



Transport for
Greater Manchester

Transport and Works Act 1992

The Transport and Works
(Applications and Objections Procedure)
(England and Wales) Rules 2006

The Transport for Greater Manchester
(Light Rapid Transit System)
(Trafford Park Extension) Order

Environmental Statement Addendum
Non-Technical Summary

1 INTRODUCTION

- 1.1.1 In November 2014, Transport for Greater Manchester submitted an application for a Transport and Works Act Order (TWAO), to construct and operate an extension of its Metrolink light rapid transit (LRT) system through Trafford Park (herein referred to as the 'Metrolink Trafford Park Line').
- 1.1.2 The application comprises approximately 5.5 kilometres (km) of new LRT infrastructure between the existing Pomona Metrolink stop, the employment and regeneration areas of Trafford Park, and the intu Trafford Centre retail and leisure complex, where the route would terminate (see NTS Figure 1).
- 1.1.3 An Environmental Statement (ES) was included in the November 2014 submission comprising the following documents:
- Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order Environmental Statement (ES) (Volume I – Main Text; Volume II – Technical Appendices; Volume III – Figures (Ref. NTS-1); and
 - Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order Non-Technical Summary (Ref. NTS-2).
- 1.1.4 For ease of reference, the submitted ES documents are referred in this document as the '2014 ES'.
- 1.1.5 In January 2015, this ES Addendum was produced to update the following technical assessments contained within the 2014 ES:
- Chapter 6: Noise and Vibration;
 - Chapter 7: Air Quality;
 - Chapter 13: Socio-economics; and
 - Chapter 14: Carbon Assessment.
- 1.1.6 This ES Addendum also provides an update to the following supporting 2014 ES documents:
- Technical Appendix B: Noise and Vibration;
 - Figures 13.1 – 13.7; and
 - 2014 ES Non-Technical Summary.

1.1.7 This document provides a Non-Technical Summary (NTS) of this ES Addendum. Its purpose is to provide an overview of the main findings of this ES Addendum in an easily understood format.

1.2 The 2014 ES

1.2.1 A design change (the Refined Alignment (October 2014) to the Metrolink Trafford Park Line alignment was made in response to comments received during stakeholder consultation. A description of this design change, and other design alternatives considered by Transport for Greater Manchester, is provided in Chapter 3: Alternatives and Design Evolution of the 2014 ES.

1.2.2 The environmental effects of the Refined Alignment (October 2014) were fully addressed within the majority of the environmental assessments contained within the ES as submitted in November 2014 (the 2014 ES). However, the Noise and Vibration (Chapter 6), Air Quality (Chapter 7), and Carbon Assessment (Chapter 14) chapters of the 2014 ES were subject to certain limitations relating to the traffic model data used; which was produced for the previous iteration of the Metrolink Trafford Park Line – the Proposed Alignment (May 2014).

1.2.3 The alteration of the alignment also necessitated a change in the individual baseline study areas required for the EIA. For the majority of the assessments contained within the 2014 ES it was possible to update the EIA baseline and provide a full and robust assessment of the Refined Alignment (October 2014). However, due to the requirement for further noise survey, desk study and environmental modelling, it was not possible to fully update the baseline environmental information contained within the Noise and Vibration (Chapter 6) and Socio-Economics (Chapter 13) of the 2014 ES.

1.2.4 Each of the chapters within the 2014 ES lists the assumptions and limitations of the individual assessments undertaken, including those relating to the baseline study area and the traffic data utilised.

1.2.5 It is important to note that the alignment of the Metrolink Trafford Park Line has not changed since submission of the TWAO application and the indicative scheme drawings referenced within the 2014 ES are still valid. The description of the scheme and the assessments presented in the ES chapters not noted above remain unchanged from those presented in the 2014 ES.

1.3 ES Addendum

Revised Traffic Model

- 1.3.1 The traffic model utilised to inform the Noise and Vibration, Air Quality and Carbon assessments reported in the 2014 ES was produced for the Proposed Alignment (May 2014).
- 1.3.2 A revised traffic model was produced for the Refined Alignment (October 2014). The revised traffic model data were used to update the Noise and Vibration, Air Quality and Carbon assessments reported in this ES Addendum.

Updated EIA Baseline

- 1.3.3 The EIA baseline for the noise and vibration assessment has been updated to take account of the amended route alongside the Manchester Ship Canal. To inform the revised assessment, additional baseline noise monitoring was undertaken at three new receptor locations (Merchant's Quay, Wharfside, and the Premier Inn Hotel (Victoria Place)).
- 1.3.4 In addition, internal noise monitoring was carried out at two receptor locations (Imperial War Museum North and EventCity) to obtain information on the internal noise levels within these premises.
- 1.3.5 The EIA baseline for the socio-economics assessment was altered to capture land within approximately 200 meters (m) of the assumed land take and construction works boundary of the Refined Alignment (October 2014).

1.4 Approach to this ES Addendum

- 1.4.1 The revisions to the technical assessments contained within this ES Addendum are presented as "track-changed" versions of the original 2014 ES chapters and technical appendices. This involves the presentation of the original 2014 ES chapters and technical appendices, with any additional text being underlined, and any deleted text struck through.
- 1.4.2 The technical assessments, appendices and figures contained within this ES Addendum replace in full the corresponding technical assessments, appendices and figures contained within the 2014 ES. This ES Addendum must therefore be read in conjunction with the 2014 ES and not as a standalone document.
- 1.4.3 A revised version of the 2014 ES Non-Technical Summary (NTS) is also included within this ES Addendum.

1.5 EIA Team

1.5.1 This ES Addendum has been compiled by AECOM (formerly URS Infrastructure & Environment UK Limited (URS)) and presents the results of the updated environmental impact assessments as undertaken by a number of technical specialists.

1.6 Transport Assessment

1.6.1 In tandem with this ES Addendum, Transport for Greater Manchester has produced Revision B of the Transport Assessment (TA) (Ref. NTS-3) which takes into consideration the revised traffic model data. All references to the TA within the 2014 ES and this ES Addendum should be taken as referring to Revision B of the TA.

2 ENVIRONMENTAL IMPACT ASSESSMENT

2.1 Introduction

2.1.1 This section of the NTS provides a summary of how the technical assessments contained in this ES Addendum (Chapters 6, 7, 13 and 14) differ from the corresponding assessment chapters in the 2014 ES.

2.2 Noise and Vibration

2.2.1 In order to consider the potential effects of the amended route on noise and vibration sensitive receptors, the noise and vibration assessment contained within the 2014 ES was updated using the revised traffic model data. Additional baseline noise monitoring data from three new receptor locations (Merchant's Quay, Wharfside, and the Premier Inn Hotel (Victoria Place)) and the results of internal noise monitoring from within the Imperial War Museum North and EventCity were also used to inform the updated assessment.

2.2.2 The assessment reports the predicted changes (increases and decreases) to noise and vibration levels at the selected receptor locations along the Metrolink Trafford Park Line. The revised traffic model data resulted in a number of minor changes (increases and decreases) to predicted noise levels at a number of individual receptors; however, the overall assessment of effects on noise and vibration remains the same as reported within the 2014 ES.

2.3 Air Quality

2.3.1 A review of the revised traffic data for the Refined Alignment (October 2014) was undertaken to determine whether the amendments to predicted traffic flows within the air quality study area would affect the overall significance of the air quality effects stated in the 2014 ES.

2.3.2 Throughout the Air Quality Study Area, the change in predicted traffic flows for the Refined Alignment (October 2014) ranged between -81 and +64 vehicles per day compared with the predicted traffic flows for the Proposed Alignment (May 2014).

2.3.3 This level of traffic flow change would not affect the overall significance of the air quality results presented in the 2014 ES. The assessment of effects on air quality is therefore unchanged from that reported within the 2014 ES.

2.4 Socio-Economics

2.4.1 In the 2014 ES, the Socio-Economics Study Area was based on the Proposed Alignment (May 2014). Overall, the assumed land take and construction works boundary for this earlier design iteration covered a greater area than the Refined Alignment (October 2014), but did not include land along the Manchester Ship Canal north of Trafford Wharf Road.

2.4.2 The Socio-Economics Study Area has been revised to take account of the Refined Alignment (October 2014) and the reduced area of assumed land take and construction works. The Socio-Economics Study Area was altered in the following ways:

- The study area was redefined to include land within approximately 200 meters (m) of the assumed land take and construction works boundary of the Metrolink Trafford Park Line for the Refined Alignment (October 2014);
- The study area boundary was amended to reflect the change to the route alignment along the canal side (adjacent to Trafford Wharf Road), which resulted in the addition of land to the north of the Manchester Ship Canal; The amendment of the study area northwards resulted in one Lower Super Output Area (LSOA) no longer being included in the assessment.

2.4.3 The revision of the Socio-Economics Study Area resulted in changes to the EIA baseline data. The socio-economic baseline data and receptors were therefore updated and the original socio-economic impact assessment was reviewed.

2.4.4 The review confirmed that the effects of the Refined Alignment on socio-economic receptors would be unchanged from that reported within the 2014 ES.

2.5 Carbon Assessment

- 2.5.1 This ES Addendum provides a record of the revised traffic data used within the carbon assessment and updates the estimated operational emissions and net carbon footprint of the Metrolink Trafford Park Line.
- 2.5.2 The overall conclusions of the carbon assessment reported within the 2014 ES remain unchanged.

3 SUMMARY

- 3.1.1 This ES Addendum updates the 2014 ES through the use of revised traffic flow data which considers the change to the Metrolink Trafford Park Line route alignment and updates to the environmental baseline for the noise and vibration and socio-economic assessments.
- 3.1.2 Whilst minor changes have been made to each of the updated assessment chapters, the mitigation measures and the overall significance of residual effects reported within this ES Addendum are exactly the same as those reported within the 2014 ES.

REFERENCES

- Ref. NTS-1 Transport for Greater Manchester (2014). 'Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order: Environmental Statement'.
- Ref. NTS-2 Transport for Greater Manchester (2014). 'Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order: Non-Technical Summary'.
- Ref. NTS-3 Transport for Greater Manchester (January 2015). 'Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order: Transport Assessment, Revision B'.

FIGURE NTS 1

Legend

- Indicative Route Centreline
- Existing Stop Location
- Proposed Stop Location



Location of Metrolink Trafford Park Line

Drawn	Checked	Approved	Date
G. Bloomer	K. Williams	K. Hands	Oct 2014

Project:
 TRANSPORT FOR
 GREATER MANCHESTER
 (LIGHT RAPID TRANSIT SYSTEM)
 (TRAFFORD PARK EXTENSION)
 ORDER

Document Ref:
 ENVIRONMENTAL STATEMENT

Figure Number:
 FIGURE NTS1

Figure Title:
 LOCATION PLAN

Scale:	Original Size:
1:30,000	A4



