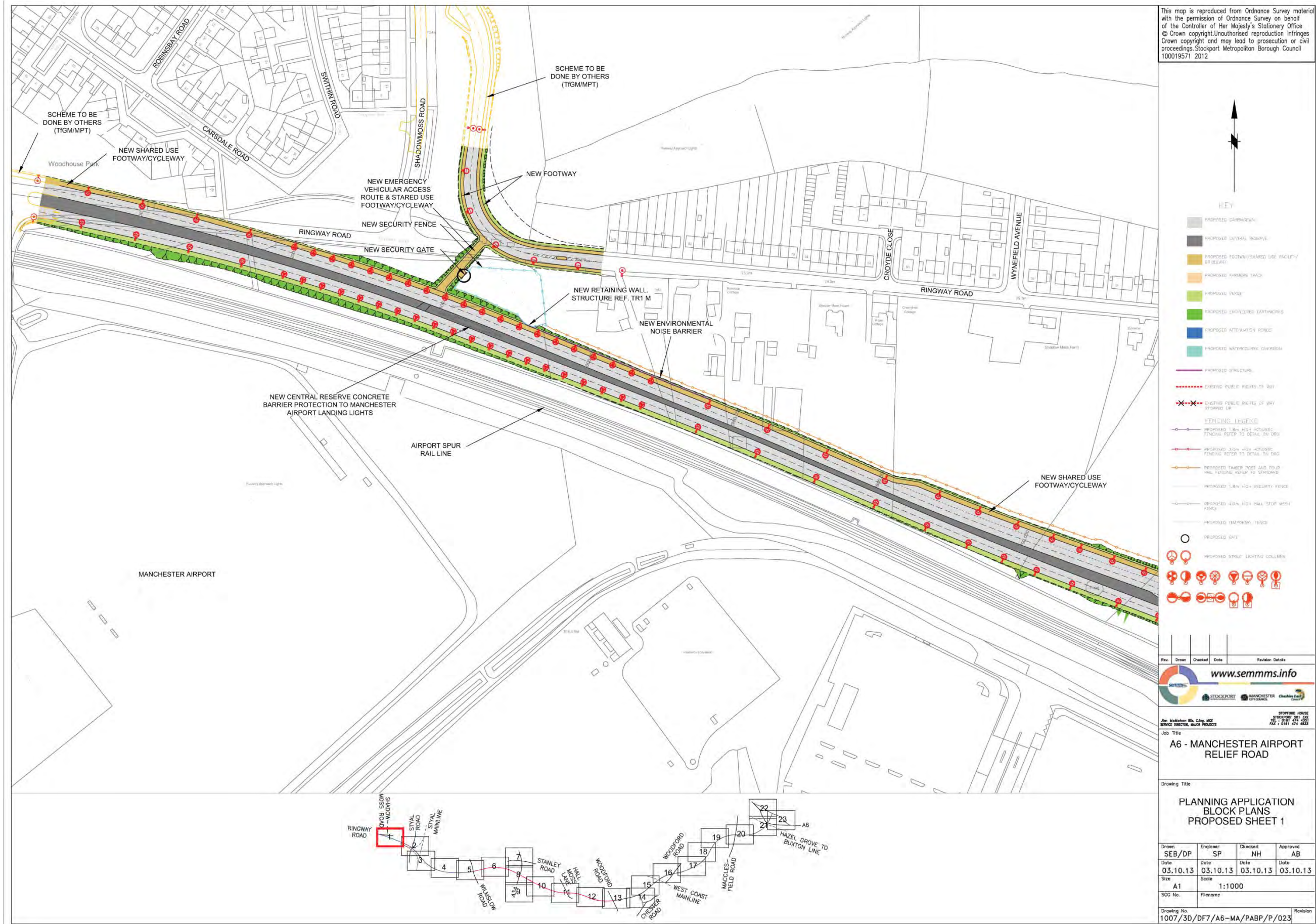
Figure 2.13 – Proposed Highway Route: Wythenshawe (Ringway Road/ Shadowmoss Road)

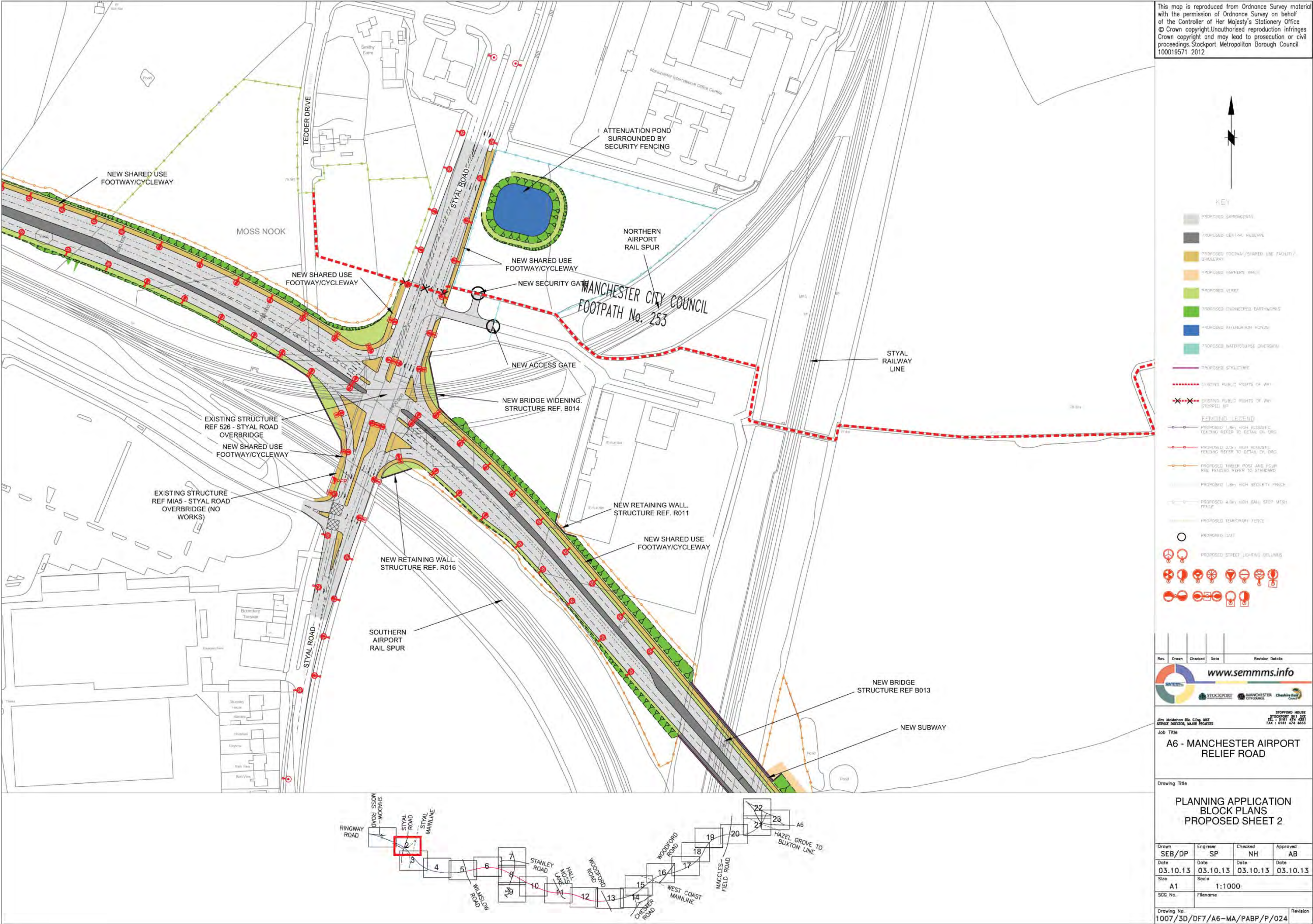


# Appendix A

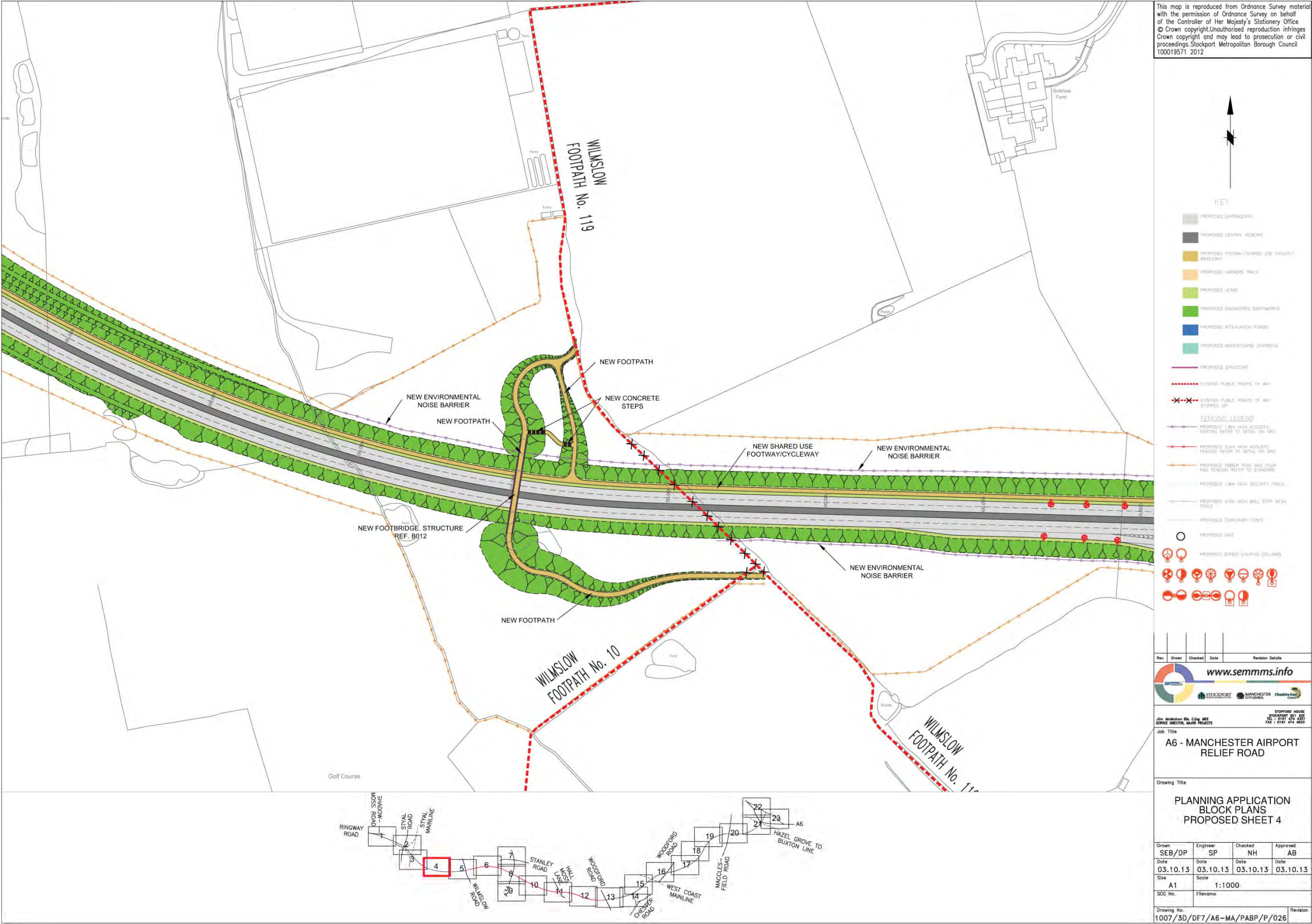
## A6MARR Highway Alignment/ Block Plans







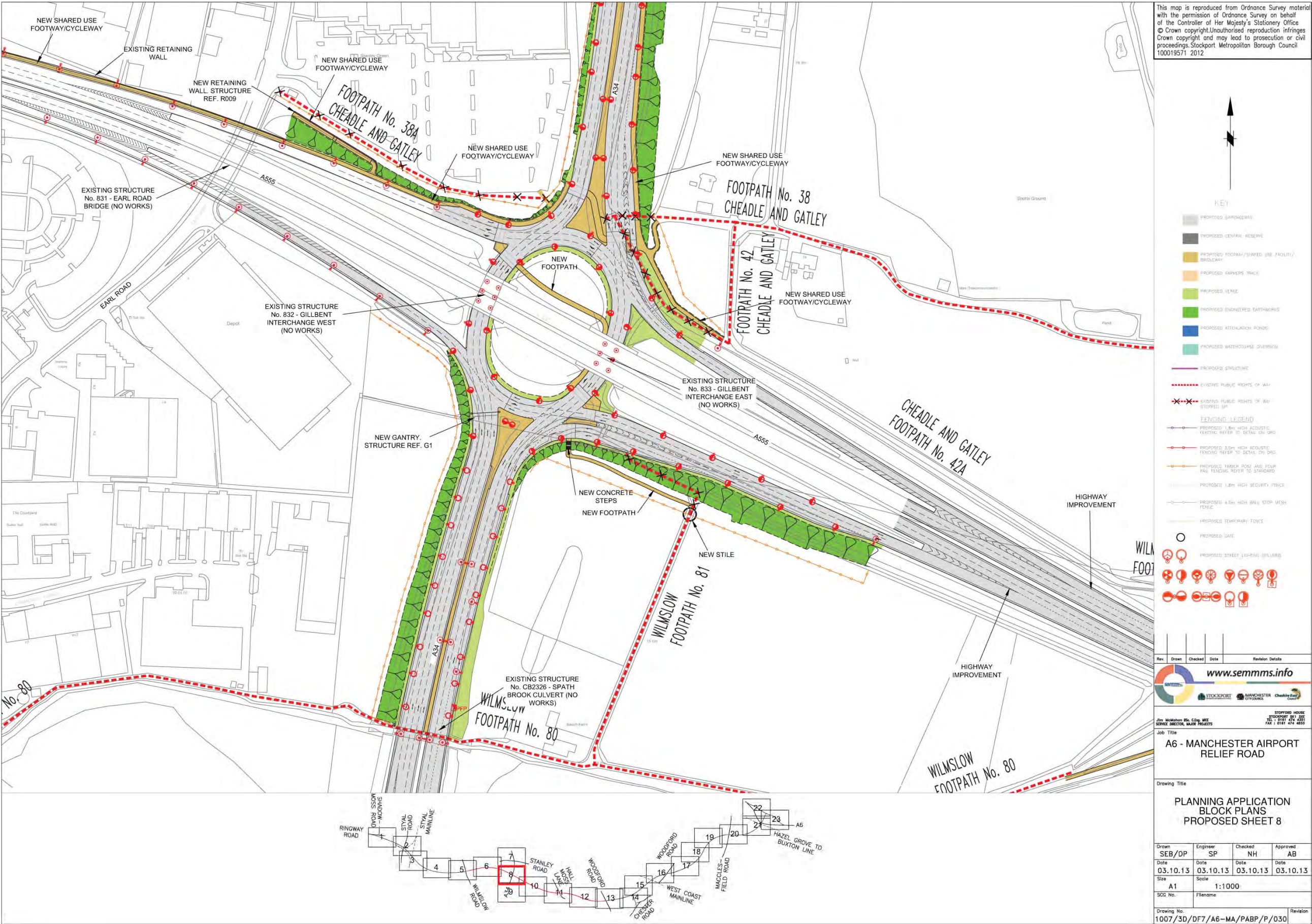




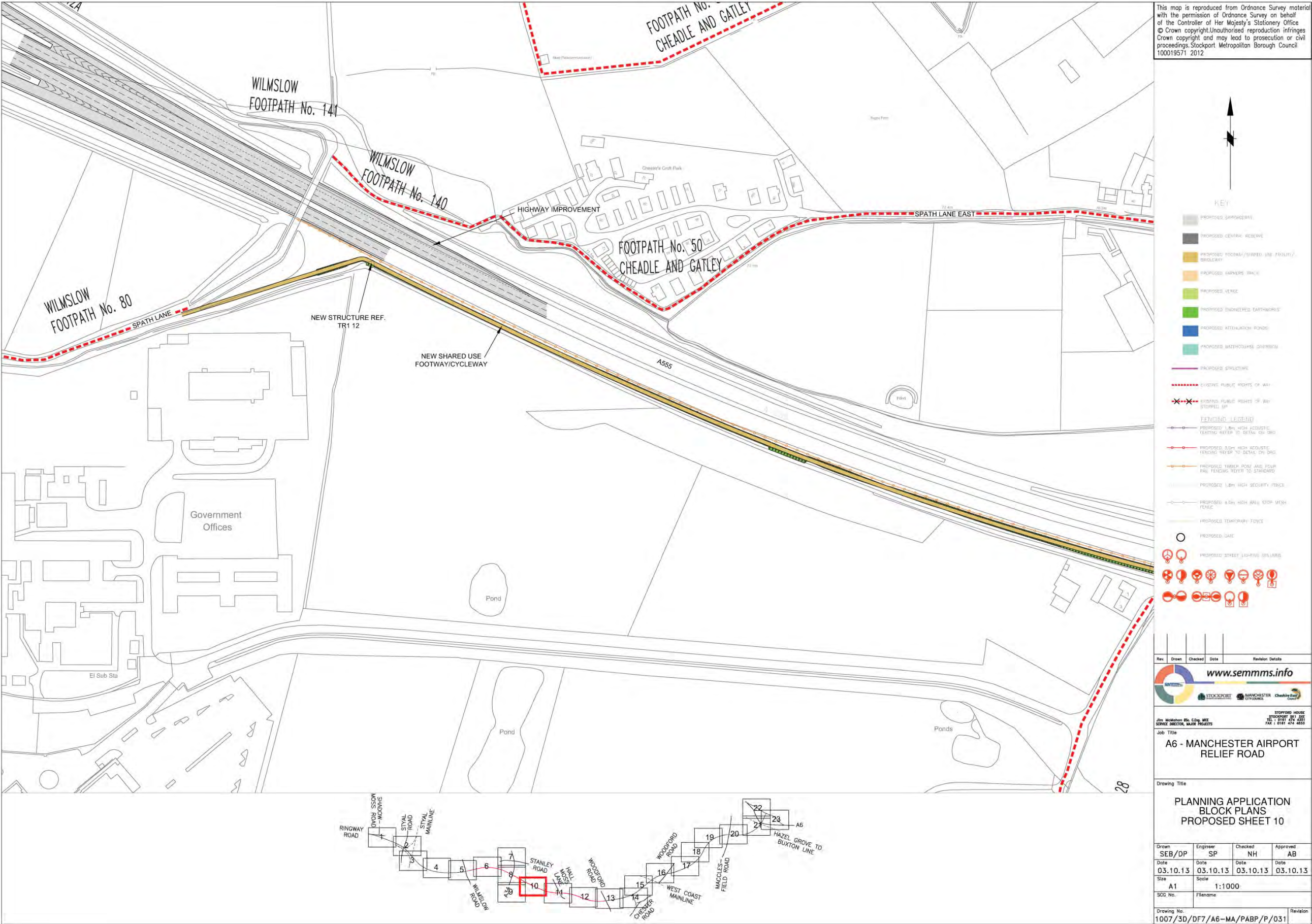


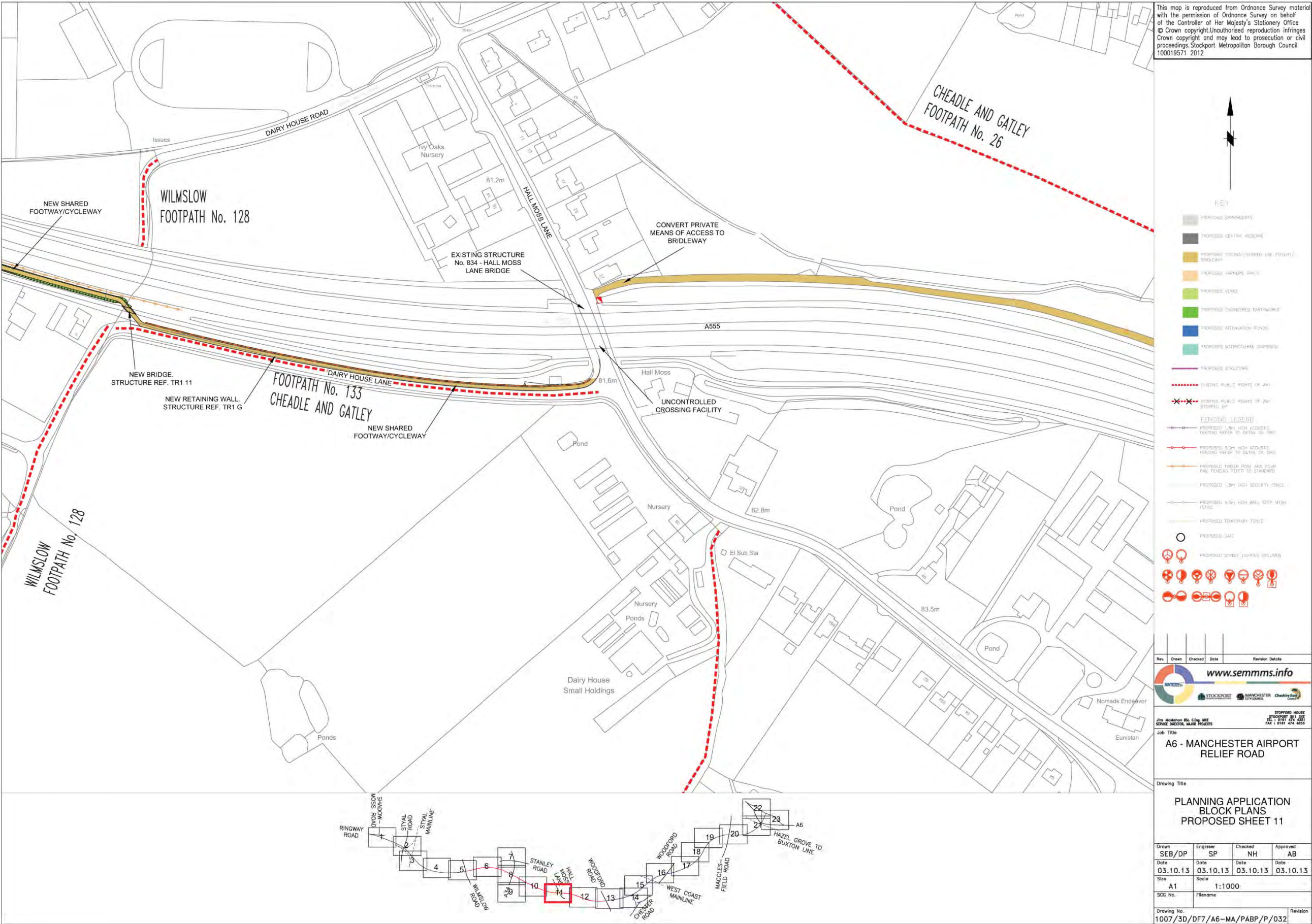


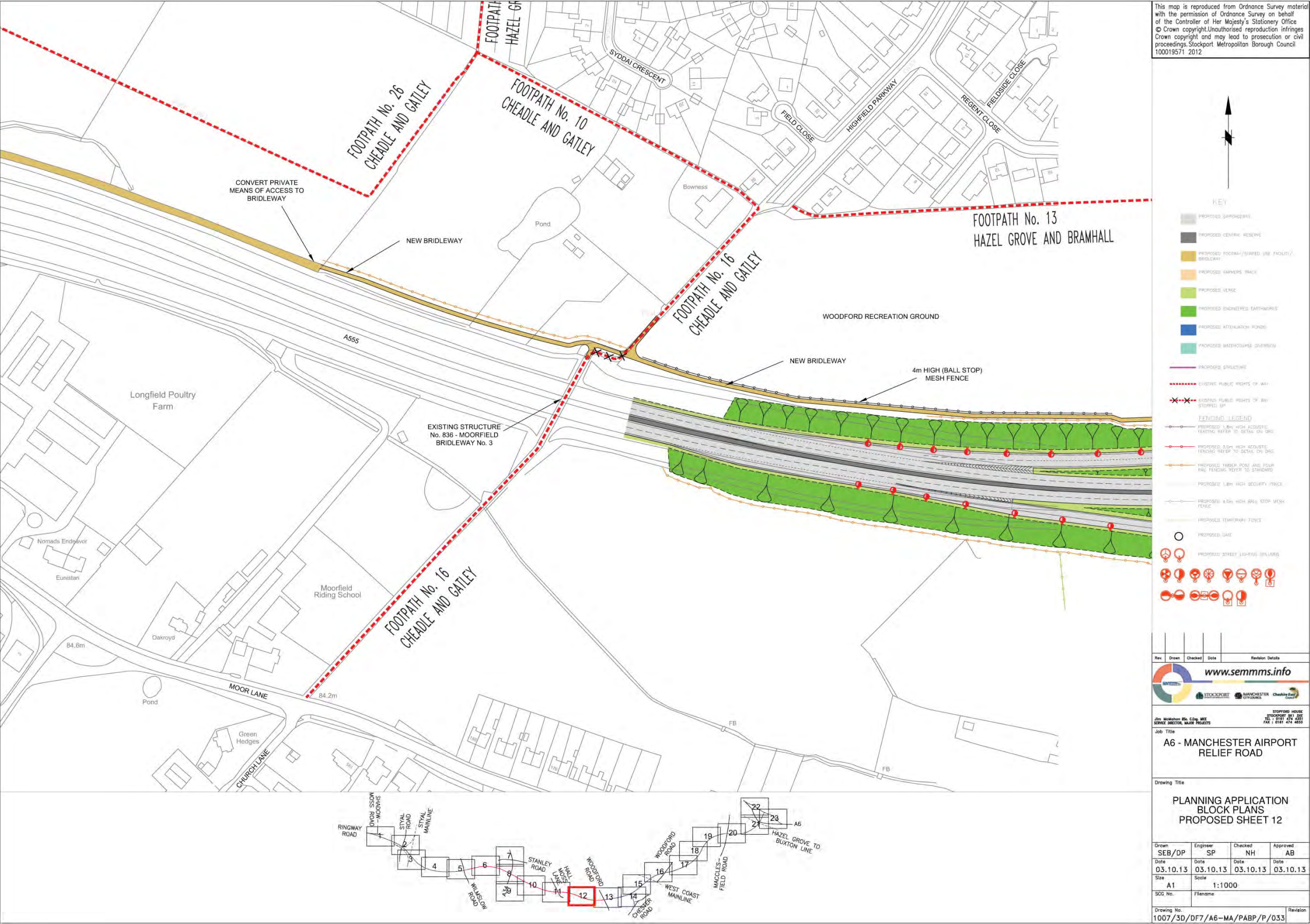






















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KEY

- PROPOSED GARROGEWAY
- PROPOSED CENTRAL RESERVE
- PROPOSED TOWN/SHARED USE FACILITY/BROOKWAY
- PROPOSED FARMERS TRACK
- PROPOSED VERGE
- PROPOSED ENGINEERED EARTHWORKS
- PROPOSED ATTENUATION RONDIE
- PROPOSED WATERCOURSE OVERFLOW
- PROPOSED STRUCTURE
- EXISTING PUBLIC RIGHTS OF WAY
- EXISTING PUBLIC RIGHTS OF WAY STOPPED UP

FENCING LEGEND

- PROPOSED 1.8m HIGH ACQUSTIC FENCING REFER TO DETAIL ON DISC
- PROPOSED 3.0m HIGH ACQUSTIC FENCING REFER TO DETAIL ON DISC
- PROPOSED TYPICAL POST AND RAIL FENCING REFER TO STANDARD
- PROPOSED 1.8m HIGH SECURITY FENCE
- PROPOSED 4.0m HIGH BALL STOP MESH FENCE
- PROPOSED TEMPORARY FENCE
- PROPOSED GATE
- PROPOSED STREET LIGHTING (SOLAR)

Rev. Drawn. Checked. Date. Revision Details.

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Job Title  
**A6 - MANCHESTER AIRPORT RELIEF ROAD**

Drawing Title  
**PLANNING APPLICATION BLOCK PLANS PROPOSED SHEET 17**

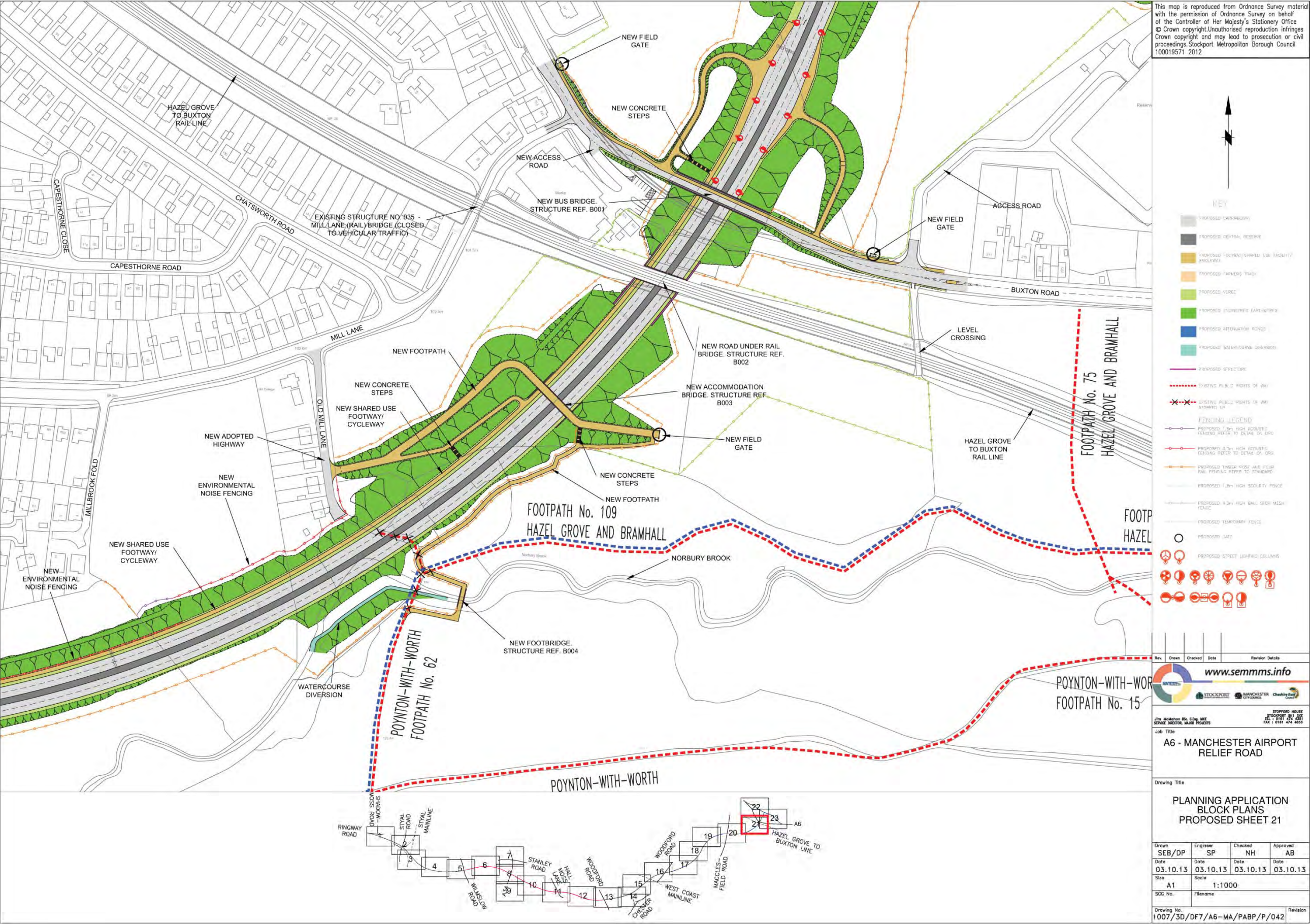
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SEB/DP	SP	NH	AB
Date 03.10.13	Date 03.10.13	Date 03.10.13	Date 03.10.13
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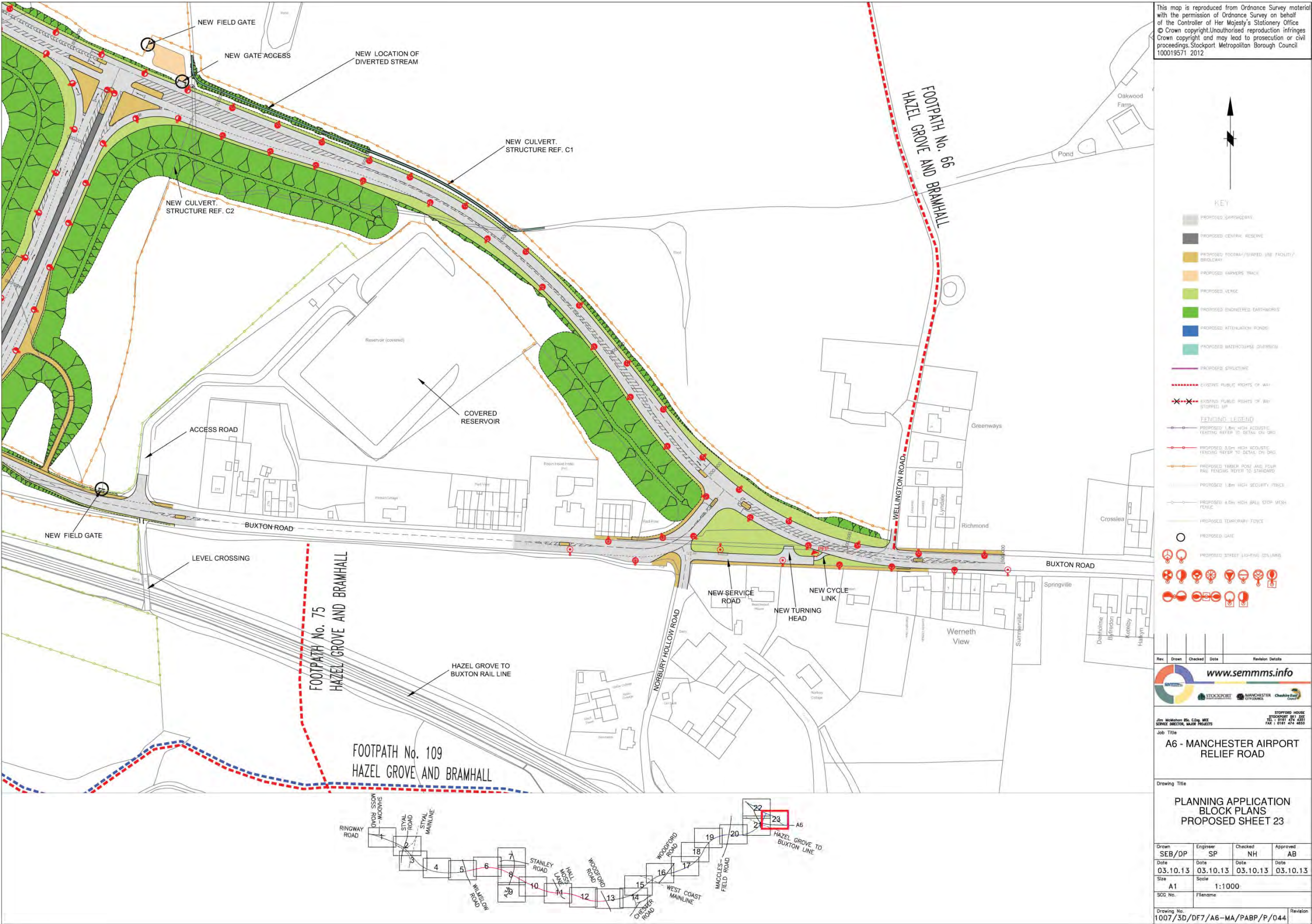
















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