



# A6 to Manchester Airport Relief Road Planning Statement 1007/13.09/149



October 2013



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TABLE OF CONTENTS

	<b>TABLES AND FIGURE NUMBERS .....</b>	<b>IV</b>
	<b>ACRONYMS.....</b>	<b>V</b>
<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Overview .....	1
1.2	Need for the Proposed Development.....	2
1.3	Scheme Objectives .....	4
1.4	The Form and Structure of this Planning Submission	4
1.5	The Applicants, Site Area and Land Interests .....	5
1.6	Planning Statement Terminology.....	6
<b>2</b>	<b>BACKGROUND TO THE PROPOSAL .....</b>	<b>7</b>
2.1	Government objectives (transport, infrastructure) – the strategic fit and need for the development .....	7
2.2	How does the proposed development fit with the overall SEMMMS?.....	7
2.3	Further stages post publication of the SEMMMS Study .....	15
2.4	A6 to Manchester Airport Relief Road – Major Business Case (November 2012) .....	15
2.5	Consideration of Junction Options during the design process .....	19
<b>3</b>	<b>THE PROPOSED RELIEF ROAD ROUTE AND ITS SURROUNDINGS .....</b>	<b>22</b>
3.1	Description of the site corridor and its context.....	22
3.2	Other development sites/land uses adjoining the application site, including relevant planning applications .....	22
3.3	Site History – safeguarding/protection of the proposed route .....	24
3.4	Existing Local Transport/public rights of way networks, access and connectivity .....	24
3.5	Statutory designations and protected features, including the Green Belt .....	24
3.6	Other constraints affecting the route corridor .....	28
<b>4</b>	<b>THE PROPOSAL.....</b>	<b>29</b>
4.1	Overall Aims of the Planning applications.....	29
4.2	The Proposed Development .....	29
4.3	Full Planning Application - compliance with guidance and legislation.....	32
4.4	Enabling activities – planning applications, land acquisition, complementary and mitigation measures, Side Road Orders and ROW changes.....	33

4.5	Key Design Components .....	37
4.6	Access .....	45
4.7	Sustainability.....	46
4.8	Construction Phasing and Requirements .....	47
4.9	Operation and Maintenance.....	48
4.10	The Use of Planning Conditions .....	48
<b>5</b>	<b>PLANNING POLICY .....</b>	<b>50</b>
5.1	Introduction .....	50
5.2	National planning policy guidance .....	50
5.3	Strategic Level Policy.....	56
5.4	The Local Development Plans.....	57
5.5	Stockport Metropolitan Borough Council Development Plan.....	57
5.6	Cheshire East Council Development Plan .....	62
5.7	Manchester City Council Development Plan .....	66
5.8	Local Transport Plans .....	69
<b>6</b>	<b>COMMUNITY AND STAKEHOLDER INVOLVEMENT ..</b>	<b>71</b>
6.1	Introduction .....	71
6.2	Stakeholder and Community Engagement Strategy..	71
6.3	Phase 1 Consultation, including Junction Options ...	72
6.4	Phase 2 Consultation – The Emerging Preferred Scheme .....	76
6.5	Pre-application advice.....	77
<b>7</b>	<b>ASSESSMENT OF ENVIRONMENTAL AND SOCIAL IMPACTS .....</b>	<b>78</b>
7.1	Introduction .....	78
7.2	Environmental Statement .....	78
7.3	Transport Assessment .....	82
7.4	Socio-Economic Impacts Report .....	84
7.5	Health Impact Assessment .....	85
7.6	Tree Survey .....	86
<b>8</b>	<b>CONCLUSION.....</b>	<b>88</b>
	<b>GLOSSARY OF TERMS.....</b>	<b>90</b>
	<b>APPENDICES .....</b>	<b>92</b>
	<b>APPENDIX A – CONSIDERATION OF JUNCTION OPTIONS .....</b>	<b>93</b>

**TABLES AND FIGURE NUMBERS**

<b>Table</b>	<b>Page Number</b>
Table 2.1: SEMMMS Strategy Options	8
Table 2.2: SEMMMS Core Strategy	9
Table 2.3: SEMMMS Recommended Strategy – Infrastructure	10
Table 4.1 Structures Plans	37
Table 4.2 Proposed Junctions	45
Table 6.1: Summary of Phase 1 Consultation activities	73
Table 6.2: Summary of Phase 1 consultation feedback	74
Table 6.3: Summary of Phase 2 Consultation activities	76
Table 6.4: Summary of Phase 2 consultation feedback	77

<b>Figure</b>	<b>Page Number</b>
Figure 3.1: Existing Environment (taken from Volume 2 of the ES)	23
Figure 3.2: Location of Green Belt in relation to the proposed development	25
Figure 4.1: A6MARR: Priority Areas for Complementary and Mitigation Areas	35
Figure 6.1: Junction Locations	75

**ACRONYMS**

A6MARR	A6 to Manchester Airport Relief Road
AGMA	Association of Greater Manchester Authorities
CEC	Cheshire East Council
CPO	Compulsory Purchase Order
DAS	Design and Access Statement
dB	Decibel
DfT	Department for Transport
DPD	Development Plan Document
EIA	Environmental Impact Assessment
ES	Environmental Statement
EU	European Union
FPA	Full Planning Application
FRA	Flood Risk Assessment
GMCA	Greater Manchester Combined Authority
GMTIF	Greater Manchester Transport Innovation Fund
GVA	Gross Value Added
ha	Hectares
HGV	Heavy Goods Vehicle
HIA	Health Impact Assessment
LDD	Local Development Document
LDF	Local Development Framework
LLF	Local Liaison Forums
LPA	Local Planning Authority
LTP	Local Transport Plan
LTP3	Third Local Transport Plan
MAELR	A555 Manchester Airport Eastern Link Road
MAG	Manchester Air Group
MCC	Manchester City Council
NERC	Natural Environment and Rural Communities
NMU	Non-motorised Users
NPPF	National Planning Policy Framework
PRoW	Public Right of Way
RSA	Road Safety Audit
SBI	Site of Biological Importance
SCI	Statement of Community Involvement
SCS	Sustainable Communities Strategy

SEMMMS	South East Manchester Multi Modal Strategy
SMBC	Stockport Metropolitan Borough Council
SPD	Supplementary Planning Documents
SO	Strategic Objective
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
SWMP	Site Waste Management Plan
TA	Transport Assessment
TCPA	Town and Country Planning Act
TfGM	Transport for Greater Manchester
UDP	Unitary Development Plan
VRUG	Vulnerable Road Users Group
WCML	West Coast Mainline Railway



## 1 INTRODUCTION

### 1.1 Overview

- 1.1.1 This Planning Statement has been prepared as part of three separate Full Planning Applications (FPA) on behalf of Stockport Metropolitan Borough Council (SMBC), Cheshire East Council (CEC) and Manchester City Council (MCC) (the applicants). URS Infrastructure & Environment Ltd is the agent responsible for submitting the planning applications on behalf of the applicants. SMBC along with MCC and CEC are the promoting authorities for the development of the A6 to Manchester Airport Relief Road Scheme (A6MARR) (referred to as the 'proposed development' throughout this planning statement).
- 1.1.2 The determining authorities in respect of the proposed development, namely a new two lane (but including areas of single lane), dual carriageway highway which spans the three authority areas between Hazel Grove in Stockport and Manchester International Airport in Manchester are SMBC, CEC and MCC. Therefore, three separate planning applications are submitted, one to each planning authority. The planning applications are classified as Regulation 3 applications<sup>1</sup>; as SMBC, CEC and MCC are the applicants.
- 1.1.3 The FPA is for a new 2-lane dual carriageway constructed to urban standards, orientated on an east-west route 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.
- 1.1.4 The proposed development comprises two sections. The first section is approximately 5.1km in length, starting from a new realigned section of the A6 at Hazel Grove, and extending west to the existing A555 at Woodford Road, Bramhall. The second new section is approximately 3.2 km in length and is an extension of the existing A555 that currently terminates at Wilmslow Road. The route continues in a westerly direction crossing Styal Road and heading towards Manchester Airport along the line of Ringway Road West. The proposed development also incorporates remodeling works at Stanley Green roundabout. The route utilises the entire length of the existing A555 Manchester Airport Eastern Link Road (MAELR) which is approximately 4.0km in length.
- 1.1.5 The proposed development incorporates seven new and four improved highway junctions, including a mixture of at-grade and grade separated, signalised controlled and priority junctions, roundabout, T Junction and cross road arrangements. The route of the proposed road crosses four railway lines, one of which is the West Coast Mainline (WCML). Provision for pedestrians and cyclists has been included along the entire length of the proposed development through a segregated multi-user cycle/pedestrian route adjacent to the new road and existing length of the A555. The development will also be accompanied by a package of complementary and mitigation measures which are closely associated with the successful scheme delivery and which have been identified to improve the local road network and off-set the potential impact of the new road.
- 1.1.6 The proposed development will intercept many of the arterial commuter routes through the Greater Manchester conurbation for traffic accessing the City of Manchester and surrounding commercial centres. The proposed development aims to provide a radial route for vehicular

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<sup>1</sup> SMBC, CEC and MCC are able to decide applications for planning permission concerning development it intends to carry out itself. These are known as Regulation 3 applications because that power is derived from Regulation 3 of the Town and Country Planning General Regulations 1992. The application is made to the Planning Service. In other respects, the documents and information required is the same as would be required for any other application made to a planning authority by a private individual or company.

traffic to utilise. The proposed development will be constructed on the fringe of Cheadle Hulme, Hazel Grove, Poynton, Wythenshawe, Heald Green and Bramhall providing an alternative route for traffic.

- 1.1.7 The proposed development will improve access from the south and east of Stockport to Manchester International Airport and the surrounding commercial areas, including the newly formed Enterprise Zone adjacent to the airport. Access to a number of regeneration areas will also be improved by the development, including Stockport Town Centre M60 Gateway and Wythenshawe.
- 1.1.8 The A6MARR will provide a quality route for freight vehicles to access the strategic road network (i.e. M56), Manchester International Airport and the newly formed Enterprise Zone from the south and east of the region. This will reduce the impact of heavy goods, and other commercial vehicles, on the surrounding residential streets and neighbourhoods.
- 1.1.9 This Planning Statement is an important tool in explaining the context and history of the proposed development, describing its content and providing a summary of how it will accord with adopted and emerging development plan policies. It also explains how the proposed development will assist to deliver the long term objectives of the **South East Manchester Multi-Modal Strategy (SEMMMS)**; alongside national objectives and local aspirations for growth, employment and connectivity. The Planning Statement is written as a non-technical document, intended for the broadest audience who wish to understand and comment upon the planning applications.
- 1.1.10 The FPA is for development requiring 'Environmental Impact Assessment' (EIA), as defined under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the Regulations), and has been subject to a formal 'scoping' exercise with the Local Planning Authorities (SMBC, MCC and CEC) in relation to the content of the EIA. The impacts of the proposal are reported and considered in detail within an Environmental Statement (ES), which accompanies the applications. The ES assesses the impacts of the proposal upon local environmental features and identifies, where necessary, appropriate mitigation measures that will help to secure substantial environmental benefits.

## 1.2 Need for the Proposed Development

- 1.2.1 The proposed development is an integral component of the wider SEMMMS, a twenty year integrated transport strategy for the study area aimed at addressing transport problems in the area (chiefly congestion) on a multi-modal basis. The SEMMMS study, published in 2001, identified that whilst congestion was the biggest single problem with the transport system of South East Manchester, there were many other problems, which included but were not limited to:
  - the quality and extent of the public transport network;
  - the patterns of land-use that had developed over the last twenty years in the study area;
  - the particular transport needs of areas of social deprivation, these being quite different to those of the more affluent parts of the study area; and
  - study area residents expectations and aspirations for personal mobility.
- 1.2.2 The Study subsequently recommended that, amongst a package of other measures, including investment in the public transport network (bus and rail, including Metrolink), the study area local authorities develop smaller and more appropriate scale road proposals along the

protected alignments. The study recommended that these roads should be designed to provide relief for the study area communities affected by inappropriate through traffic, but not to provide a new strategic route of regional and potentially national significance.

- 1.2.3 The A6MARR is considered critical to delivering the long-term objectives of SEMMMS. Once constructed and operational, the A6MARR development aims to alleviate a number of existing social and economic constraints, including:
- Poor connectivity along the south Manchester corridor; with a fragmented east-west highway network and lack of surface access to Manchester Airport, which currently acts as a barrier to economic growth and regeneration;
  - Congestion on the local and strategic network; in particular along the A6 and in the urban centres of Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme;
  - Poor environmental conditions in the District and Local Centres along the south Manchester corridor, caused by the high volume of traffic passing through these towns to reach other destinations; and
  - Unsatisfactory conditions for pedestrians and cyclists through busy urban areas along the extent of the south Manchester corridor, with all non-motorised transport users facing severance and problems of safely accessing education, employment and leisure facilities.
- 1.2.4 Addressing these problems will bring benefits to the local population and businesses and to the wider economy by:
- providing efficient surface access and improved connectivity and thus increasing employment and generating economic growth;
  - boosting business integration and productivity; reducing the impact of traffic congestion on local businesses and communities;
  - reducing severance and improving accessibility to, from and between key centres of economic and social activity;
  - reallocating road space and improving facilities for pedestrians, cyclists and public transport; and
  - improving the safety of road users, pedestrians and cyclists by reducing the volume of through-traffic from residential areas and retail centres.
- 1.2.5 The contents and objectives of the SEMMMS study were endorsed across the North West at all political levels (and at central government level), with strong public support for the multi-modal package of measures. The need for the A6MARR as a particular outcome of SEMMMS has also been recognised and supported. The scheme is supported by local MPs, and all three major political parties in each of the Local Authorities through which the road passes. It is also supported by the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM). The GMCA have prioritised the scheme for inclusion in the Greater Manchester Transport Fund, and a contribution from this fund will be used to part-fund the scheme. The proposed development has been identified by Central Government as one of a number of nationally important infrastructure projects, which are required to revitalise the economy and £165 million of Central Government funding has been allocated for the delivery of the scheme.

1.2.6 Both the wider SEMMMS and the proposed development that is the subject of the FPAs have been subject to extensive public consultation over a period spanning more than a decade, which has consistently demonstrated a high level of public support for the scheme. More detail on this is provided in the Statement of Community Involvement submitted alongside the applications.

### 1.3 Scheme Objectives

1.3.1 The high level objectives for the A6MARR scheme stem from the aspirations and objectives of the wider SEMMMS, as introduced above. Specifically in relation to the proposed development, the objectives of the A6MARR scheme are to:

- *Increase employment and generate economic growth:* provide efficient surface access and improved connectivity to, from and between Manchester Airport, local, town and district centres, and key areas of development and regeneration (e.g. Manchester Airport Enterprise Zone);
- *Boost business integration and productivity:* improve the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel;
- *Promote fairness through job creation and the regeneration of local communities:* reduce severance and improve accessibility to, from and between key centres of economic and social activity;
- *Reduce the impact of traffic congestion on local businesses and communities;*
- *Improve the safety of road users, pedestrians and cyclists:* reduce the volume of through-traffic from residential areas and retail centres; and
- *Support lower carbon travel:* reallocate road space and seek other opportunities to provide improved facilities for pedestrians, cyclists and public transport.

1.3.2 These objectives have formed the basis of the approach taken to designing the proposed development.

### 1.4 The Form and Structure of this Planning Submission

The FPA is divided into two parts. Part 1 comprises this Supporting Planning Statement, plans and drawings (see Schedule of Documents for Planning Applications), application forms and certificates, and a number of supporting documents including:

- Design and Access Statement (Volume 1 – Main Text and Volume 2 – Structures reports)
- Statement of Community Involvement (SCI)
- Transport Assessment (TA)
- Socio-economic Impacts Report
- Flood Risk Assessment (FRA)
- Tree Survey
- Street Lighting Design Statement
- Health Impact Assessment (HIA)
- Drainage Strategy Report

- Airport Safeguarding
- Sustainability Statement
- Construction Code of Practice
- Equalities Impact Assessment

1.4.1 The ES is contained in Part 2, and comprises:

- Volume 1 – Main text & Non-Technical Summary
- Volume 2 – Figures
- Volume 3 – Appendices

1.4.2 Volume 3 incorporates the relevant surveys, technical reports, reference documents, explanatory notes and calculations relied upon and referred to in Volume 1. These include the following reports:

- Appendix 5B – Draft Site Waste Management Plan (SWMP)
- Appendix 11A - Badger Report
- Appendix 11B - Bat Survey Report
- Appendix 11C - GCN Survey Report
- Appendix 11D - Otter Survey Report
- Appendix 11E - Phase 1 Habitat Survey Report
- Appendix 12A - Ground Investigation Report

## 1.5 The Applicants, Site Area and Land Interests

### The Applicant(s)

1.5.1 The A6MARR is supported by a partnership of three Local Government Authorities namely: Stockport Metropolitan Borough Council (Lead Authority); Manchester City Council and Cheshire East Council. These Local Authorities are the applicant(s) and have agreed to work together to develop and implement the A6MARR as an element of the wider SEMMMS strategy.

1.5.2 These Local Authorities are responsible for the highway network (excluding motorways) within their boundaries. The three authorities are part of a wider network of partner transport authorities, including Derbyshire County Council and TfGM, who are working together to develop and implement the range of integrated transport measures which make up the wider SEMMMS.

### Site Area, land interests and the safeguarded route

1.5.3 The FPA site comprises 152.3ha, as shown within the red line boundary on Plan Number 1007/2D/DF7/A6-MA/PALP/269 (Planning Application Location Plan). This plan also indicates those parcels of land which are currently owned by the respective Local Authorities (the applicants). Substantial parcels of land are within third party ownership, and are the subject of a separate but related purchase process, including Compulsory Purchase Orders (CPO). Appropriate notices have been served on these landowners under article 11 of the Town and Country Planning (Development Procedure) (England) Order 2010.

- 1.5.4 Development within the defined red line boundary will be supported by a range of complementary and mitigation measures that fall out-with the red line boundary, but which will support the main development. These are explained in detail within section 4.1 of the planning statement.
- 1.5.5 Section 4.4 of this Planning Statement also provides an overview of proposed nearby development proposals and any relevant planning applications or permissions which fall within or adjacent to the red line boundary. These include enabling applications for works to be undertaken prior to construction of the proposed road.
- 1.5.6 The general route of the proposed development has long been established and has been defined and safeguarded for road construction purposes in the relevant Local Plans since the 1930s. Details relating to the sections of the route that are protected by existing planning policy are provided within section 5.3 of this planning statement. Previous to this, the alignment was included in the Central Governments Major Trunk Road programme.
- 1.5.7 The proposed development represents the first phase of development, with further phases planned for the delivery of the Poynton Bypass and a link road between the A6 and the M60. The junction at the Bramhall Oil Terminal has been designed such that it would facilitate a connection with a future Poynton Bypass and the new Junction with the A6 will similarly facilitate a connection with a future A6 Bypass.
- 1.6 Planning Statement Terminology**
- 1.6.1 The proposed development includes all development within the red-line boundary on Plan Number 1007/2D/DF7/A6-MA/PALP/269, which is the subject of the planning applications. This is set out in more detail within Chapter 4 of this planning statement.

## 2 BACKGROUND TO THE PROPOSAL

### 2.1 Government objectives (transport, infrastructure) – the strategic fit and need for the development

2.1.1 The Government has long-term objectives aimed at improving the economy, environment and society. These are the three tenets against which major transport infrastructure projects are assessed, and will continue to be assessed in future.

2.1.2 In its Autumn Statement 2011<sup>2</sup> and National Infrastructure Plan 2011<sup>3</sup>, the Government presented its vision for the UK transport system, which included a number of elements of direct relevance to the A6MARR:

- Transport infrastructure can play a vital role in driving economic growth by improving the links that help to move goods and people around and by supporting the balanced, dynamic and low-carbon economy that is essential for future prosperity.
- Local transport systems must enable suburban areas to grow. The transport network must support good value and rapid movement of goods around the country. The transport system must be efficient but also resilient and responsive to infrequent and unexpected pressures.
- Airports and ports are the gateways to international trade and the Government will work to improve the road and rail connectivity to major ports and airports.

2.1.3 To help deliver its vision, the Government has identified the A6MARR scheme as one of 70+ major infrastructure projects aimed at addressing congestion and improving performance on the road network. This is part of the Government's initiative to *'keep Britain moving by improving the capacity, performance and resilience of roads, railways and international gateways...targeting some of the worst pinch points where the networks are under particular stress and locations that are key in supporting growth'*.

2.1.4 The Government has prioritised transport as one of the main areas of capital investment to help 'boost economic growth, unlock private investment and help businesses grow and compete effectively in the global economy'. In particular, there is a commitment to funding high value capital transport projects that promote economic growth, minimise the environmental impact of travel, improve public health and address social exclusion.

### 2.2 How does the proposed development fit with the overall SEMMMS?

2.2.1 As highlighted above, the proposed development is an integral component of the wider SEMMMS. In July 1998 the Government published *A New Deal for Trunk Roads in England*, following a strategic review of the roads programme undertaken in association with the development of its new Transport Policy. The report established a Targeted Programme of Improvements to the trunk road network to be taken forward by the Highways Agency. The report also proposed a series of 'multi-modal' studies to address problems on the strategic trunk road network not covered by the short term Targeted Programme of Improvements.

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<sup>2</sup> HM Treasury (2011) Autumn Statement. Available at <https://www.gov.uk/government/news/autumn-statement-2011--3> (accessed 07/2013)

<sup>3</sup> HM Treasury and Infrastructure UK (2011) National Infrastructure Plan. Available at <https://www.gov.uk/government/publications/national-infrastructure-plan-november-2011> (accessed 07/2013)

2.2.2 The SEMMMS Study was one of these studies. Recognising that transport problems and their solutions are not just limited to the trunk road network, the studies considered all modes of transport.

**Integrated Strategy Options Tested**

2.2.3 The SEMMMS study developed and tested six separate strategy options in order to arrive at a preferred strategy of interventions. The key elements of these strategy options are listed in Table 2.1. All options assumed the construction of the Alderley Edge Bypass.

**Table 2.1: SEMMMS Strategy Options**

Option	Road	Metrolink	Rail	Quality Bus
Red	Reduced: A6(M), A555/ A523 and MALRW	Airport – Wilmslow, Airport – Poynton, Hough End – Stockport	Urban Metro, Western Rail Link	New QBC Corridors
Orange	Reduced: A555/ A523 and MALRW	Hough End – Stockport, Stockport – Rose Hill	Urban Metro, Eastern Rail Link, Western Rail Link	New QBC Corridors
Yellow	Reduced A6(M)	Hough End – Stockport, Stockport – Hazel Grove	Expanded Orbital Services: Stalybridge, Stockport	Do Minimum Corridors Enhanced
Green	Full Standard Road Schemes, A523 Dualling, A6 High Lane/ Disley Bypass	Hough End – Stockport,	Western Rail Link	New QBC Corridors
Blue	None	Airport – Poynton, Hough End – Stockport, Stockport – Hazel Grove	Urban Metro, Western Rail Link	New QBC Corridors
Violet	Reduced: A6(M), A555/ A523 and MALRW, A6 High Lane/ Disley Bypass	Hough End – Stockport, Stockport – Rose Hill, Stockport – Airport	Urban Metro, Western Rail Link	New QBC Corridors

2.2.4 Within the SEMMMS study, each of the options were considered against a series of core local objective, which included: Promote environmentally sustainable economic growth; promote urban; regeneration Improve amenity, safety and health; enhance “centres” at all levels and the Airport; and encourage community, cultural life and social inclusion. The following conclusions were highlighted within the SEMMMS study:



- the ‘green’ strategy option, was rejected. This included each of the three roads remitted to the study to their remitted specification and set of measures which were judged to complement these schemes while being consistent with current policy direction. It was judged by the Steering Group that this option did not go sufficiently towards meeting each of the study’s objectives or addressing the identified problems;
- similarly, the ‘blue’ strategy option, one which had no road construction and was based wholly on public transport development was also rejected. It too did not go sufficiently towards meeting the study’s objectives;
- overall the ‘violet’ and ‘orange’ strategy options were the better performing ones. These were mixtures of reduced scale road schemes, public transport enhancement and management measures; and
- the remaining two strategy options, (‘red’ and ‘yellow’), while not performing as well as violet and orange included some elements which were identified as beneficial.

2.2.5 Common to all infrastructure options was a package of measures that would deliver road space reallocation, transport change measures and urban regeneration proposals. It is clear from the options listed in Table 2.1 that all six strategy options included significant public transport improvements in the broad Relief Road corridor.

2.2.6 Assessment of the six strategy options led to the development of a ‘Core Strategy’ for further assessment. Key elements of the Core Strategy are listed in Table 2.

**Table 2.2: SEMMMS Core Strategy**

Mode	Core Strategy Option
Road	Reduced A555/ A523, Reduced MALRW
Metrolink	Hough End – Stockport, Stockport – Rose Hill, Stockport – Airport
Rail	Urban Metro, Western Rail Link
Quality Bus	New QBC Corridors

2.2.7 The strategy assessment against the five national objectives concluded that whilst there were some slight to moderate adverse environmental impacts from the strategy it generally delivered moderate beneficial impacts across the other four objectives of safety, economy, accessibility and integration.

**SEMMMS Study Recommendations**

2.2.8 Based on the assessment of the study area traffic and transport problems, the appraisal of a wide range of strategy options and the detailed assessment of a core strategy, the SEMMMS study led to a recommended strategy that included the key infrastructure listed in Table 2.3 below. The recommended strategy incorporates elements of the violet, orange and red options identified within table 2.1.

**Table 2.3: SEMMMS Recommended Strategy – Infrastructure**

Mode	Strategy Infrastructure
Road	Reduced A6(M), Reduced A555/ A523, Reduced MALRW
Metrolink	Hough End – Stockport, Stockport – Rose Hill, Stockport – Airport
Rail	Urban Metro, Airport Western Rail Link, Expanded Orbital Services including Airport Eastern Link
Quality Bus	New QBC Corridors

2.2.9 The study recommended a substantial public transport investment in new infrastructure and services and also recommended the construction of all three remitted road schemes but to a lower standard of provision. In addition to the infrastructure interventions proposed, the strategy included recommendations for road space reallocation, transport change measures and urban regeneration proposals.

2.2.10 The appraisal of the recommended strategy showed that in 2021, there would be a small increase in car traffic in the morning peak compared to the Do Minimum but a small decrease in the off-peak period. The mode share for public transport would increase by about 20% in the morning peak and over 50% in the off-peak although this represented only 12% and 7% respectively of overall trips in the study area.

2.2.11 Whilst a 20-year Strategy was developed, the work was split into Short, Medium, and Long Term programmes.

2.2.12 The SEMMMS study concluded that some of the serious congestion problems could only be addressed through the implementation of the road schemes, albeit to a reduced standard. However, it was noted that the highway proposals were one element of the overall package of recommendations that the study concluded should be implemented in their entirety if the 20-year transport vision were to deliver its full outcomes.

**Consideration of Road Options**

2.2.13 Part of the remit for the SEMMMS study was to make recommendations on the three road schemes withdrawn from the Highway’s Agency Programme. The three road schemes were as follows:

- the A6(M) Stockport North South Bypass;
- the A555 Manchester Airport Link Road West (MALRW); and
- the A555/523 Poynton Bypass.

2.2.14 For each of these schemes, five broad options were defined. These were:

- the do-minimum, i.e. do not construct any road along the alignment;
- construct the road as proposed at the time that the scheme was put on hold;
- construct a road but to a lower specification than previously proposed. For example, this could be an at-grade single carriageway road as opposed to a grade separated dual carriageway;
- construct a scheme that had provision for both private cars as well as dedicated facilities for goods vehicles and/or public transport. The latter could be rail or road based. Keeping

the proposals more or less within the protected alignments would mean that, by definition, such proposals would offer less road capacity than the original proposals now on hold; and

- construct a scheme along the alignments that serviced goods and/or public transport traffic only. Such a scheme could be road or rail based.

2.2.15

A compatibility assessment was undertaken that considered the road options in isolation. The assessment indicated that:

- constructing the A6(M), the Poynton Bypass and MALRW (i.e. all three schemes) was an option that should be considered as the current design of each was mutually compatible;
- building lower capacity schemes along the alignments of the A6(M), Poynton bypass and MALRW was a viable combination of options. Here a lower capacity road scheme could be a conventional road or it could be a highway and dedicated freight and/or public transport facility adjacent to each other;
- it would be compatible to build a reduced scheme along the MALRW alignment and a reduced Poynton bypass without building any scheme along the A6(M) alignment. Careful traffic management in the Hazel Grove area would be required to ensure that the proposals do not exacerbate the traffic problems experienced in the locality;
- it would be compatible to build a reduced A6(M) proposal and not construct the Poynton bypass or MALRW. Again careful traffic management would be needed around Hazel Grove; and
- not building any highway capacity on the A6(M), Poynton Bypass and MALRW corridors was an option that needed to be considered. This does not mean, however, that nothing needed be developed along the alignments. A freight and/or public transport only facility along the MALRW corridor or the A6(M) corridor were possible options. However, there appeared to be insufficient demand to warrant consideration of freight or road based public transport only proposals for the Poynton bypass alignment.

2.2.16

In assessing the three road schemes withdrawn from the Highway's Agency Programme, the following conclusions were drawn.

- reduced scale options on the A555 MALRW and A555/523 Poynton Bypass corridor contributed to meeting the study's objectives and were thus included in the core strategy. Traffic reduction measures on relieved roads were seen as an integral part of these schemes. The modelling showed that the schemes would result in significant traffic reduction in areas where congestion presently has a high impact. They facilitate other potential measures, which in turn would lead to additional benefits;
- further consideration of options of the A6(M) corridor was identified as necessary. This was because there was concern that even at a reduced scale, a road along the A6(M) corridor combined with the reduced scale schemes for MALRW and the Poynton Bypass may have a strategic traffic impact. The Steering Group therefore asked that this be considered further; and
- the remitted schemes were dropped from further consideration. The modelling and appraisal identified that they drew significant extra traffic into the study area from the M56 and M60 and they served a strategic function for long distance traffic. They also had the most significant environmental impact.

2.2.17 The SEMMMS study recommended that the proposals as developed by the Highways Agency (and removed from the Government’s road programme in July 1998) should not form part of the strategy. Instead, it recommended that the study area local authorities develop smaller and more appropriate scale road proposals along the protected alignments. It was also recommended that these should be designed to provide relief for the study area communities affected by inappropriate through traffic, but not provide a new strategic through route of regional and national significance.

2.2.18 In particular, the study recommended that:

- a road is constructed between the M60 at Bredbury and the A6 at Hazel Grove following the protected alignment for the A6(M). The construction of the Stepping Hill Link between the A6 north of Hazel Grove centre and the new road forms part of the recommendation. It is recommended that the north-south bypass be constructed to dual carriageway standard with a 40/50 mph design speed. Junctions should be at-grade and most likely signal controlled;
- a bypass of Poynton is constructed. The bypass should comprise an east-west section linking the A555/A5102 junction north of Woodford to the A6 at Hazel Grove. Traffic modelling undertaken for the study indicates that a dual carriageway is more than likely required, but junctions can be accommodated at grade. For the north-south bypass of the A523 a single carriageway bypass is recommended from the existing A523 at Adlington, joining the east-west section of the bypass north of Woodford; and
- a reduced scale scheme is constructed in the MALRW corridor. Traffic modelling indicates that an at-grade dual carriageway linking the Airport roundabout at the end of the M56 spur to the Western end of the A555 at Handforth is sufficient. An at-grade junction at Styal Road should be provided. Combined with other recommendations, there is the opportunity to introduce dedicated HGV/public transport lanes along the MALRW corridor.

**Public transport only options tested within the SEMMMS Study**

2.2.19 A number of public transport only options were considered within the SEMMMS Study but were rejected because of the reasons described below:

- Heavy and light rail, and guided bus options were all ruled out on cost grounds given the new infrastructure required to operate along the corridor. These options would cater only for a small proportion of the traffic given that they could serve only a limited number of the end-to-end journeys.
- Bus-based options on the existing highway network were considered unrealistic, since they would not be able to offer the journey time savings to generate a sufficient level of mode shift to produce a viable business case (bus services have been withdrawn from operation in the past due to the large level of subsidy required to maintain them). This meant that:
  - the problem of congestion in town and district centres would not be resolved,
  - journey times may improve slightly if there is reasonable mode shift, but they will be insufficient to provide the step-change required to generate economic growth and employment
  - other problems, such as poor air quality and noise, could potentially be exacerbated.

- Bus-based options also failed to address the need for improved freight connectivity to, from and across the Greater Manchester, south Manchester and Manchester Airport areas.

2.2.20 Having assessed a wide range of public transport interventions, the SEMMMS study recognised that many of the serious traffic congestion problems would only be addressed through the construction of the road schemes. The proposed A6MARR has thus been developed.

**Progress on Implementation of the SEMMMS Study Recommendations**

Schemes Implemented

2.2.21 Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects including Quality Bus Corridors, accessibility Improvements to Bus Stops and transport interchanges, the provision of yellow buses as well as Road space reallocation involving the creation of on street cycle facilities and improvements to the pedestrian network. The schemes that have been delivered include:

Public Transport – SEMMMS Major Scheme Quality Bus Corridors / Integrated Transport Corridors (QBCs/ITCs)

2.2.22 This included eleven main corridors plus a network of routes to serve the Manchester Airport. The improvements were designed to reduce journey time, improve reliability and to increase comfort and convenience to all users.

2.2.23 Other Public Transport improvements have included:

- accessibility improvements to bus stops on other bus routes;
- improvements to accessibility for number of transport interchanges and railway stations in the SEMMMS area;
- the provision of a computerised booking and scheduling system for flexible transport providers such as Ring and Ride and Local Links;
- the provision of yellow buses to improve school journeys by reducing anti-social behaviour and so increasing use of public transport for school journeys.

2.2.24 Work has also continued on the proposals for a Metrolink extension to Stockport. So far however, the delivery of such a route is unlikely before 2016. Consideration is also being given to tram-train options for extending the tram system beyond Stockport to Marple. The delay and possible nondelivery of these schemes have been identified as a possible weakness to the SEMMMS programme as it will compromise its overall integrated approach.

2.2.25 A rail station improvement programme has commenced across Tameside, Stockport, Manchester, Derbyshire and Cheshire East.

Use of Road Space

2.2.26 Road space reallocation has involved the creation of on street cycle facilities, improvements to the pedestrian network, reducing traffic speed and removal of targeted vehicles from inappropriate routes, in order to make vulnerable road users feel more secure.

Transport Change

2.2.27 A strength of the SEMMMS is the increased ability to encourage behavioural change due to increased school travel plan delivery and the ability to improve the accessibility of routes. A large part of the work to encourage a change in modal split away from private motor vehicles, reducing congestion and the health and environmental effects of this type of transport, is related to the production of travel plans for schools and business but other actions that encourage modal shift have also been pursued such as:

- Safer Routes to Schools including the provision of improved traffic signals, signing and lining with relevant TRO's, maintenance of sight lines, dropped kerbs and tactile paving;
- Improvement of cycle facilities on school;
- Walking promotion schemes such as walking buses, Walk Once a Week (WOW) and park and stride; and
- Other education establishments such as Adult Education and Six Form Colleges have also been approached to develop travel plans.

Urban Regeneration

2.2.28 The ability to regenerate district centres and integrate schemes with necessary maintenance works has been identified as a strength of SEMMMS. As such there has been a significant amount of work done by the Greater Manchester authorities via SEMMMS funding to improve accessibility, aid public transport, improve public safety, improve the environment and the streetscape in local, district, and town centres.

Impact of the Implemented SEMMMS Schemes on Congestion

2.2.29 Of the areas of significant congestion identified by the SEMMMS Study listed in 2.2 above, only the following has been addressed to some degree by the elements of the SEMMMS recommended strategy that have been implemented to date:

- The A6 through Stockport. This has benefitted from the quality bus corridor and the various transport change interventions.

2.2.30 The SEMMMS study had assumed that the A34 Alderley Edge bypass would be built and this would resolve the traffic problems in Alderley Edge village. The bypass was opened to traffic in 2010.

2.2.31 None of the other identified locations have benefited from any reduction in traffic congestion due to the elements of the SEMMMS strategy that have been implemented to date. These being:

- Finney Lane in Heald Green;
- A523/A5149 cross roads in Poynton;
- Hazel Grove at the A6/A523 intersection (Rising Sun) and the A6/A627 (Torkington Road);
- The A34 at Gatley; and
- M67/A57 Denton Interchange

### Conclusions

2.2.32 The SEMMMS study recognised that many of the serious traffic congestion problems would only be addressed through the construction of the three road schemes. It has also been shown that the implementation of the SEMMMS recommendations to date has not addressed the congestion issues at most of the key locations identified as problems within the SEMMMS study.

2.2.33 In the future, the Local Authorities will continue to work together to implement the remainder of the SEMMMS.

## **2.3 Further stages post publication of the SEMMMS Study**

2.3.1 In Spring 2001 the SEMMMS study was accepted by Government and the then Transport Minister requested that the three local authorities Cheshire, Manchester and Stockport start to develop the road scheme recommended in the strategy. The three local authorities agreed to work together with Stockport leading the scheme development to create a Major Scheme Business Case bid for funding for the original SEMMMS Relief Road. This bid was submitted in July 2004. The Department of Transport requested further information on the traffic modelling which was submitted over the next few months. They also requested that the local authorities considered whether the scheme could be funded from Private Finance Initiative. The local authorities explored this option submitting further information to the Department of Transport over the next few years.

2.3.2 In July 2007 a response was received from Government stating that whilst the scheme was good they could not afford to fund it as a single scheme and requested that consideration be given to delivering it in phases. The local authorities submitted further information on three potential phases after discussion with DfT officers over the following few months in 2007/2008, which were:

- M60 to the A6, including the Stepping Hill Link
- A6 to Manchester Airport with Poynton Bypass
- A6 to Manchester Airport without Poynton Bypass

2.3.3 In Autumn 2008 the Government announced they would contribute up to £165 million from national funds towards the cost of the phase of the scheme from the A6 at Hazel Grove to Manchester Airport without the Poynton Bypass if that was matched with local contributions. The scheme cost was estimated at £330 million.

2.3.4 In May 2009 the Leaders of AGMA agreed to create a Greater Manchester transport fund of over £1.5 billion to fund key projects including a contribution of £125m towards the A6MARR. Local Authority officers had indicated that following a review £290m would be sufficient to build this scheme. Between 2009 and 2012, a range of studies were undertaken that were used to inform the design of the A6MARR.

## **2.4 A6 to Manchester Airport Relief Road – Major Business Case (November 2012)**

2.4.1 The business case for the A6MARR Business Case<sup>4</sup> (A6MARR BC) sets out the work undertaken to date to support the case for the scheme. Information presented within this

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<sup>4</sup> Stockport Metropolitan Borough Council, Manchester City Council and Cheshire East Council (2012) A6 to Manchester Airport Major Scheme Business Case. Available at <http://www.semmms.info/a6/reportsandbusinesscase/> (accessed 07/2013)

section (2.4) has been taken from the A6MARR BC. As set out within the business case, outputs from the transport modeling and appraisal framework demonstrate that without the scheme, traffic conditions will deteriorate substantially by 2017, with road users experiencing increased levels of congestion and longer journey times. By 2032, the majority of road users will experience significant delays, particularly on the major routes for business and commuting, with journey times increasing by up to 19%. The provision of the A6MARR will significantly improve this situation, with congestion on the local road network significantly reduced, as through-traffic transfers to the new route. By reducing the interaction of local and strategic traffic, the scheme will also deliver benefits to business through the more efficient movement of freight.

- 2.4.2 The scheme will deliver clear environmental benefits in those areas where a heavy volume of traffic is removed. In areas that experience an increase in traffic along the new route, appropriate mitigation measures have been identified to limit the impact.
- 2.4.3 There are a number of deprived areas within close proximity to the proposed development, principally around Stockport, Adswold and Wythenshawe, which are characterised by high incidences of worklessness, low incomes, low educational attainment and poor health – in short, a generally poor quality of life based on national indicators of deprivation. The proposed development therefore aims to regenerate local communities and encourage community, cultural and social inclusion through reduced severance and improved accessibility. The proposed development will support the regeneration of local, district and town centres (e.g. Poynton, Bramhall and Hazel Grove) and improve accessibility to employment, facilities and services for those in deprived communities (e.g. Wythenshawe and parts of Stockport).
- 2.4.4 The high volumes of traffic within area surrounding the proposed development create a significant level of conflict between road users. There is evidence of accident clusters on the wider local network and at key areas of congestion, with particular problems on and around the congested A6. The A6MARR will reduce traffic through local centres, leading to a reduction in the number of accidents in urban areas.
- 2.4.5 The **strategic need** for the scheme (as identified in the Business Case) is based around three core areas:
- *The Greater Manchester and Cheshire East economy:-*
    - Greater Manchester is the largest economy outside of London, contributing over £46 billion to national economic output and supporting 1.17 million workplace jobs – it is therefore a key driver of economic activity and growth in the UK.
    - Cheshire East contributes to over £16 billion of national economic output and has above-average levels of per capita economic output when compared to the national economy – it is therefore home to high-value economic activity.
    - Against this backdrop, there is recognition that the North West economy as a whole is not contributing its full potential to the national economy; with an economic gap of an estimated £20 billion when compared to the average performance of other parts of the UK. As the Greater Manchester and Cheshire East economies represent over 50% of the NW GVA, economic output from these areas is thought to be around £10 billion per annum lower than its potential. Whilst traffic congestion and its impact on journey reliability is not the sole cause of the productivity gap, it is a significant contributor to the problem.



- The scheme will reduce the conflict between local and strategic trips to deliver journey time reliability for commuters, business and leisure travellers, helping to narrow the ‘gap’ in economic output with the rest of the UK.
- *The growth potential of the South Manchester corridor –*
  - The South Manchester corridor is a hub for creative and knowledge-based industries (KBIs), containing above-average levels of KBIs when compared to the North West and UK economies.
  - The development at the Airport City Enterprise Zone, will form part of the Wythenshawe Regeneration Framework – ensuring that employment opportunities are available to those in currently deprived communities. Industries such as health, logistics, cargo, advanced manufacturing and corporate services will derive significant benefits in productivity from being located within close proximity to the airport and through the benefits to be derived from co-locating with companies within the industry supply chain. There is potential to generate up to 5,450 new jobs in these high-value sectors, with the development of employment land along the south Manchester corridor acting as a major driver in increasing productivity levels.
  - At present, congestion and the lack of strategic connectivity is a direct barrier to business and employment opportunity along the south Manchester corridor.
- *Connectivity to Manchester Airport –*
  - The airport has been confirmed as the location within Greater Manchester of one of the Government’s 21 UK ‘Enterprise Zones’, as announced by the Chancellor of the Exchequer in March 2011.
  - The airport and its surrounding infrastructure is one of Greater Manchester’s key differentiators from other comparator cities outside London and this hub of connectivity and industry is seen as the region’s most important asset in attracting investment from abroad. It is a major hub for international freight traffic, its World Freight Terminal accommodates 170,000 tonnes of cargo throughout the year – this is expected to increase to 250,000 tonnes (47%) by 2015 and the Airport sustains 19,000 jobs on-site and a further 16,000 indirectly, generating an income effect of around £800 million per annum.
  - A lack of surface access capacity is the most significant constraint on the future growth of Manchester Airport and therefore the economic benefits that it can help to deliver through national and international connectivity for business and tourism. Enhanced surface access is also important in improving access to employment opportunities, particularly from nearby deprived neighbourhoods.
  - The A6MARR will promote sustainable economic development through the provision of efficient surface access and improved connectivity to, from and between Manchester Airport and the local, town and district centres and employment sites and wider strategic network.

2.4.6 The highway network within the study area contains designated freight routes of importance to the wider economy. The A6 provides a direct link to/from Manchester that is utilised by a significant volume of freight traffic. The delays experienced by freight traffic on the A6, as a result of the interaction with local traffic, generates productivity losses to businesses at a pan-regional level.

**What will proposed development provide?**

- 2.4.7 The proposed development will provide improved connectivity to Manchester Airport and along the south Manchester corridor. The development of the Manchester Airport Enterprise Zone as a hub of future economic growth and employment means there will be opportunities for local, national and international business activity and employment opportunities for residents across Greater Manchester, Cheshire and beyond. The A6MARR scheme will complement the development of the airport, providing an alternative and efficient route, linking people to jobs, and businesses to markets.
- 2.4.8 Originally identified as integral to the successful delivery of the SEMMMS mapped out in 2001, the need for the A6MARR scheme has grown over time. Congestion and poor journey time reliability are a major problem on the highway network in south Greater Manchester, impacting upon the thousands of commuters, business travellers and freight operators that rely upon it to provide access to jobs and business activity. It also affects the ability of bus operators to meet the needs of public transport users, and the congestion in local town centres along the south Manchester corridor has environmental and societal implications, leading to poor air quality, increased risk of accidents, and reduced accessibility to education and employment opportunities – particularly for those in the deprived communities such as Wythenshawe. The lack of efficient surface access to Manchester Airport along the south Manchester corridor has been identified as a major constraint on the ability of Greater Manchester to achieve its potential as a major hub of economic activity. There is, therefore, a fundamental need for the proposed development to overcome these problems.

**Alternatives considered in formulating the A6MARR Business Case - October 2012**

- 2.4.9 Appendix L of the A6MARR BC includes a Technical Note that assesses in detail the continuing justification of a Highway Scheme as the solution to the transport and travel problems in the study area. The analyses demonstrate a significant increase in traffic volumes on north-south routes in the corridor reflecting congestion on east-west routes which is forcing many drivers to choose a longer journey along north-south roads and the M60 in order to complete an east-west journey. Within Appendix L of the A6MARR BC a series of alternatives approaches were considered, which included the following.

Public transport only alternative

- 2.4.10 An assessment of whether a public transport only alternative could be pursued is presented within the A6MARR BC. The overall conclusion from the analysis is that a public transport only alternative could not:
- realistically cater for the very dispersed orbital movements in the existing transport corridor;
  - materially improve the level of congestion on the local road network due to the very limited reduction in traffic that could be achieved by any public transport scheme; and
  - improve public transport accessibility to all areas of the corridor due to the very congested road network.
- 2.4.11 All the assessments led to the conclusion that a new piece of highway infrastructure, providing direct access to Manchester Airport from the congested A6 will provide substantial journey time savings that allow businesses and employers to reach markets and jobs in the Manchester Airport Enterprise Zone.

#### Alternative carriageway standards

- 2.4.12 Assessment undertaken during the original SEMMMS study confirmed that the ‘low cost’ option for this scheme was a dual carriageway road with at-grade junctions. This is the scheme currently being progressed. However, alternative scenarios in terms of the width of the carriageway were considered when putting together Appendix L of the A6MARR BC. This included the following standards:
- Airport to Styal Road - Dual 3-lane Carriageway
  - Styal Road to Handforth - Dual 2-lane Carriageway
  - Handforth to A34 to A5102 - Existing Dual Carriageway
  - A5102 to the A5149 Link - Dual 3-lane Carriageway
  - A5149 Link to the A523 - Dual 2-lane Carriageway
  - A523 to the A6 - Dual 2-lane Carriageway
- 2.4.13 The assessment indicated that it is likely that the most economically viable standard on two sections of the new route would be a dual 3-lane carriageway. However, given that the existing section of A555 is a dual 2-lane carriageway, it was considered that it would not be appropriate to consider building a higher standard carriageway along sections of the new route.

## **2.5 Consideration of Junction Options during the design process**

- 2.5.1 Between 2009 and 2013, a series of junction layout options were considered at a number of junctions along the route of the A6MARR. All of the options were considered by a Technical Working Group made up of a variety of engineering and environmental specialists from the A6MARR Project Team and some were also considered during the consultation for the proposed development. A summary of the junction options considered and the option pursued as part of the proposed development is provided below. A detailed explanation of why each option was selected is provided in Appendix A.

### **A6MARR/ A6 Junction**

- 2.5.2 The two options considered were:
- Option 1 (All movement at-grade signalised roundabout)
  - Option 2 (Fully signalised T-junction) – Preferred Option

### **A6MARR/ A523 Macclesfield Road**

- 2.5.3 A number of junction options were considered where the A6MARR intersects the A523 Macclesfield Road. These were:
- Option 1 (No junction provision)
  - Option 2 (An at-grade all movements signal controlled cross-road junction) – Preferred Option
  - Option 3 (A grade separated junction with restricted movements)
  - Option 4 (An at-grade signalised satellite T-junction)
  - Option 5 (Provision of a grade separated all movement junction)

**A6MARR/ Woodford Road, Poynton**

- 2.5.4 Three layout options were considered at this location:
- Option 1 (No junction provision) – Preferred Option
  - Option 2 (An at-grade all movements signal controlled right/ left stagger junction):
  - Option 3 (No junction provision)

**A6MARR/ Bramhall Oil Terminal & A5149 Chester Road Link Junctions**

- 2.5.5 Five junction layout options were considered at this location - junction configurations have been considered at this location in conjunction with junction layout proposals at the A5102 Woodford Road due to their proximity and impact on predicted traffic movements in the surrounding area:
- Option 1 (No junction provision)
  - Option 2 (At-grade signalised cross-road junction)
  - Option 3 (All movement grade separated junction)
  - Option 4 (Restricted movement grade separated junction)
  - Option 5 (At-grade large signalised roundabout) – Preferred Option

**A6MARR/ A5102 Woodford Road**

- 2.5.6 Six junction layout options were considered at this location - junction configurations have been considered at this location in conjunction with junction layout proposals at the A5149 Chester Road due to their proximity and impact on predicted traffic movements in the surrounding area:
- Option 1 (No junction provision)
  - Option 2 (At-grade signalised crossroads)
  - Option 3 (At-grade roundabout)
  - Option 4 (Grade separated junction – all movements)
  - Option 5 (Grade separated gyratory junction – restricted movements)
  - Option 6 (Grade separated T-junctions – restricted movements) – Preferred Option

**A34 Handforth Bypass/ B5094 Stanley Road**

- 2.5.7 Two junction layout options were considered at this location. The proposals are predominately located within the existing highway boundary with minor additional land-take required. Residential properties restrict land-take to the east and west of the existing roundabout junction.
- Option 1 (All movement at-grade signalised roundabout) – Preferred Option
  - Option 2 (All movement at-grade signalised crossroads)

**A6MARR/ B5358 Wilmslow Road**

2.5.8 Two junction layout options were considered at this location:

- Option 1 (Existing Junction Layout)
- Option 2 (Grade separated junction – all movements) – Preferred Option

**A6MARR/ B5166 Styal Road**

2.5.9 Three options were considered at this location:

- Option 1 (At-grade signalised cross-road junction on a central route alignment) – Preferred Option
- Option 2 (At-grade signalised T-junctions on a southern route alignment)
- Option 3 (At-grade signalised cross-road junction on a northern route alignment)

### 3 THE PROPOSED RELIEF ROAD ROUTE AND ITS SURROUNDINGS

#### 3.1 Description of the site corridor and its context

3.1.1 The proposed alignment traces the southern fringe of the Greater Manchester conurbation from the A6 in the east to Manchester International Airport in the west (see Figure 3.1 below) including the A555. The proposed alignment crosses several significant radial roads including the A6, A523 and A34. There are four rail crossings including the Hazel Grove to Buxton Line, West Coast Main Line, the Styal Line and Styal Line Spur into Manchester Airport.

3.1.2 The corridor comprises a sequence of open space and broader countryside, much of which is designated Green Belt and has been protected from development that would prejudice a road scheme within the corridor since the 1930s. The land use pattern is mainly agricultural land, with recreational and sports areas, institutional grounds, residential, and industrial and commercial land uses.

3.1.3 To the north, dense settlement forms part of the core conurbation and to the south settlements are discrete and set within open countryside. Key settlements include Hazel Grove, Bramhall, Cheadle Hulme, Wythenshawe, and Heald Green to the north and Poynton, Woodford and Handforth to the south.

3.1.4 Plan Number 1007/2D/DF7/A6-MA/PALP/269 shows the extent of the application Site (red line boundary), and the adjoining areas under the control of the applicants (outlined in blue). Plan Number 1007/2D/DF7/A6-MA/PALP/270 (Local Authority Boundary Locations) shows which parts of the red line boundary are located within each of the three local authority areas. The total area of land within the red line comprises 152.3ha. The total area within the red line boundary for each LPA is as follows:

- SMBC – 100.7 ha;
- CEC – 41.2 ha; and
- MCC – 10.4 ha.

3.1.5 The red line area also incorporates areas of land currently in private ownership. Notice was served on these landowners in early October. A full account of the landowners to whom notice was served on is provided within the planning application forms.

#### 3.2 Other development sites/land uses adjoining the application site, including relevant planning applications

3.2.1 There are a number of land uses that adjoin the application site. Figure 3.1 below shows the extent of the proposed development and the various landholdings that adjoin it, which are predominantly:

- Golf courses – including golf courses at Styal, Hazel Grove and Moor End;
- School – including Queensgate Primary School and St James' Catholic High School;
- Nursery – including Little Acorns Day Nursery;
- Garden centres – including Brookside Garden Centre and Primrose Cottage Nursery and Garden Centre; and
- Formal and informal open space – including Woodford Recreation Ground.

Figure 3.1: Existing Environment (taken from Volume 2 of the ES) – Not to scale



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### **3.3 Site History – safeguarding/protection of the proposed route**

- 3.3.1 The general route of the A6MARR is well established and has been defined and safeguarded for road construction purposes in the relevant Local Plans since the 1930s. Details relating to the sections of the route that are safeguarded by existing planning policy are provided within section 5.4 of this planning statement
- 3.3.2 Planning permission that was granted for the second runway at Manchester Airport in 1997. Under the section 278 requirements agreed as part of the planning permission, the applicant was required to deliver improvements to Ringway Road West. The A6MARR supports the delivery of these improvements as it will link into the existing Ringway Road West.

### **3.4 Existing Local Transport/public rights of way networks, access and connectivity**

- 3.4.1 A network of public rights of way (PRoW) provides access to the countryside and open areas from the neighbouring communities. In addition to numerous footpaths, the principal rights of way include:
- Ladybrook Valley Interest Trail, a long distance footpath running along Norbury Brook in the vicinity of Hazel Grove;
  - National Cycle Route 55, which crosses the A6 road near Hazel Grove just south of the proposed alignment;
  - Regional Cycle Route 85 encompassing Manchester Airport Orbital Cycleway crosses the proposed alignment near Styal Railway Station; and
  - Greater Manchester Cycle Routes.
- 3.4.2 There are a range of bus services and facilities that service the existing urban areas located in close proximity to the route of the proposed development, including Heald Green, Handforth, Bramhall, Styal and Poynton. There are also a number of railway stations located in close proximity to the route of the proposed development, including Styal, Handforth and Poynton.

### **3.5 Statutory designations and protected features, including the Green Belt**

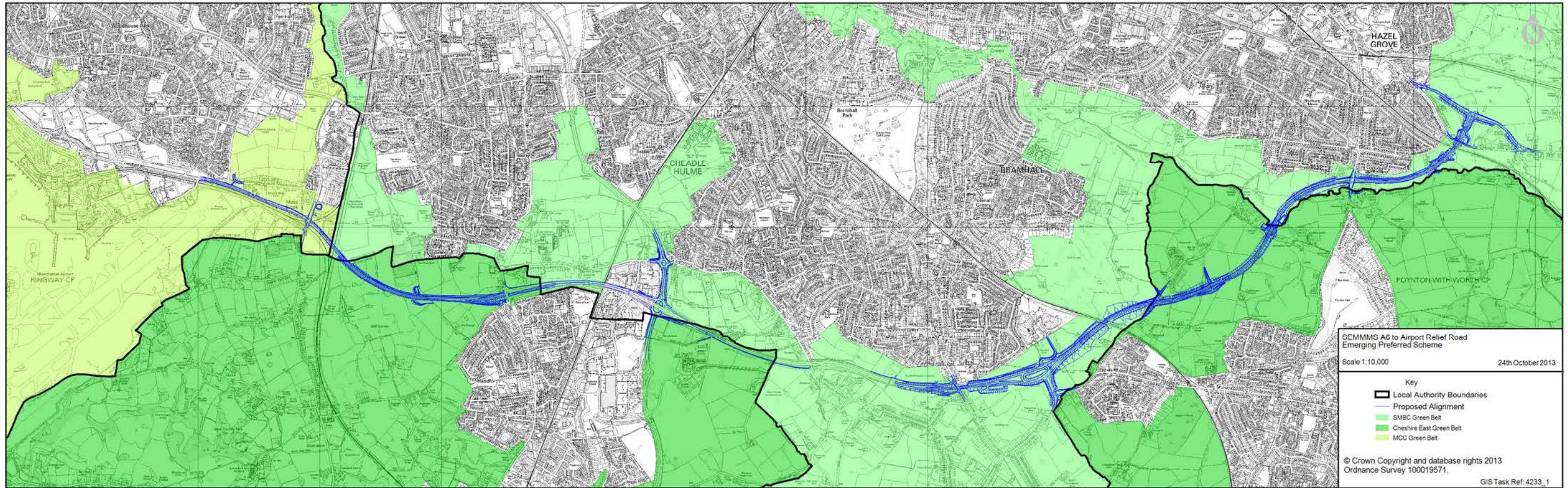
- 3.5.1 The statutory designations and protected features located in and around the application site are identified below:

#### **Green Belt**

- 3.5.2 A large proportion of the application site is designated as Green Belt. This designation aims to maintain the openness of the land surrounding the main urban area, and thereby prevent urban sprawl. Figure 3.2 below shows the position of the Green Belt in relation to the route of the proposed development. It is acknowledged that the proposed development represents inappropriate development within the Green Belt, notwithstanding the provision of paragraph 90 of the National Planning Policy Framework (NPPF). Paragraphs 5.2.14 – 5.2.31 of this Planning Statement explores how the harm to the Green Belt arising from the proposed development is clearly outweighed by the benefits arising from the relief road and how these amount to very special circumstances.



Figure 3.2: Location of Green Belt in relation to the proposed development – Not to scale



### Landscape Character

- 3.5.3 The landscape character of the application site and the surrounding area varies across its extent, the east is typified by a marked contrast in urban development to the north and west and more open countryside to the east and south – there are aspects of the landscape most notably in the rising landform and wooded cloughs that reflect the influence of the hills that extend to the east forming the edge of the Pennines. To the west the landform softens and becomes more undulating, vegetation patterns become more coherent with hedgerows and mature trees forming a network of fields and woodlands that form a buffer between the suburbs of Bramhall to the north and Poynton to the south.
- 3.5.4 South of the predominantly urban areas of Bramhall there is a noticeable contrast in the character of the landscape. The A555 and A34 corridors mark the limit of the suburbs. To the south the landscape is largely one comprising open countryside – individual settlements and small clusters of houses. A visual relationship with the urban areas is retained through a number of office buildings remaining visible from the south.
- 3.5.5 South of Heald Green the landscape briefly returns to farmland, framed by urban development to the north and south, the landscape retains landscape features that are typical of the gentler Cheshire plains landscape that extends south and west. This is bounded to the west by the rail corridor, its dense belt of planting forming a visual barrier and one that marks a distinctive change to the heavily modified and incoherent landscape that occurs to the western end of the study area and incorporates the rail and road corridors and the eastern end of the extensive Manchester airport development.
- 3.5.6 Further detail relating to the landscape character of the application site and surrounding area is provided within Chapter 10 of the ES (Volume 1).

### Ecology and Biodiversity

- 3.5.7 There are no nationally important ecological sites in close proximity to the site. However, there are numerous locally important sites within 2km of the site boundary. A full account of the ecological and biodiversity assets present within and around the application site is presented within Chapter 11 of the ES (Volume 1).
- 3.5.8 The Norbury Brook Site of Biological Importance (SBI) and Ancient Woodland is located along the route of the proposed development. Norbury Brook is a well-developed oak-birch woodland covering an area of 19.86ha along the banks of Norbury Brook. Although the main habitat is woodland, the site also comprises 1.4ha of unimproved acid grassland and 0.16ha of running water habitats. The acid grassland is immediately west of Parkgate Farm, between Norbury Brook and the Hazel Grove to Buxton railway line. The site extends from Poynton Brick Works in the west to Old Mill Lane in the east.
- 3.5.9 The value of the Norbury Brook SBI is due to the combination and interaction of the locally valuable habitats within the site. SBIs have biodiversity value at the district/borough scale. Ancient Woodland is a habitat of Principal Importance under the Natural Environment and Rural Communities (NERC) Act. Due to the extent of the ancient woodland at Norbury Brook, covering approximately 42% of the SBI, the site is ecologically valuable at the district scale.
- 3.5.10 The following habitats have also been identified on the site:
- *Semi-natural broad-leaved woodland / plantation woodland* - Semi natural broad-leaved woodland / plantation woodland associated with the proposed scheme corridor and

surrounding area is concentrated along the Norbury Brook, Lady Brook and the confluence of the two watercourses with the Poynton Brook in the eastern half of the corridor and along the River Bollin and in the vicinity of Styal towards the western end and south of the corridor.

- *Semi-improved grassland* - There is one area of semi-improved grassland which is distinct from what are otherwise generally poor areas of the grassland type along and adjacent to the proposed scheme corridor. It comprises several fields which extend for some 4.8ha north of the Norbury Brook adjacent to the A523 London Road.
- *Hedgerows* – Hedgerows associated with the proposed scheme corridor are generally hawthorn dominated and species-poor. There are five sections of unmanaged species-rich hedgerow.
- *Open water (ponds)* - A total of 192 ponds have been identified within a 1km area of search centred on the proposed scheme alignment.

3.5.11 Through analysis of surveys undertaken and desk based studies, the following species have been identified:

- *Mammals* – badgers and bats
- *Herpetofauna* – great crested newts and the common toad
- *Birds* – kingfisher

**Conservation, Built Heritage and Archaeology**

3.5.12 A range of archaeological, built heritage and historic landscape assets are located within and surrounding the application site. A full account of all the cultural heritage assets located within and surrounding the application site is provided within Chapter 9 of the ES (Volume 1). The Chapter includes a series of maps that identify the location of each asset.

**Trees**

3.5.13 The Tree Survey submitted as part of the planning applications identified the following in relation to the trees located within and around the application site:

- The survey area included a variety of urban edge, highway, residential, agricultural and amenity areas. Many of these were represented by distinctive tree species and management characteristics, both historic and current, and were often reflective of land use and technological advances.
- English Oak (*Quercus robur*) was well represented within the wider agricultural landscape including former agricultural areas which are now used for other purposes.
- A number of trees were affected by current agricultural practices including root zone compaction from livestock access, bark damage, nitrification of soils and mechanical damage from agricultural machinery or hedgerow flailing.
- The survey area included numerous examples of lapsed hedgerow management which included sections of out-grown hedgerow, gappy or otherwise intermittent sections of hedgerow vegetation or ghost hedgerows which have been lost and where the only evidence comprises redundant ditch courses or field trees
- A small part of the woodland area along the route was noted as being of Ancient Woodland status (Carr Wood).

- New tree planting was associated with golf course(s) amongst other areas and had been invariably integrated into former agricultural landscapes. Tree planting within these areas was inherently of younger and semi-mature stock.

### **3.6 Other constraints affecting the route corridor**

- 3.6.1 There are four railways that cross the route of the proposed development. The railways that cross the proposed route are the: West Coast Main Line (Stockport to Stoke); the Hazel Grove to Buxton line; the Airport spur line (North); and the Styal Main Line.
- 3.6.2 The existing land uses surrounding the application site also act as constraints. As a result of this, the FPA design incorporates necessary 'buffer zones' providing suitable separation distances from the golf club land and buildings, in order to protect the safety of future users.
- 3.6.3 The amenity of future users and adjoining occupiers, in particular residents, is considered in more detail in Chapters 8 and 14 in Volume 1 of the ES (in terms of air quality and noise and vibration), and in summary in Chapter 7 (section 7.2) of this Planning Statement.

**4 THE PROPOSAL**

**4.1 Overall Aims of the Planning applications**

4.1.1 SMBC, CEC and MCC are seeking full planning permission for the proposed development, in line with the SEMMMS.

**4.2 The Proposed Development**

4.2.1 The following comprises the proposed ‘Description of Development’ for the entirety of the relief road:

*“Construction of the A6 to Manchester Airport Relief Road, incorporating:*

- *Seven new road junctions;*
- *Modifications to four existing road junctions;*
- *Four new rail bridge crossings;*
- *Three new public rights of way/accommodation bridges;*
- *Five new road bridges;*
- *A pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the 4 kilometre section of the A555;*
- *Six balancing ponds for drainage purposes; and*
- *Associated landscaping, lighting, engineering and infrastructure works.”*

4.2.2 For the purposes of the three planning applications to each LPA, the following ‘Descriptions of Development’ relate to the proposed development within Stockport, Cheshire East and Manchester:

LPA	Description of Development
SMBC	<p>Construction of the A6 to Manchester Airport Relief Road, incorporating:</p> <ul style="list-style-type: none"> <li>• Six new road junctions;</li> <li>• Modifications to three existing road junctions;</li> <li>• Three new rail bridge crossings;</li> <li>• One new public rights of way/accommodation bridge;</li> <li>• Three new road bridges;</li> <li>• A pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the existing section of the A555;</li> <li>• Four balancing ponds for drainage purposes; and</li> <li>• Associated landscaping, lighting, engineering and infrastructure works</li> </ul>

LPA	Description of Development
CEC	<p>Construction of the A6 to Manchester Airport Relief Road, incorporating:</p> <ul style="list-style-type: none"> <li>• Modifications to one existing road junction;</li> <li>• Two new public rights of way/accommodation bridges;</li> <li>• One new road bridge;</li> <li>• A pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the existing section of the A555;</li> <li>• One balancing pond for drainage purposes; and</li> <li>• Associated landscaping, lighting, engineering and infrastructure works</li> </ul>
MCC	<p>Construction of the A6 to Manchester Airport Relief Road, incorporating:</p> <ul style="list-style-type: none"> <li>• One new road junction;</li> <li>• One new rail bridge crossing;</li> <li>• One balancing pond for drainage purposes;</li> <li>• A pedestrian and cycle route for the whole length of the relief road; and</li> <li>• Associated landscaping, lighting, engineering and infrastructure works</li> </ul>

**Overview**

- 4.2.3 The Proposed Development comprises a new dual carriageway connecting the A6 to Manchester Airport. The scheme travels adjacent to Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton and Wythenshawe District Centres and Gatley and Heald Green Local Centres.
- 4.2.4 The new road incorporates approximately 10 kilometres of new and improved road, predominantly dual carriageway. The new carriageway includes: c8.3km of new dual carriageway; c1km of a realigned A6; and the Chester Road Link (c0.25km). The proposed development also includes c1km of major highway improvements on the A34. The proposed development would include seven new junctions and four improved junctions. It also incorporates a further 4 kilometres of existing A555 dual carriageway to the south of Bramhall (the central section of the scheme). There are four rail crossings in the new sections including the Hazel Grove to Buxton Line, West Coast Main Line (Stockport to Stoke), Styal Line and the Styal Line Northern Airport Spur. A pedestrian and cycle route is proposed for the whole length of the scheme, including retrofitting it to the 4 kilometre existing section of A555.
- 4.2.5 Additional footpath and bridleway provision as well as that above will also be provided along parts of the scheme and it is proposed to upgrade a number of existing PRoW from footpaths to bridleways to improve linkages into the existing networks.

**Road Cross-Section**

- 4.2.6 Each carriageway will measure 7.3m wide. East and westbound traffic will be separated by a hard standing central reservation measuring between 1.8m and 3.9m across with a concrete central barrier as the schemes speed limit is mainly 50mph. Between Styal Road and the tie in to Ringway Road West, the central reservation will be kerbed and vary in width between 3.0m and 5.4m and will not feature a central barrier as a result of the speed limit being 40mph.
- 4.2.7 Between the A6 and Styal Road there will be a soft verge on either side of the carriageway. The shared use cycleway to the north of the relief road and footway will be separated from the carriageway by the soft verge. There will be another soft verge on the outside of the shared cycleway and footway.
- 4.2.8 Between Styal Road and the tie in to Ringway Road West, the shared cycleway and footway will be adjacent to the highway. A soft verge will be created on the outside of the shared cycleway and footway with soft verge present on the opposite side of the road.

**Main Alignment**A6 to A555

- 4.2.9 The new road starts in the east from a traffic signalled T-junction with a 1 kilometre realigned section of the A6 Buxton Road on pasture and Highways Agency land.
- 4.2.10 From the new A6 T-junction, the Relief Road goes west and passes under the existing Buxton Road which is taken over the main alignment on a new bridge for the use of buses, cycles and pedestrians. The main alignment then goes under the Hazel Grove to Buxton railway line and continues west avoiding houses along Old Mill Lane to the north.
- 4.2.11 A Bridleway quality bridge will be provided to divert the PRow and farm vehicles across the road at near Old Mill Lane.
- 4.2.12 The route passes between Norbury Brook and residential property in Ashbourne Road and Darley Road. At Macclesfield Road an at-grade signalised cross roads arrangement is proposed allowing all traffic movements with Toucan facilities for cyclists and pedestrians.
- 4.2.13 From the A523 Macclesfield Road the route continues west and 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 via a bridge at Mill Hill Hollow. A Bridleway quality bridge will be provided to divert the PRow and farm vehicles across the road at Hill Green. The main alignment then passes in cutting under Woodford Road, which will be raised in the vicinity of the Relief Road, and then climbs on embankment over the WCML.
- 4.2.14 A new at-grade signalised roundabout junction will provide access to the Bramhall Oil Storage Depot and a new link providing access to Chester Road. This junction will also incorporate Pegasus facilities for equestrians, pedestrians and cyclists.
- 4.2.15 At the A5102 Woodford Road the existing roundabout joining to the A555 will be replaced by a new grade separated junction (Half Diamond – west facing slip roads). The main alignment would pass through cutting under Woodford Road. The junction configuration at Woodford Road will be signalised and incorporate Toucan facilities for pedestrians and cyclists.

A555

- 4.2.16 A shared cycleway and footway will be created adjacent to the existing A555, and where the A555 crosses over the A34 there will be junction adaptations to facilitate and manage the anticipated traffic flows. The updated junction will be fully signalised and provide Toucan cycle crossing facilities for pedestrians and cyclists. The existing A555 extends as far as the B5358, Wilmslow Road.
- 4.2.17 At the A555 / A34 junction the existing roundabout will be upgraded with widened carriageways and traffic signal controls. This will include the introduction of controlled crossing facilities for pedestrians and cyclists. North of this junction, at the junction of the A34 and Stanley Road, again the existing roundabout will be upgraded to traffic signal control as well as providing increased lane capacity. Toucan crossing facilities for pedestrians and cyclists will be integrated into the traffic signal controls at both junctions.

A555 to Ringway Road

- 4.2.18 The existing A555 alignment will be continued west under the existing grade separated dumb-bell junction linking to the B5358 (Wilmslow Road), where new west facing slips will be constructed.
- 4.2.19 Between the B5358 Wilmslow Road, and B5186 Styal Road, the road passes through Styal golf course and agricultural land. A Bridleway quality bridge will be provided to divert the PRoW across the road at Yew Tree Farm. The relief road then passes over Styal railway line, which is in existing deep cutting, and then between the airport southern rail spur and Moss Nook electricity substation.
- 4.2.20 At Styal Road, an at-grade signalised cross road arrangement incorporating Toucan facilities, for pedestrians and cyclists, is to be constructed requiring extensions to the existing road over rail bridge over the northern airport spur. From Styal Road, the Relief Road runs parallel to the airport rail spur where it will terminate as it merges at the existing Ringway Road/Ringway Road West junction west of Shadowmoss Road. Between Shadowmoss Road and the proposed main alignment, Ringway Road would be stopped up and a new layout arrangement with Shadowmoss Road constructed.

**4.3 Full Planning Application - compliance with guidance and legislation**

- 4.3.1 Detailed discussions have taken place with each Local Planning Authority (LPA) in relation to the validation requirements for each planning application. The information submitted as part of the planning applications is consistent with guidance provided by each authority. The requirements for the level of detail to be contained within FPAs are set out in; Circular 01/2006; 'Guidance on Information Requirements and Validation' March 2010; and amendments to the GDPO (SI 2010 No 567) April 2010.
- 4.3.2 Furthermore, ongoing discussions have also taken place with the statutory consultees (the Environment Agency, English Heritage, Natural England and the Highways Agency) in relation to preparing the documents submitted as part of the planning applications.



#### 4.4 **Enabling activities – planning applications, land acquisition, complementary and mitigation measures, Side Road Orders and ROW changes**

##### **Planning applications and other potential development**

4.4.1 The following planning applications have been/will be submitted for development associated with the proposed development. A description of the development proposed as part of these planning applications is provided below:

- Styal Golf Course Accommodation Works – A full planning application was submitted in early October for the remodelling of Styal Golf Course incorporating the reconfiguration of six existing holes into five, the development of three new holes on land immediately adjacent to the eastern boundary of the existing Golf Course, the development of two new ponds and the extension of two existing ponds. The accommodation works are required as the proposed A6MARR passes through the northern part of the existing golf course.
- Bramhall Oil Terminal Pipeline Diversion – A diversion that will be implemented to accommodate A6MARR proposals. The A6MARR project team are working with the Oil & Pipeline Agency to develop the diversion route to mitigate the impacts and provide a best value solution.
- Brookside Garden Centre – proposals are currently being put together to reconfigure the garden centre.

4.4.2 In addition, further development is also proposed in other locations located within close proximity to the proposed development, which includes a new car park close to Manchester Airport. A full planning application was submitted in June 2013 for the development of a 9,000 space long-stay surface car park accessed off Styal Road and Shadowmoss Road for use in connection with Manchester Airport, with associated environmental mitigation including landscaping, lighting and residents car parking spaces and car parking facilities for users of Metrolink and aeroplane spotters. The application is due to be determined in late October by MCC.

4.4.3 SMBC has approved a Supplementary Planning Document (SPD) for the redevelopment of the former Woodford Aerodrome site. The Woodford Aerodrome Opportunity Site SPD (January 2013), as approved by SMBC, provides guidance on the part of the site within Stockport and concludes that a residential led development may amount to in the region of 750 to 850 dwellings.

4.4.4 There are a range of lawful uses within the site which can continue or could in principle be reintroduced without the need for a further grant of planning permission. Any planning application, however, for redevelopment of the Woodford Aerodrome site seeking to make use of a ‘fall back’ position would need to demonstrate that there is a realistic possibility of the site returning to its permitted lawful use or some element of it.

4.4.5 For the purpose of the A6MARR application the 2017 traffic model provides for 250 residential units at Woodford, with a maximum of 950 residential units modelled in 2032. This would represent a realistic timeframe for any future phased development of the site.

##### **Land Acquisition**

4.4.6 Currently there are considered to be circa 300 separate parcels of land affected by the scheme to be either acquired in their entirety or in part. They range from small plots to

commercial operations including Garden Centres and Golf Courses. Some are owner occupied whilst others are tenanted which may mean the number of compensatable interests will exceed 300.

- 4.4.7 The land required for the scheme is predominantly in private ownership however there is a significant amount of land held by public bodies including CEC, MCC and the Highways Agency. Land held by each of the local authorities required to build the road that is not already dedicated as highway land will be dedicated prior to the commencement of construction.

The acquisition of private land interests

- 4.4.8 Given the scale of the proposed development, a CPO will be required in order to enable the acquisition of all of the various interests and this is being pursued in parallel with the planning applications

- 4.4.9 It is anticipated that a CPO will be secured in 2014. Prior to this, discussions have been on going with landowners to confirm whether they would be prepared to sell their land on a voluntary basis. Such acquisitions would adopt the same procedure as would be used on a compulsory purchase situation. Response to date has been positive from many landowners though final terms have yet to be agreed.

**Description of complementary and mitigation measures**

- 4.4.10 A package of measures, known as Complementary and Mitigation Measures (CMM), has been proposed within the TA submitted as part of the planning applications to address the predicted change in traffic flow on the local highway network following completion of the A6MARR. The measures aim to ameliorate the scheme’s impact on local communities where there are predicted to be traffic increases, and seek opportunities to encourage walking, cycling and support to local centres where there are predicted to be reductions in traffic flow.

- 4.4.11 Funding within the A6MARR budget has been allocated for the proposed CMM package. Provided planning permission is granted, the A6MARR Project Team will consult with CEC, MCC and SMBC regarding the implementation of mitigation measures within their respective authorities. Whilst it is anticipated that most mitigation measures will be implemented prior to the opening of the A6MARR, the authority responsible for implementation of an individual measure may choose to monitor the level of impact on traffic patterns prior to deciding whether or not it is appropriate to implement the agreed mitigation measure.

- 4.4.12 A summary of the CMM proposed as part of the A6MARR is set out below. Full details in relation to these measures are provided within Chapter 9 (page 157) of the TA. Figure 4.1 shows the location of the proposed CMM.

Mitigation Measures

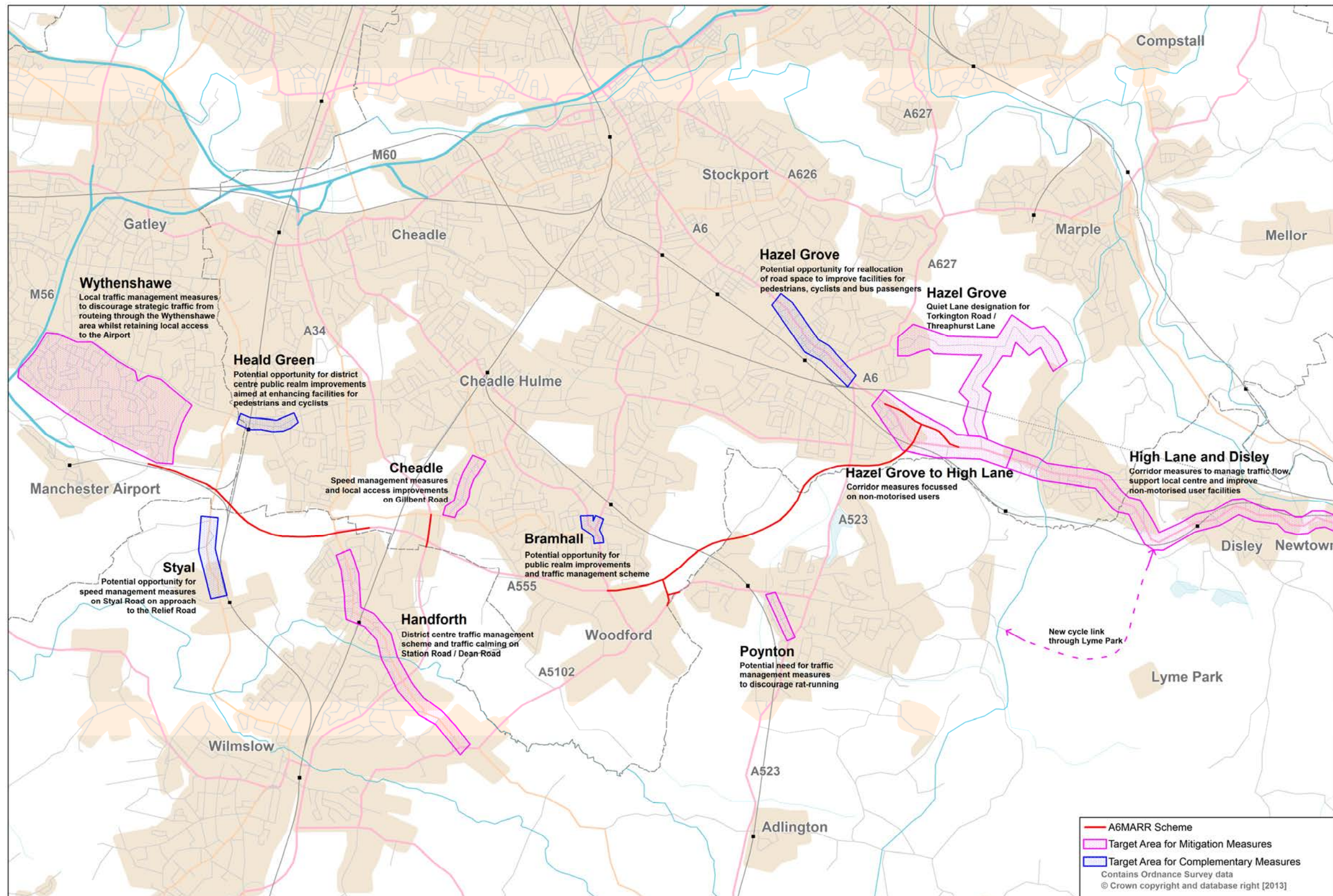
*A6 through High Lane and Disley*

- Corridor measures to manage traffic flow, support local centre and improve non-motorised user (NMU)<sup>5</sup> access.

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<sup>5</sup> Non-motorist users include pedestrians, cyclists and equestrians

Figure 4.1: A6MARR: Priority Areas for Complementary and Mitigation Areas (taken from TA)



Mitigation Measures continued...

*Hazel Grove*

- Quiet Lane designation for Torkington Road / Threaphurst Lane.

*Hazel Grove to High Lane*

- Corridor measures focussed on NMUs.

*Poynton*

- Potential need for traffic management measures to discourage rat-running.

*Handforth*

- District centre traffic management scheme and traffic calming on Station Road / Dean Road.

*Cheadle*

- Speed management measures and local access improvements on Gillbent Road.

*Wythenshawe*

- Local traffic management measures to discourage strategic traffic from routeing through the Wythenshawe area whilst retaining local access to the airport.

Complementary Measures

*Hazel Grove*

- Potential opportunity for reallocation of road space to improve facilities for pedestrians, cyclists and bus passengers.

*Heald Green*

- Potential opportunity for district centre public realm improvements aimed at enhancing facilities for pedestrians and cyclists.

*Styal*

- Potential opportunity for speed management measures on Styal Road on approach to the Relied Road.

**Side Road Orders**

- 4.4.13 To allow the scheme to make alterations to roads affected by the main scheme a Side Roads Order will be sought. This statutory order will enable the scheme to stop up, divert or connect side roads and PRow affected by the scheme as required. It will also enable the scheme to replace any private means of access that are to be affected.

**Rights of way Changes**

- 4.4.14 The 'Existing and Proposed Public Rights of Way' plans (Plan Numbers 1007/3D/DF7/A6-MA/PROW/210 - 214) show the existing and proposed rights of way changes along the route of the proposed development. Generally, the proposed development would have a beneficial

effect on NMUs of the PRow network due to the new east to west footpath and cycleway connecting various local centres and existing footpaths and inclusion of footpath diversions / overbridges in the scheme design to mitigate for severance. A full appreciation of the impacts of the proposed development on existing rights of way is set out within Chapter 14 of the ES (Volume 1).

**4.5 Key Design Components**

**Appearance**

- 4.5.1 Each carriageway would measure 7.3m across. East and westbound traffic would be separated by a hardstanding central reservation measuring between 1.8m and 3.9m across with a concrete central barrier. Between Styal Road and the tie in to Ringway Road West, the central reservation would be kerbed and vary in width between 3.0m and 5.4m and would not feature a central barrier.
- 4.5.2 Between the A6 and Styal Road there would be a 2.0m wide soft verge on either side of the carriageway. The shared use cycleway and footway would be 2.5m wide and would be separated from the carriageway by the soft verge. There would be another soft verge measuring 1.00m on the outside of the shared cycleway and footway.
- 4.5.3 Between Styal Road and the tie in to Ringway Road West, the shared cycleway and footway would be 3.00m wide and would be adjacent to the highway. A 1.0m soft verge would be created on the outside of the shared cycleway and footway. A 3.0m soft verge would be present on the opposite side of the road.
- 4.5.4 The appearance and heights of proposed structures to be located along the route of the proposed development is detailed within the plans and the Design and Access Statement (DAS) submitted as part of the applications. Further technical details relating to the proposed structures are provided within the structures reports that comprise volume 2 of the DAS. The plans submitted as part of the planning applications showing details relating to the appearance of the proposed structures are as follows.

**Table 4.1 Structures Plans**

Structure	Plan Numbers
<b>Bridges</b>	
A6 Bus Bridge – General Arrangement	1007-3D-DF7-A6-MA-B001-701
Hazel Grove/Buxton Railway Underline Bridge – General Arrangement	1007-3D-DF5-A6-MA-B002-702
Mill Lane Accommodation Bridge – General Arrangement	1007-3D-DF7-A6-MA-B003-701
Mill Lane Footbridge – General Arrangement	1007-3D-DF7-A6-MA-B004-701
Norbury Bridge Widening	1007-3D-DF7-A6-MA-B004A-701
Mill Hill Hollow Bridge – General Arrangement	1007-3D-DF7-A6-MA-B005-705

Structure	Plan Numbers
Mill Hill Hollow Footbridge – General Arrangement	1007-3D-DF7-A6-MA-B005A-701
Hill Green Accommodation Bridge – General Arrangement	1007-3D-DF7-A6-MA-B006-706
Woodford Road Bridge – General Arrangement	1007-3D-DF7-A6-MA-B007-707
West Coast Mainline Bridge – General Arrangement	1007-3D-DF5-A6-MA-B008-708
Woodford Road Bridge – General Arrangement	1007-3D-DF7-A6-MA-B010B-707
Yew Tree Accommodation Bridge – General Arrangement	1007-3D-DF7-A6-MA-B012-712
Styal Railway Bridge – General Arrangement	1007-3D-DF5-A6-MA-B013-713
Styal Road Airport Spur Bridge – General Arrangement Option 1	1007-3D-DF5-A6-MA-B014-714-1
Styal Road Airport Spur Bridge – General Arrangement Option 2	1007-3D-DF5-A6-MA-B014-714-2
Dairy House Lane Culvert	1007-3D-DF7-A6-MA-TR1-11-701
Spath Brook Twin Culvert Extension	1007-3D-DF7-A6-MA-TR1-12-701
<b>Retaining Walls</b>	
R002A General Arrangement	1007/3D/DF7/A6-MA/R002A/004
R009 General Arrangement	1007/3D/DF7/A6-MA/R009/726
R010 General Arrangement	1007/3D/DF7/A6-MA/R010/008
R011 General Arrangement	1007/3D/DF7/A6-MA/R011/009
R016 General Arrangement	1007/3D/DF7/A6-MA/R016/729
TR1B General Arrangement	1007/3D/DF7/A6-MA/TR1B/003
TR1 G General Arrangement	1007/3D/DF7/A6-MA/TR1G/006
TR1 M General Arrangement	1007/3D/DF7/A6-MA/TR1M/011

### Design Rationale

#### 4.5.5

The overall rationale for the scheme design is explained and justified within a DAS, which accompanies the applications. The DAS plays a particularly important role in linking general development principles to the final design, and providing for a direct and meaningful translation of the wider SEMMMS, adopted policies and supplementary guidance.

- 4.5.6 The DAS explains how the applicant has considered the proposal against constraints and opportunities, assimilated consultation feedback, and shows that the applicant understands what is appropriate and feasible for the site in its context and how these affect the design and access components.
- 4.5.7 The following section provides a brief description of the key components of the development.
- Key elements of the proposed development;
  - Engineering works;
  - Crime reduction, security and public safety;
  - User Safety;
  - Lighting and street furniture;
  - Airport Safeguarding;
  - Green Infrastructure Linkages;
  - Landscaping;
  - Nature Conservation;
  - Flood Risk Mitigation/Drainage Strategy;
  - Speed limits; and
  - Establishment and maintenance of incidental open space.

Key elements of the proposed development

- 4.5.8 The proposed layout of the A6MARR is provided on Plan Number 1007/2D/DF7/A6-MA/PALP/271. A series of block plans (see Plan Numbers 1007/3D/DF7/A6-MA/PABP/E/001-022 and 1007/3D/DF7/A6-MA/PABP/P/023-044) are submitted as part of the planning applications, which provide further detail in relation to the design along the route of the proposed relief road. Key elements of the proposed development include
- the siting of the proposed new road and associated joint cycle/footpath (see block plans);
  - the arrangement and landscaping (see Landscape Design plans (Plan Numbers 1007/3D/DF7/A6-MA/LD/215 - 226) and Landscape Mitigation plans (Figures 5.24 – 5.39 of the ES));
  - ecological mitigation works (see landscape mitigation plans);
  - the bunding along the route (see block plans). Where screen mounding is proposed it would be used in conjunction with proposed planting. Mounding is planned to be up to 5m high.
  - scheme wide acoustic fencing (see block plans); and
  - proposed junction layouts and adjoining carriageways (see block plans).
- 4.5.9 The key influences on the siting and layout of the proposed development are:
- the relationship with adjoining existing and proposed land uses, including local settlements and the existing road network;
  - topography;

- existing and proposed connections to the wider area, including footpaths and cycle routes;
- views in to and out of the site, and the impact of the development upon views from adjoining countryside and settlements;
- level changes, landscape, biodiversity opportunities and other environmental features; and
- impacts on the openness of the Green Belt.

4.5.10 The layout and siting of the proposed route and associated mitigation works within the application site is reflective of the potential junction options and subsequent preferred option that was tested through extensive public consultation. The layout also inter-relates to proposals for land uses on the adjoining sites.

4.5.11 Furthermore, the layout of the proposed development has also been adapted to allow for suitable ‘buffer’ zones with existing residential communities and other sensitive land uses.

Engineering works

4.5.12 The development proposal will necessitate certain areas of work that comprise ‘engineering operations’. These include changes in levels at various points along the route and the formation of drainage infrastructure (including attenuation ponds at various points along the route).

4.5.13 An indication of proposed general levels along the proposed route is illustrated in the General Arrangement plans (see Plan Numbers 1007/3D/DF7/A6-MA/GA/201–209). A series of plans showing the cross sections through the proposed development at various points along the proposed route are also provided (see Plan Numbers 1007/3D/DF7/A6-MA/XS/258 – 267).

4.5.14 Details relating to the design of drainage infrastructure are provided in the Drainage Strategy Report and associated drainage plans (see Plan Numbers 60212470-HIG-0501 Rev P05 - 0535 Rev P03).

Crime Reduction, Security and Public Safety

4.5.15 Careful regard has been paid to the principles of ‘Secured by Design’ in terms of designing out crime. The proposed layout ensures that where possible, pedestrian and cycle routes are well overlooked by dwellings, and by other land uses, which should help to increase natural surveillance of the public realm.

4.5.16 The proposed layout will increase movement (pedestrian, cycle and vehicle), creating more activity and providing additional surveillance of routes. The applicant appreciates that there is a balance to be achieved between permeability, perceived and actual safety, and an unacceptable proliferation of routes that might reduce safety.

4.5.17 Appropriate locations along the route will be well lit (please refer to the Street Lighting Design Assessment and the proposed lighting plans submitted as part of the planning applications), and spaces and landscape designed and maintained in order to avoid ‘hidden’ or shaded areas that might encourage anti-social behaviour or the perception of crime or threat to public safety. These spaces will be managed over time so that planted areas remain in keeping with the vision and also to ensure that overgrown vegetation doesn’t create undue visual barriers and the potential for people to be hidden. Consideration will also be given to the connections with the wider landscape and views into that space, in terms of the safety of people using footpaths and cycle routes.



4.5.18 In combination, this approach provides both real and perceived safety for nearby residents and users.

User Safety

4.5.19 A Stage 1 Feasibility Road Safety Audit (RSA) (undertaken in June 2013) has been prepared and is included within Appendix E of the TA submitted as part of the applications. The RSA examined the road safety implications associated with the A6MARR scheme design, and the associated proposed improvement works. The Audit team considered visibility, levels, turning manoeuvres, alignment and facilities for NMUs. A summary of the findings of the RSA is set out in Chapter 6 of the TA.

Lighting and signage

4.5.20 Details on the lighting proposed along the relief road route are provided within the Street Lighting Design Assessment and the proposed lighting plans submitted as part of the planning applications. The design of the lighting is explored in more detail within the DAS (Chapter 3). In addition to the street lighting, signage, lighting columns, traffic signals, pedestrian guardrail and vehicle restraint systems are also proposed as part of the proposed development. The locations of these are shown on the plans submitted as part of the applications.

Airport Safeguarding

4.5.21 Details relating to airport safeguarding are set out within the ‘Airport Safeguarding, Manchester International Airport’ submitted as part of the planning applications. The development of the highway vertical and horizontal alignment, street lighting, landscape and drainage design has taken cognisance of the matters relating to aerodrome safeguarding. In designing the proposed development, regular liaison has been undertaken with the Manchester Airport Group (MAG). This will contribute to the safe process of construction and operation of the scheme with consideration to the above constraints, with particular attention to the risk of bird hazard associated with the proposed development.

Green Infrastructure Linkages

4.5.22 Although existing PRow will be altered as part of the proposed development (see Plan Numbers 1007/3D/DF7/A6-MA/PROW/210 - 214), existing linkages to the surrounding areas via these routes will be maintained. A series of new accommodation bridges are proposed along the route that will ensure that PRow can be diverted to cross the A6MARR. A pedestrian and cycle route is proposed for the whole length of the relief road, including retrofitting to the 4 kilometre existing section of A555. The provision of this route will further enhance access Green Infrastructure linkages through linking within the altered PRow.

Landscaping

4.5.23 Detailed plans of the proposed layout of landscaping along the route are provided as part of the planning applications (see Plan Numbers 1007/3D/DF7/A6-MA/LD/215-226). These plans detail the type of landscaping to be applied along the route of the proposed development.

4.5.24 The landscape proposals comprise a combination of earthworks and planting. They are focused on:

- integration of the proposed development and its associated traffic into the local landscape;

- mitigation where important character forming components will be removed to accommodate the proposed development;
- mitigation of visual impacts for specific receptors where the assessments have indicated there could otherwise be impacts of relatively high order.

4.5.25 Planting proposals include the introduction of woodland, scrub, stands of open tree planting, species rich hedgerows and grassland with semi-natural characteristics, Combinations of planting types have been used to reflect and complement existing components and compositions. In some instances where the proposals will serve to extend the influence of important character defining components such as woodland and species rich hedgerows.

Nature Conservation

4.5.26 Along the length of the Proposed Scheme and integrated within the landscape planting, a number of bat-hops, new ponds and mammal underpasses are proposed as shown on the landscape mitigation plans submitted as part of the planning applications. In addition the landscape planting will be specified with a mix of plants to compensate for the loss of habitat resulting from the proposed development.

*New Ponds*

4.5.27 New ponds would be designed to maximise ecological value, with each having a profile to maintain open water whilst providing areas for aquatic plants to root and grow. Planting would ensure an ecologically valuable flora develops.

*Bat Hop Overs*

4.5.28 Trees and scrub would be planted on bat commuting lines to provide “hop overs”, which are high points of vegetation close to the roadside. Bats flying along these commuting lines echolocate the taller trees and vegetation which forces them to fly up and over the carriageway, avoiding potential collision with moving vehicles.

*Mammal Tunnels*

4.5.29 A number of tunnels will be built under the road to provide habitat connectivity for a variety of wildlife including mammals and amphibians. The tunnels will be accompanied by planting and fencing either side of the tunnel which will prevent animals from crossing the road and instead directing them towards the tunnel.

Tree Works

4.5.30 An approximate total area of trees and woody vegetation, (including hedgerows) shown to be removed on the ‘Tree Protection drawings’ included within the tree survey is 168,951m<sup>2</sup>.

4.5.31 The landscape design plans (Plan Numbers 1007/3D/DF7/A6-MA/LD/215 – 226) identify the locations for new planting as part of the proposed development. This includes the following:

- A total area of 109,334 m<sup>2</sup> of W1 Woodland, which incorporates 45% Quercus robur (oak), 15% Fagus sylvatica (beech), 10% Larix decidua (larch), 10% Sorbus aucuparia (rowan), 10% Corylus avellana (hazel), 5% Ilex aquifolium (holly), 4% Pinus sylvestris (scots pine), and 1% Tilia petiolaris (lime);
- A total area of 47,279 m<sup>2</sup> of S1 Linear Belts of Shrubs and Trees, which incorporates 25% Pinus sylvestris (scots pine), 20% Quercus robur (oak), 20% Sorbus aucuparia

(rowan), 10% *Acer campestre* (field maple), 5% *Prunus spinosa* (blackthorn), 5% *Cornus alba* (dogwood), 5% *Corylus alba* (hazel), 5% *Ilex aquifolium* (holly) and 5% *Sambucus nigra* (elder);

- A total area of 45,474 m<sup>2</sup> of S2 Shrubs with Intermittent Trees, which incorporates 5% *Sorbus aucuparia* (rowan), 5% *Betula pendula* (birch), 5% *Prunus padus* (bird cherry), 20% *Prunus spinosa* (blackthorn), 20% *Cornus alba* (dogwood), 15% *Corylus alba* (hazel), 15% *Ilex aquifolium* (holly) and 15% *Sambucus nigra* (elder); and
- A total area of 5,100 lin.m of Hedges.

4.5.32 In summary, it is estimated that a total of 202,087m<sup>2</sup> of new planting (incorporating a mixture of trees and shrubs) and 5,100 lin.m of new hedges will be delivered as part of the proposed development.

4.5.33 Approximately 0.08ha of Ancient Woodland is expected to be impacted by construction. Where sections of ancient woodland are removed;

- AW topsoils should be carefully stripped and stockpiled separately from other materials, ready for reuse in suitable location(s) adjacent to the retained portion of AW.
- All felled arisings to be billeted stockpiled separately and ultimately placed as habitat log piles within the retained area of AW or adjacent areas containing reused AW soils.

Flood Risk Mitigation and Drainage

4.5.34 The FRA has considered all potential sources of flooding to the proposed development including sea, river, groundwater, land drainage, overland flow, artificial sources, water mains, sewers and surface water drainage arrangements. Climate change has also been considered, which is projected to increase the peak rainfall intensity by 20% and increase the peak river flow by up to 20% over the lifetime of the development. Examination of the Environment Agency flood map confirms the route to be located predominantly in Flood Zone 1, with isolated sections in Flood Zones 2, which are:

- Norbury Bridge, adjacent to Norbury Brook at the proposed point of realignment (located within the SMBC council boundary); and
- At the existing A555/A34 roundabout north of Handforth Dean (located within both the CEC and SMBC council boundaries).

4.5.35 As the vulnerability of the proposed highway scheme, based on the guidance given in the NPPF Technical Guidance, is predominantly ‘Essential Infrastructure’ with some ‘Water Compatible’ features, the highway scheme is considered appropriate within the planning context without the need for the Exception Test. The route lies in a protected corridor identified for such a scheme, and is predominantly located in Flood Zone 1. It is therefore assumed that the Sequential Test is considered to be passed for the proposed development.

4.5.36 The FRA identifies a number of potentially significant flood risk sources which may affect or be affected by the proposed highway. The report demonstrates that it is possible to mitigate these risks by the application of appropriate design principles and through adequate maintenance following construction. These potential sources of risk include:

- The proposed realignment of Ox Hey Brook;
- The proposed realignment of Norbury Brook;
- The direct fluvial flood risk from Norbury Brook;

- The proposed bridge crossings of Norbury Brook;
- The direct fluvial flood risk from Spath Brook;
- The direct fluvial flood risk from other Ordinary Watercourses along the route;
- Flooding from public sewers;
- Flooding from existing highway drainage;
- Flooding from Overland flows (pluvial flooding);
- Groundwater flooding; and
- The culverting of existing watercourses and land drains.

4.5.37 Within the report it has been demonstrated that disposal of surface water from the proposed highway is possible, using SUDS (Sustainable Urban Drainage Systems) where appropriate, and that any proposed systems can be managed sustainably and appropriately to ensure the risk of surface water flooding is low and acceptable. The proposed surface water drainage strategy has been developed to manage surface water from the highway in a manner which ensures that the highway itself is adequately protected from flooding, whilst also ensuring that the scheme will not cause an increase in flood risk elsewhere.

4.5.38 The Drainage Strategy Report and associated plans submitted as part of the planning applications details the overall drainage strategy for the A6MARR.

#### **Speed limits**

4.5.39 The scheme comprises two sections of new two lane dual carriageway. The first section, starting from a new realigned section of the A6 at Hazel Grove, and extending west to the existing A555 at Woodford Road, Bramhall has a proposed design speed of 85kph (50mph speed limit).

4.5.40 The second new section of road is an extension of the existing A555, which currently terminates at Wilmslow Road, and continues west toward Manchester International Airport. The proposed design speed for the section of new carriageway from Wilmslow Road to Styal Road junction is 85kph (50mph speed limit) and from Styal Road the proposed carriageway is designed to 70kph design speed (40mph speed limit) to its merge with the existing junction at Ringway Road/Ringway Road West.

4.5.41 The Relief Road has been designed as an Urban All-Purpose Road (DMRB, TD27). There are various speed limit changes proposed to existing side roads at the location of junctions and these are shown in the speed limit plans (Plan Numbers 1007/3D/DF7/A6-MA/SL/242 – 245) submitted as part of the planning applications.

#### **Loss/gain of Open Space**

4.5.42 As part of the proposed development, an area of 7,442m<sup>2</sup> at Woodford Recreation Ground would be lost due to the construction of the exit slip road heading east on the A555 as it approaches Woodford Road, Bramhall. Following design refinement the land take has been reduced in order to maintain the use of the existing football pitches located here. This loss of formal Public Open Space shall be replaced with a new area of 17,201m<sup>2</sup> approximately 250m east bounded by the new relief road and the rear of properties on Albany Road.

4.5.43 Access to the replacement Public Open Space will be provided via an existing footpath (FP14 Hazel Grove to Bramhall) and the new shared used cycleway/footway adjacent to the new relief road with a link also from Albany Road. Further details in relation to the layout of the proposed new open space is shown on Plan Numbers 1007/3D/DF7/A6-MA/PROW/212.

**4.6 Access**

4.6.1 The key objectives for the A6MARR as they relate to access are identified below:

- Reduce the impact of traffic congestion on local businesses and communities;
- Support lower carbon travel: reallocate road space and seek other opportunities to provide improved facilities for pedestrians, cyclists and public transport; and
- Improve the safety of road users, pedestrians and cyclists: reduce the volume of through-traffic from residential areas and retail centres.

4.6.2 The block plans (proposed) submitted as part of the planning applications show the proposed access that will be used by motorists to access the relief road from the existing road network. Table 4.2 schedules the 7 new junctions and 4 modified existing junctions included along the line of the proposed dual carriageway and the off-line junction modification proposed on the A34.

**Table 4.2 Proposed Junctions**

Junction Number	Junction Type	Side Road Link and Works
1	At grade priority T-junction	New junction at the proposed A6 West tie in with the existing A6
2	At grade signalised T-junction	New junction at the proposed A6 diversion
3	At grade signalised T-junction	New junction at the proposed A6 East tie in with the existing A6
4	At grade signalised crossroad junction	New junction connecting to the A523 Macclesfield Road
5	At grade signalised roundabout	New junction connecting to the Woodford oil terminal and the proposed link connecting to Chester Road
6	At grade signalised T-junction	New junction connecting the proposed Chester Road link to Chester Road
7	Grade separated T-junctions with west facing slips	Modified junction to replace the existing roundabout connecting the A5102 Woodford Road and the eastern end of the A555
8	Large signalised roundabout junction	Modification of existing junction linking the A34 and B5094 Stanley Road to increase capacity

Junction Number	Junction Type	Side Road Link and Works
9	Large signalised roundabout junction	Modification of the existing junction linking the A34 and the A555 to increase capacity
10	Grade separated junction with mini-roundabouts in a dumbbell arrangement	Modification of the existing junction at the B5358 Wilmslow Road and the western end of the A555, to accommodate new west facing slips
11	New signalised crossroads over the proposed Styal Road over airport spur rail bridge	New junction over the proposed new rail bridge to connect to the B5166 Styal Road

4.6.3 The proposed development will include provision of a segregated pedestrian and cycle route adjacent to the new road and existing length of the A555, providing a new orbital link for the strategic cycle/pedestrian network. This new orbital link will be fully integrated with the existing local cycle and pedestrian network to maximize access to the new route.

4.6.4 The provision of these new links is an important component of the proposed development. The pedestrian and cycle network will provide a high quality, safe and direct east-west link, supporting the step-change in provision of infrastructure for non-motorised modes required to encourage more people to choose cycling and walking as an alternative to the car.

4.6.5 Plan Numbers 1007/3D/DF7/A6-MA/PROW/210 - 214 submitted as part of the planning applications show the proposed multi-user cycle/pedestrian route proposed along the route of the relief road.

**4.7 Sustainability**

4.7.1 Sustainability is a key tenet of the NPPF and within the development plans for each of the three Local Planning Authorities. It is reflected in many aspects of the proposed development including:

- the creation of multi-user access routes providing opportunities for improved health and community cohesiveness;
- the careful consideration of the layout of structures, landscape and spaces; and
- the creation of new habitat promoting improved habitat for local biodiversity.

4.7.2 The purpose of CEEQUAL is to provide a rigorous and comprehensive sustainability rating system for project and contract teams. CEEQUAL rewards project and contract teams in which clients, designers and contractors go beyond the legal, environmental and social minima to achieve distinctive environmental and social performance in their work.

4.7.3 A CEEQUAL Assessment has been undertaken that provides an assessment of the sustainability of the proposed development. The proposed development has achieved a CEEQUAL Excellent Score (88.6%). Further details relating to the CEEQUAL Assessment is presented within the Sustainability Statement submitted as part of the planning applications.

The Sustainability Statement also incorporates details relating to the carbon footprint of the proposed development.

- 4.7.4 A draft SWMP is submitted as part of the planning applications, which highlights the opportunities that exist in relation to the reduction of waste, both during construction and occupation phases of the development.

#### **4.8 Construction Phasing and Requirements**

- 4.8.1 Subject to approval, it is anticipated construction will commence in 2014 and that the dual carriageway will be open to use. There would be two main phases of work including a 39 week environmental mitigation period and a 104 week construction period. The final details on construction phasing and requirements would be agreed with the LPAs prior to commencing construction.

##### **Hours of Operation**

- 4.8.2 It is anticipated that the working hours for construction would be as set out below:
- 8:00a.m – 6.30p.m Monday to Friday
  - 8.00a.m – 1.00p.m Saturday
- 4.8.3 The hours of work would be agreed with the Local Authorities prior to the commencement of the works. All work outside these hours would be subject to prior agreement, and/or reasonable notice, to SMBC, MCC and CEC Local Planning Authorities who may impose certain restrictions. Night-time working would be restricted to particular exceptional circumstances.

##### **Proposed Access for Construction Vehicles**

- 4.8.4 Access to the site for construction traffic would be restricted to certain haul routes. The proposed haul routes are shown on Figure 5.19 of the ES and would include the following roads connecting the site to the strategic road network:
- A6 Buxton Road
  - A523 Macclesfield Road
  - A5102 Woodford Road (between A555 and Chester Rd A5149)
  - A5149 Chester Road
  - A555
  - A34
  - Ringway Road West

##### **Construction Activities and Controls**

- 4.8.5 During the 39 week environmental mitigation period the following activities would be undertaken:
- Construction of the boundary fence.
  - Site clearance.
  - Environmental mitigation measures identified throughout the assessment Chapters 8-16.

- Topsoil strip and storage.

4.8.6 The main work activities that would be undertaken during the 104 week construction period are as follows:

- Enabling works including construction of the main site compound, equipment laydown areas, site access, temporary drainage networks, temporary service requirements.
- Diversion of Statutory Undertakers equipment.
- Earthworks including excavation of cut areas, construction of embankments, bunding, and finished levels.
- Construction of structures including revetment walls, underpasses and bridges.
- Piling including sheet and bored piles.
- Installation of services including communications and power cabling.
- Construction of the drainage networks and treatment.
- Pavement construction.
- Construction of the footway and cycleway.
- Landscape planting.
- Installation of safety barriers, signs, traffic signals and lighting.
- RSA, completion and handover.

#### **4.9 Operation and Maintenance**

4.9.1 The future management, maintenance and operating costs of the proposed highway infrastructure, public realm and landscape infrastructure is detailed below:

- Traffic signals – Transport for Greater Manchester/Greater Manchester Urban Traffic Control;
- Ponds and drainage – the local highways authority;
- Street lighting in Stockport and Cheshire – local highway authority.
- Street lighting in Manchester – Local Highways Authorities via a Private Finance Initiative agreement for maintaining;
- Maintenance of highways verge – responsibility of local highway authority
- Where replacement local open space provided, this becomes responsibility of the local authority to maintain;
- Any accommodation works including earthworks features/ land drains/hedgerows - maintained by land owner; and
- Bridge where the road travels under the railway (Hazel Grove) – responsibility would be with Network rail.

#### **4.10 The Use of Planning Conditions**

4.10.1 The applicant(s) are keen to maintain dialogue with the respective LPAs and its consultees through the determination period, in order to consider and comment upon the nature of emerging conditions as may be used by the LPAs to frame an acceptable planning



permission, and which meets the applicant's objectives and allow discharge of conditions prior to development and in alignment with the parallel contractor procurement process.

- 4.10.2 Dialogue with the LPAs to secure appropriate conditions for each application will also assist the subsequent discharge of detailed conditions.

## 5 PLANNING POLICY

### 5.1 Introduction

5.1.1 In considering each application for planning permission, there is a requirement to take into consideration the full range of planning policy, including national policy and guidance, regional policy and local policies set out within the respective development plans. This section of the Planning Statement provides a summary of how the proposed development relates to national and local planning policy.

### 5.2 National planning policy guidance

#### National Planning Policy Framework (Communities and Local Government, 2012)<sup>6</sup>

5.2.1 The NPPF was published on 27th March 2012. The NPPF supersedes all previous planning policy statements<sup>7</sup>, planning policy guidance and mineral planning guidance in England. It aims to make the planning system less complex and more accessible, as well as protecting the environment and promoting sustainable growth. National policy guidance is also given in Circulars and White Papers and other Central Government Publications.

5.2.2 The NPPF is supplemented by a Technical Guidance Note, which provides more detailed guidance in relation to flood risk and climate change, and minerals planning.

5.2.3 There is also current consultation on the recent Taylor Review of government planning policy guidance and best practice, and which indicates additional technical guidance on air quality, noise, lighting and other emissions will be considered for publication later in 2013, along with the creation of a single consolidated portal for Government guidance and planning legislation.

5.2.4 The NPPF is divided into a series of themes relating to delivering sustainable development. The key points on how the proposed development relates to each of the themes set out in the NPPF are highlighted below:

#### Building a strong, competitive economy

5.2.5 The NPPF highlights that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. Furthermore, the NPPF states that:

*“The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”*

5.2.6 A key objectives of the proposed development is to increase employment and generate economic growth. This will be achieved through providing efficient surface access and improved connectivity to, from and between Manchester Airport, local, town and district centres, and key areas of development and regeneration (e.g. Manchester Airport Enterprise Zone). A further objective of the proposed development is to boost business integration and

<sup>6</sup> Communities and Local Government (2012) National Planning Policy Framework. Available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf) (accessed 07/2013)

<sup>7</sup> Except for Planning Policy Statement 10: Planning for Sustainable Waste Management

productivity through improving the efficiency and reliability of the highway network, reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel.

- 5.2.7 The economic impacts of the proposed development are explored in more detail within the socio-economic assessment and summarised in Chapter 7 of the planning statement.

Ensuring the vitality of town centres

- 5.2.8 The need for planning policies to promote competitive town centre environments and ensure the vitality of town centres is set out within the NPPF. The proposed development should contribute towards ensuring the vitality of town centres as it aims to enhance the environmental conditions within the district and local centres along the south Manchester corridors through relieving congestion within these locations. Furthermore, the proposed development aims to reduce severance and improve accessibility to, from and between key centres of economic and social activity.

- 5.2.9 Furthermore, a series of complementary and mitigation measures are proposed alongside the proposed development. The delivery of these measures should help to ensure that the vitality of areas surrounding the application site is protected and where possible enhanced. Further details relating to the proposed measures is set out within section 4.4.

Promoting sustainable transport

- 5.2.10 The NPPF sets out the need to deliver a transport system throughout the country that is balanced in favour of sustainable transport modes. As part of the proposed development, new and existing footpaths/cycle links will be provided / upgraded, linking the new development to neighbouring villages and the wider green infrastructure in the area. This will ensure that people living and working within the area are encouraged to walk/cycle when accessing area adjacent to the proposed development.

- 5.2.11 The proposed development will improve the safety of road users, pedestrians and cyclists through reducing the volume of through-traffic from residential areas and retail centres. The proposed development also aims to decongest the highway network and free space for buses to travel quicker.

Requiring good design

- 5.2.12 The NPPF emphasises the importance of delivering good design as part of new development, which contributes positively to making places better for people. Details of the design of the proposed development are set out in more detail within the DAS and the plans that accompanies the planning applications. Furthermore, the proposed development has also been awarded a CEEQUAL Excellent Score (88.6%).

Promoting Healthy Communities

- 5.2.13 The important role that the planning system can play in facilitating social interaction and creating healthy, inclusive communities is emphasised within the NPPF. Key positive health and wellbeing impacts identified within the HIA are as follows:

- *Economic and employment potential:* Both during the construction and operation phases through construction jobs building the A6MARR and jobs in construction-related businesses that supply the A6MARR and creates the potential for attracting new

businesses into business areas around the A6MARR e.g. Airport City development because of the improved road connectivity.

- *Improved accessibility and connectivity:* Through the construction of the A6MARR and the new bridle, cycle and foot path alongside it that enhances both the existing road and bridle, cycle and foot path networks.
- *Traffic and associated pollution:* The reductions in traffic flows, congestion, noise, air pollution and visual intrusion and likely increased social capital/community cohesion in some residential areas.

Protecting Green Belt land

5.2.14 The NPPF highlights that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF states that Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.2.15 A large proportion of the application site is designated as Green Belt. Figure 3.2 above shows the position of the Green Belt in relation to the route of the proposed development. A discussion of how the proposed development relates to the five purposes of the Green Belt is set out below:

*Purpose 1: to check the unrestricted sprawl of large built-up areas*

5.2.16 While the proposed development is located within Green Belt, it is not considered to encourage further development within the area of Green Belt. The Green Belt land to the south and north of the route would still retain its strategic importance as an integral part of the openness of Green Belt.

*Purpose 2: to prevent neighbouring towns from merging into one another*

5.2.17 It is not considered that the proposed development will lead to the merging of any nearby settlements into one another. Therefore, this purpose is not at risk.

*Purpose 3: to assist in safeguarding the countryside from encroachment*

5.2.18 It is accepted that the proposed development would be harmful to openness and would not safeguard existing areas of the countryside located within the application site. However, the proposed development has been sympathetically designed to follow the contour of land and is partially located within cutting, limiting the visual impact of above ground structures.

*Purpose 4: to preserve the setting and special character of historic towns*

5.2.19 It is considered that the proposed development will not impact upon the setting and special character of any historic towns. The proposed development will not damage or destroy any

designated built heritage assets but will change the setting of built heritage and archaeology assets as well as the historic landscape character. The effect to setting and historic landscape character is not considered significant.

*Purpose 5: to assist in urban regeneration by encouraging the recycling of derelict and other urban land*

- 5.2.20 It is considered that the proposed development will contribute towards urban regeneration through removing traffic congestion from surrounding areas and enhancing access to important destinations within close proximity. The CMM (see section 4.4 of this planning statement) will further contribute towards improving the public realm within surrounding areas.

*Further Discussion*

- 5.2.21 The NPPF (paragraph 87) reiterates previous Green Belt policy. It highlights that ‘inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.’ Furthermore, paragraph 88 of the NPPF states that ‘When considering planning applications, LPAs should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.’

- 5.2.22 Paragraph 90 of the NPPF states that development that may not be inappropriate in the Green Belt includes ‘engineering operations’ and ‘local transport infrastructure which can demonstrate a requirement for a Green Belt location’, ‘provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt’. Consideration has been given to paragraphs 87, 88 and 90 of the NPPF with regard to whether or not the development constitutes inappropriate development.

- 5.2.23 As highlighted above in relation to Purpose 3, it is accepted that the proposed development would be harmful to openness and would not safeguard existing areas of the countryside located within the application site. Therefore, it is considered that the proposed development represents inappropriate development within the Green Belt. However, harm to the Green Belt arising from the proposed development is clearly outweighed by the benefits arising from the A6MARR and it is considered that these are very special circumstances. These very special circumstances are explored in further detail below.

*The proposed new road facilitates important economic benefits*

- 5.2.24 There is a need for the relief road to be constructed to boost economic growth for the region through enhancing access to Manchester airport and other key destinations for employment and increasing the potential for investment in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East and Manchester. The proposed development will address existing high levels of congestion on local roads in surrounding areas such as Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme, which leads to delays to public transport and affects accessibility. The delivery of the proposed relief road will also lead to: shorter journey times for pedestrians, cyclists, public transport users, car drivers and freight; and improved road safety, particularly for pedestrians and cyclists by reducing the volume of traffic passing through residential areas.

- 5.2.25 The economic benefits of the proposed development have been identified within the Socio Economic Impacts Report submitted as part of the planning applications. They are summarised within section 7.4 of this planning statement,
- Building the new road ensures the delivery of a key component of the SEMMMS*
- 5.2.26 The A6MARR has been identified by Central Government as one of a number of nationally important infrastructure projects, which are required to revitalize the economy and £165 million of Central Government funding has been allocated for its delivery. The A6MARR is one of 70+ major infrastructure projects aimed at addressing congestion and improving performance on the road network. This is part of the Government's initiative to 'keep Britain moving' through improving the capacity, performance and resilience of roads. The proposed development is an integral component of the wider SEMMMS and will assist to deliver the long term objectives of the strategy alongside national objectives and local aspirations for growth, employment and connectivity. Furthermore, the delivery of the A6MARR is part of an overall programme of major highway and public transport projects planned for Greater Manchester, and will play a key role in helping to achieve the objectives set out in the LTP and Greater Manchester Strategy.
- The proposed development within the Green Belt is considered to be the only option for the A6MARR road component of the SEMMMS*
- 5.2.27 The line of the A6MARR has been identified for a number of years. As highlighted in section 2.2 of this planning statement, the original SEMMMS study developed and tested six separate strategy options in order to arrive at a preferred strategy of interventions. The six strategy options consisted of a mix of road, heavy rail, light rail and quality bus interventions along with non-infrastructure options to address the transport problems of the study area. This assessment led to the development of a recommended strategy that incorporated a substantial public transport investment in new infrastructure and services and also the construction of all the road scheme but to a lower standard of provision. In addition to the infrastructure interventions proposed, the strategy included recommendations for road space reallocation, transport change measures and urban regeneration proposals.
- 5.2.28 Having assessed a wide range of public transport interventions, the SEMMMS study recognised that many of the serious traffic congestion problems would only be addressed through the construction of the remitted road schemes, which included the A6MARR. Subsequently, this led to the development of proposals for the relief road, which is the subject of the planning applications. The proposed A6MARR has thus been developed following an extensive examination of six separate strategy options.
- 5.2.29 Options for the alignment of the proposed road have been carefully considered, including junction arrangements and impacts on neighbouring communities. Notwithstanding this, there is no viable alternative route for the proposed road that avoids passing through the Green Belt.
- 5.2.30 Furthermore, figure 3.2 above demonstrates that a significant proportion of land located towards the south of Manchester is within the Green Belt and therefore by definition, any road alignment in this location would lie within the Green Belt. The route of the proposed development is enshrined within the Development Plans for the three LPAs and the Greater Manchester and Cheshire East Transport Plans. In particular, the route of the A6MARR is safeguarded by: Policy ST2.2 (Protection for Major Road Schemes of the Stockport UDP (May 2006)); and Policy T7 (Safeguarded Routes) of the Macclesfield Local Plan (see below).

*Conclusion*

- 5.2.31 It is concluded that although the proposed development represents inappropriate development within the Green Belt, this is clearly outweighed by a series of very special circumstances. The proposed development is an integral component of the wider SEMMMS and is critical to delivering the long-term objectives of SEMMMS.

**Meeting the challenge of climate change, flooding and coastal change**

- 5.2.32 The important role that planning plays in helping to shape places in order to reduce greenhouse gas emissions, minimise vulnerability and provide resilience to the impacts of climate change and in supporting the delivery of renewable energy and low carbon energy infrastructure is emphasised within the NPPF.
- 5.2.33 The proposed development identifies the need to provide/upgrade new and existing footpaths/cycle links. This will help to promote sustainable travel, which would contribute towards cutting greenhouse gas emissions through reducing dependence on the private car by households in and around the route of the proposed development.
- 5.2.34 The NPPF highlights that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. An FRA is also submitted as part of the applications, which provides a full assessment of the potential impacts upon and effects of the proposed development in terms of flood risk. Furthermore, the drainage proposed as part of the development has been designed to be flood resilient.

**Conserving and enhancing the natural environment**

- 5.2.35 The NPPF highlights that the planning system should conserve and enhance the natural and local environment. More specifically, the NPPF highlights that the planning system should contribute and enhance the natural and local environment by:
- protecting and enhancing valued landscapes, geological conservation interests and soils;
  - recognising the wider benefits of ecosystem services;
  - minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
  - preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
  - remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 5.2.36 The proposed development has been designed to ensure any potentially significant adverse effects on noise and biodiversity are mitigated and enhancement measures included wherever possible. Full details relating to the effects/impacts on the natural environment (including the local landscape, noise, air and nature) and how these would be mitigated are provided within the ES (Volume 1), which is summarised in Chapter 7.

5.2.37 The NPPF highlights that when determining planning applications, LPAs should aim to conserve and enhance biodiversity by refusing planning permission for development resulting in the loss or deterioration of irreplaceable habitats, including Ancient Woodland unless the need for, and benefits of, the development in that location clearly outweigh the loss. Although the proposed development will lead to the loss of an area of ancient woodland at Carr Wood, this loss only represents a small proportion of the woodland.

5.2.38 Furthermore, the NPPF states that where significant development of agricultural land is demonstrated to be necessary, LPAs should seek to use areas of poorer quality land in preference to that of a higher quality. As part of the proposed development, agricultural land that is classified as grades 3 and 4 with some areas of grade 2 is required. As highlighted within paragraph 5.2.22, land located towards the south east of Manchester is the only location for the proposed A6MARR and the relief road could not be located in an alternative location. Therefore, some high grade agricultural land will be required for the proposed development.

**Conserving and enhancing the historic environment**

5.2.39 The NPPF emphasises the need to conserve and enhance the historic environment. In determining applications, the NPPF highlights that LPAs should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. An assessment of the potential impacts upon the archaeological and built heritage assets is presented within Chapter 9 of the ES (Volume 1) and is summarised in Chapter 7 below.

**Planning strategically across local boundaries**

5.2.40 The NPPF highlights the need to plan strategically across local boundaries. It states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities.

5.2.41 SMBC, CEC and MCC have worked closely with each other in developing the proposed development and the wider SEMMS. Furthermore, other neighbouring LPAs have been consulted as part of the consultation that has taken place prior to submission of this planning application (see SCI for further details).

**Pre-application engagement and front loading**

5.2.42 The NPPF highlights that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties and that good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community. Pre-application discussions have taken place with each of three LPAs in preparing the planning applications. Members of the local community and stakeholders have also been consulted during the design of the proposed development. Further details of these pre-application discussions are presented within the SCI submitted.

**5.3 Strategic Level Policy**

**Prosperity for All: The Greater Manchester Strategy (2009)**

5.3.1 The Greater Manchester Strategy, which was published by the Association of Greater Manchester Authorities (AGMA) in 2009 sets out the key priorities to enable the conurbation to achieve its economic potential. The Greater Manchester Strategy recognises the need to



improve surface access to Manchester Airport and emphasises the key role that the A6, A523 and A34 in Stockport and Cheshire play both locally and strategically. These links provide access routes into the North West and links to the M60 and Manchester Airport for traffic from the West Midlands and Wales.

#### 5.4 The Local Development Plans

The proposed development corridor spans the three local authority areas of SMBC, MCC and CEC

#### 5.5 Stockport Metropolitan Borough Council Development Plan

5.5.1 As of 1st April 2013, the development plan for Stockport for the purposes of determining the application submitted to SMBC currently consist of the following documents:

- Stockport Core Strategy Development Plan Document (DPD) (March 2011)<sup>8</sup>;
- Stockport Unitary Development Plan (May 2006) – Policies which still apply from 1st April 2011 onwards (post Core Strategy adoption)<sup>9</sup>;
- Greater Manchester Joint Waste DPD (Adopted April 2012)<sup>10</sup>; and
- Greater Manchester Joint Minerals DPD (Adopted April 2013)<sup>11</sup>.

5.5.2 The Greater Manchester Joint Waste DPD sets out the spatial planning framework to deliver sustainable waste management. The Greater Manchester Joint Minerals DPD provides a minerals spatial planning framework for Greater Manchester. Neither of these DPDs are of specific relevance to the proposed development.

5.5.3 SPDs provide detailed guidance on specific sites and topic areas to supplement the formal policies of the statutory development plan. The SPDs prepared by SMBC that are of relevance to the proposed development are identified below:

- Sustainable Design and Construction SPD (Adopted 8<sup>th</sup> November 2010, revised April 2012)<sup>12</sup>; and
- Sustainable Transport SPD (Adopted December 2007)<sup>13</sup>.

<sup>8</sup> Stockport Metropolitan Borough Council (2011) Stockport Core Strategy Development Plan Document. Available at: [http://www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/LDF/ldfcorestrategydpd?bcsi\\_scan\\_AB11CAA0E2721250=0](http://www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/LDF/ldfcorestrategydpd?bcsi_scan_AB11CAA0E2721250=0) (accessed 07/2013).

<sup>9</sup> Stockport Metropolitan Borough Council (2006) Stockport Unitary Development Plan. Available at: <http://www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/LDF/udppolicieshatstillapply> (accessed 07/2013).

<sup>10</sup> Association of Greater Manchester Authorities (2012) Greater Manchester Joint Waste DPD. Available at: [http://www.gmwastedpd.co.uk/docs/Doclib/Greater\\_Manchester\\_Waste\\_Plan.pdf](http://www.gmwastedpd.co.uk/docs/Doclib/Greater_Manchester_Waste_Plan.pdf) (accessed 07/2013).

<sup>11</sup> Association of Greater Manchester Authorities (2012) Greater Manchester Joint Minerals DPD. Available at: [http://www.gmminealsplan.co.uk/docs/The\\_Minerals\\_Plan\\_April\\_2013\\_FINAL.pdf](http://www.gmminealsplan.co.uk/docs/The_Minerals_Plan_April_2013_FINAL.pdf) (accessed 07/2013)

<sup>12</sup> Stockport Metropolitan Borough Council (2012) Sustainable Design and Construction SPD. Available at: <http://www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/LDF/SPD/susdesconspdpdf> (accessed 07/2013)

<sup>13</sup> Stockport Metropolitan Borough Council (2007) Sustainable Transport SPD. Available at: <http://www.stockport.gov.uk/services/environment/planningbuilding/planningpolicy/policyguidance/spd/sustainabletransport> (accessed 07/2013)

Stockport Core Strategy DPD

- 5.5.4 The Core Strategy was adopted in March 2011 following the Examination in Public. The Core Strategy is part of the Local Development Framework (LDF) for the Borough and provides the overall spatial strategy for the LDF. It sets down why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. The Core Strategy covers the period from its adoption to 2026.
- 5.5.5 A series of objectives are set out within the Core Strategy. The objectives that relate to the proposed development are set out below:
- Objective 1 (Sustainable Development: Addressing Inequalities and Climate Change) highlights that ‘The Core Strategy will support, enable and encourage development that is environmentally, socially and economically sustainable’. More specifically, the objective sets out the need to maximise the economic benefits that development can bring. A key objectives of the proposed development is to increase employment and generate economic growth through providing efficient surface access and improved connectivity to, from and between Manchester Airport, local, town and district centres, and key areas of development and regeneration.
  - Objective 5 (Safeguarding and Improving the Borough’s Environment) emphasises the importance of safeguarding and improving Stockport’s natural and built environments. The impact of the proposed development on the natural and built environment is set out within the ES, and is summarised below in Chapter 7.
  - Objective 6 (Transport) of the Strategy set out within the Core Strategy for the future of the Borough relates to transport. The objective states that ‘*The Core Strategy will seek an efficient and extensive transport network which enables services and opportunities to be accessible by all, whilst also reducing congestion and minimising the environmental impact of transport.*’ In order to achieve this, this objective identifies the need to implement the SEMMMS relief road (the first part of the relief road forms the proposed development).
- 5.5.6 The Core Strategy incorporates a series of Core Policies that identify the broad approach in relation to different issues and different forms of development. Under each Core Policy is a collection of Development Management Policies which are used to ensure that development contributes towards achieving the Core Policy and the overall vision and objectives of the Core Strategy. The Core and Development Management Policies that are of relevance to the proposed development are identified below:
- Core Policy CS1 (Overarching principles: Sustainable development – addressing inequalities and climate change)*
- 5.5.7 Core Policy CS1 highlights that the Core Strategy will have regard to enabling social progress, which recognises the needs of everyone. The policy also highlights the need for proposals to provide access for all to housing, employment, education, training, health, social, other services and facilities and identifies the importance of using high quality and inclusive design.
- 5.5.8 The proposed development will contribute towards: increasing employment and generating economic growth; boosting business integration and productivity; the regeneration of local communities (through reducing severance and improving accessibility to, from and between key centres of economic and social activity); reducing the impact of traffic congestion on local businesses and communities; and supporting lower carbon travel (through the provision of

improved facilities for pedestrians, cyclists and public transport). Further detail on the design of the relief road is provided above in section 4 and within the accompanying DAS.

5.5.9 Development Management Policy SD-1 (Creating Sustainable Communities) states that the Council will look favourably upon development that seeks to achieve a high rating under CEEQUAL (for public-realm development). A CEEQUAL assessment has been undertaken for the proposed development and a CEEQUAL Excellent Score (88.6%) has been achieved.

*Core Policy CS8 (Safeguarding and Improving the Environment)*

5.5.10 Core Policy CS8 highlights the need for development proposals to be of a high standard and which makes a positive contribution to a sustainable, attractive, safe and accessible built and natural environment. The policy highlights the need for development to:

- Protect, develop and enhance an integrated network of high quality and multi-functional green infrastructure;
- Safeguard the permanence and integrity of strategic and local open space;
- Preserve and enhance the landscape and character of Stockport's countryside;
- Make a positive contribution to the protection and enhancement of the Stockport's natural environment; and
- Conserve areas of heritage value.

5.5.11 Development Management Policy SIE-1 (Quality Places) highlights the need for development to be designed and landscaped to the highest contemporary standard, paying high regard to the built and/or natural environment within which it is sited. The policy states that specific account should be taken in relation to the:

- Use of materials appropriate to the location;
- The site's characteristics including landform, landscape, views or vistas (including to/from The Peak District National Park), landmark or gateway features, biodiversity and micro-climate as well as the site's context in relation to surrounding buildings and spaces (particularly with regard to the height, density and massing of buildings);
- Potential to incorporate appropriate landscaping and nature conservation features; and
- Potential to incorporate the qualities and local distinctiveness of the historic environment.

5.5.12 Development Management Policy SIE-3 (Protecting, Safeguarding and enhancing the Environment) sets out the need for proposals for new development to protect the natural environment, control pollution (through impacts on air quality, noise and vibration, light and water quality) manage flood risk and protect the historic environment.

5.5.13 A full appreciation of the impacts that the proposed development has on the natural and historic environment is set out within the ES and is summarised below in Chapter 7. An FRA is also submitted as part of the planning applications, which highlights flood risk issues relating to the proposed development.

5.5.14 Development Management Policy SIE-5 (Aviation Facilities, Telecommunications and other Broadcast Infrastructure) highlights that development that would adversely affect the operational integrity or safety of Manchester Airport will not be permitted. Details relating to airport safeguarding are submitted as part of the applications.

*Core Policies CS9 (Transport and Development) and CS10 (An Effective and Sustainable Transport Network)*

- 5.5.15 Core Policy CS10 further supports the delivery of the proposed development as it states that:
- 'In order to facilitate the removal of through traffic from several District Centres and Local Centres in the Borough, including Heald Green, Bramhall and Hazel Grove, and to improve access to Manchester Airport, the Council proposes to construct the SEMMMS A6 to Manchester Airport Relief Road from the A6 at Hazel Grove to the M56 at Manchester Airport, which will also incorporate a new shared footway and cycle path adjacent to the new road and retrofitted next to the existing A555.'*
- 5.5.16 Furthermore, the A6MARR (including cycle route) and the A34/A555 junction improvements are identified as key infrastructure required to deliver this core policy in the first 5 years of the Core strategy.
- 5.5.17 Core Policy CS9 and CS10 emphasises the need to develop the walking and cycling network within Stockport. The proposed development will contribute towards this as new and existing footpaths/cycle links will be provided / upgraded, linking the new development to neighbouring communities and towns and the wider green infrastructure in the area.

**Stockport Unitary Development Plan (May 2006) – Policies which still apply from 1st April 2011 onwards (post Core Strategy adoption)**

- 5.5.18 Following the adoption of the Core Strategy in March 2011, a number of policies included within the Stockport Unitary Development Plan (UDP) still apply. Land incorporating the route of the A6MARR is safeguarded for use as a major road scheme within the UDP under policy ST2.2 (Protection for major road schemes).The policy highlights that the Council will protect the alignment of the Manchester Airport Link Road (along with other road schemes identified within the SEMMMS) as long as they are to be developed in line with the other policies within the plan. Furthermore, the UDP emphasises that the council considers that the schemes are necessary in order to complete the Strategic Road Network, providing through traffic routes for high levels of non-local traffic which cross the Borough, and to remove extraneous traffic from many shopping centres and residential areas.
- 5.5.19 An account of how the proposed development relates to other UDP policies is provided below.

Landscape character

- 5.5.20 Policy LCR 1.1 (Landscape Character Areas) states that development in the countryside will be strictly controlled and will not be permitted unless it protects or enhances the quality and character of the rural areas. The impacts of the proposed development on the local landscape are explored in detail within Chapter 10 of the ES (Volume 1). These impacts are summarised below in Chapter 7.

Protection of the natural environment

- 5.5.21 The UDP emphasises the need to protect and enhance the natural environment as part of new development. The need to ensure that development is avoided which would destroy or adversely affect, directly or indirectly, the natural or wildlife value of a Site of Special Scientific Interest, National Nature Reserve and Local Nature Reserve is set out within policy NE 1.1 (Sites of special nature conservation importance).

5.5.22 Furthermore, policy NE 1.2 (Sites of nature conservation importance) highlights the need for proposals for development on SBIs, geological conservation sites and local wildlife sites to demonstrate that there is a justification which overrides any harm to the nature conservation value of the site. The impacts of the proposed development on the natural environment are explored in detail within Chapter 11 of the ES (Volume 1). These impacts are summarised below in Chapter 7.

Green Belt

5.5.23 Policy GBA 1.1 (Extent of Green Belt) identifies the broad areas located within the Green Belt in the Stockport Borough. Policy GBA 1.2 (Control of development in Green Belt) highlights that within the Green Belt, development will not be permitted unless it maintains the openness and do not conflict with the purposes of including land in the Green Belt. The route of the proposed development that passes through Stockport is located entirely within the Green Belt. A full account of the relationship of the proposed development with Green Belt policy is outlined within paragraphs 5.2.14 to 5.2.31 of the planning statement.

5.5.24 Policy GBA2.1 (Protection of agricultural land) emphasises that development which involves the permanent loss of the best and most versatile agricultural land will not be permitted unless it can be demonstrated that the agricultural value of the land is outweighed by other factors. An account of high grade agricultural land located along the proposed route is provided within paragraphs 5.2.14 – 5.2.31 of this planning statement.

Recreation routes and new development

5.5.25 Strategic Recreation Routes are located on the route of the proposed development in close proximity to Bramhall oil terminal and Old Mill Lane (Ladybrook Valley Interest Trail). Policy L1.8 (Strategic recreation routes) highlights that the Council will safeguard and enhance the network of strategic recreation routes shown on the proposals map. Furthermore, policy L1.9 (Recreation routes and new development) identifies the need to address any impacts on existing PRow or other recreation routes where a proposed development could have an impact. Both these routes will need to be diverted as a result of the proposed development.

5.5.26 The impact of the proposed development on PRow is identified within Chapter 10 of the ES, which is summarised below in Chapter 7.

**Supplementary Planning Documents**

Sustainable Design and Construction SPD

5.5.27 The Sustainable Design and Construction SPD provides up to date guidance to reflect the provision of information and resources to support delivery of sustainable design and delivery of buildings in the Borough. In particular it provides support in terms of compliance with the energy and climate change related policies in the Stockport LDF Core Strategy DPD. The SPD covers ten topics, which include: Location and Transport, Site Layout and Building Design, Materials, Waste, Energy, Water, Landscape and Biodiversity, Health and Wellbeing, Operations and Management as well as Marketing.

5.5.28 The guidance set out within the SPD has been considered in the design of the proposed development. The DAS sets out further information in relation the detailed design of the route. Furthermore, the sustainability statement provides responses to the questions outlined within the sustainability checklist contained within the SPD.

Sustainable Transport SPD

5.5.29 The purpose of the Sustainable Transport SPD is to help developers understand the full range of possible interventions for the mitigation of effects of additional traffic that can result as a consequence of new development. The encouragement of a range of transport modes as suggested in this document is a means of addressing congestion, environmental issues, and improving infrastructure to support economic growth, increase social inclusion and address issues surrounding human health.

5.5.30 A TA is provided that is consistent with guidance set out in section 2 of the SPD. A composite Stage 1 RSA for the proposed development is incorporated within the TA, which is consistent with guidance set out in section 3 of the SPD. The traffic impacts of the proposed development are explored within the TA in detail.

**5.6 Cheshire East Council Development Plan**

5.6.1 Prior to the development of documents within the new Cheshire East Local Plan, the statutory development plan for Cheshire East currently consists of saved policies from the:

- Congleton Borough Local Plan (adopted on 27th January 2005)<sup>14</sup>;
- Crewe and Nantwich Local Plan (adopted on 17th February 2005)<sup>15</sup>;
- Macclesfield Borough Local Plan (adopted on 8th January 2004)<sup>16</sup>;
- Cheshire Minerals Local Plan (adopted in 1999)<sup>17</sup>; and
- Cheshire Waste Local Plan (adopted June 2007)<sup>18</sup>.

5.6.2 The Cheshire Minerals Local Plan and the Cheshire Waste Local Plan provide specific detailed policies and guidance on minerals and waste development within Cheshire respectively. Neither of these Local Plans are of specific relevance to the proposed development.

5.6.3 The SPDs prepared by CEC that are of relevance to the proposed development are identified below:

- Nature Conservation Strategy SPD (Adopted 2006)<sup>19</sup>; and

<sup>14</sup> Cheshire East Council (2005) Congleton Borough Local Plan. Available at: [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/saved\\_and\\_other\\_policies/congleton\\_local\\_plan.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/saved_and_other_policies/congleton_local_plan.aspx) (accessed 07/2013)

<sup>15</sup> Cheshire East Council (2005) Crewe and Nantwich Local Plan. Available at: [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/saved\\_and\\_other\\_policies/crewe\\_and\\_nantwich\\_local\\_plan.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/saved_and_other_policies/crewe_and_nantwich_local_plan.aspx) (accessed 07/2013)

<sup>16</sup> Cheshire East Council (2004) Macclesfield Borough Local Plan. Available at: [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/saved\\_and\\_other\\_policies/macclesfield\\_local\\_plan.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/saved_and_other_policies/macclesfield_local_plan.aspx) (accessed 07/2013)

<sup>17</sup> Cheshire East Council (1999) Cheshire Minerals Local Plan. Available at: [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/saved\\_and\\_other\\_policies/cheshire\\_minerals\\_local\\_plan.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/saved_and_other_policies/cheshire_minerals_local_plan.aspx) (accessed 07/2013)

<sup>18</sup> Cheshire East Council (2007) Cheshire Waste Local Plan. Available at: [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/saved\\_and\\_other\\_policies/cheshire\\_waste\\_local\\_plan.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/saved_and_other_policies/cheshire_waste_local_plan.aspx) (accessed 07/2013)

- Designing Out Crime SPD (Adopted January 2006)<sup>20</sup>.

### **Macclesfield Borough Local Plan**

- 5.6.4 The route of the proposed development is located entirely within the former Macclesfield Borough. Therefore, the Macclesfield Local Plan is the relevant development plan. The Macclesfield Borough Local Plan was adopted as an altered plan on 8th January 2004 and covers the period to 2011. A number of policies from the Local Plan have now been saved to form part of the LDF.
- 5.6.5 The Local Plan sets out a strategy for the Macclesfield Borough. Key components of the strategy and how the proposed development relates to it are set out below:
- *To support the strong local economy* – the proposed development aims to increase employment and generate economic growth through providing efficient surface access and improved connectivity to, from and between Manchester Airport, local, town and district centres, and key areas of development and regeneration.
  - *To improve access and movement in and around the borough to benefit pedestrians, public transport users, private road users and other mobility groups, with special emphasis on reducing the need to travel, especially by car and reducing the environmental costs of transport* – the proposed development will help to improve access and movement between areas located within and around the relief road.
  - *To maintain the present Green Belt, to support an attractive and healthy rural area and to protect the countryside for its own sake* – a full account of the impact of the proposed development on the Green Belt is provided within paragraphs 5.2.14 to 5.2.31 of this planning statement.

### Transport

- 5.6.6 Part of the strategy set out within the Local Plan is to improve access and movement in and around the Borough to benefit pedestrians, public transport users, private road users and other mobility groups, with special emphasis on reducing the need to travel. Land located on the route of the proposed development within Cheshire East is safeguarded for the MAELR west road scheme within the Local Plan. Policy T7 (Safeguarded Routes) highlights that the route will be safeguarded from other development.
- 5.6.7 Policy T1 (Transport) highlights that the council will seek to enhance the integration of modes of transport through encouraging the use of public transport. Furthermore, policies RT7 (Cycles, Bridleways and Footpaths) and T5 (Provision for Cyclists) highlight the importance of creating a network of cycleways and footpaths
- 5.6.8 As part of the proposed development, new and existing footpaths/cycle links will be provided / upgraded, linking the new development to neighbouring settlements and the wider green infrastructure in the area. This will help to ensure that sustainable transport methods are

<sup>19</sup> Cheshire East Council (2006) Transport and Highways in Residential Areas SPD. Available at: [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/supplementary\\_plan\\_documents/nature\\_conservation\\_strategy.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents/nature_conservation_strategy.aspx) (accessed 07/2013).

<sup>20</sup> Cheshire East Council (2006) Transport and Highways in Residential Areas SPD. Available at: [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/supplementary\\_plan\\_documents/designing\\_out\\_crime.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents/designing_out_crime.aspx) (accessed 07/2013).

available for people living and working adjacent to the proposed development to utilise, which will in turn support reductions in greenhouse gas emissions and congestion.

Natural Environment

5.6.9 There are a number of policies within the Macclesfield Local Plan that highlight the need to protect and enhance the natural environment within the area. Policy NE2 (Protection of Local Landscapes) identifies the need to ensure that development respects the local landscape character. A full account of the impacts of the proposed development on the local landscape character is provided within Chapter 10 of the ES (Volume 1). This information is summarised in Chapter 7 below.

5.6.10 Policy NE11 (Nature Conservation) and NE12 (SSSI's SBIs and Nature Reserves) emphasises the importance of avoiding development which would adversely affect nature conservation interests and SSSI's, SBIs and Nature Reserves. A full account of the impacts of the proposed development in relation to nature conservation is provided in Chapter 11 of the ES (Volume 1). This information is summarised in Chapter 7 below.

Built environment

5.6.11 Policy BE1 (Design guidance) highlights the need for new development to meet a number of design principles, including the following:

- Reflect local character;
- Respect form, layout, siting, scale and design of surrounding buildings and their setting;
- Contribute to a rich environment and add to the vitality of the area; and
- Use appropriate materials.

5.6.12 A full account of the design of the proposed development and how it meets the design principles set out in Policy BE1 is provided within the DAS.

5.6.13 Through Policies BE2 (Historic fabric) and BE16 (Setting of Listed Buildings), the Local Plan highlights the need to avoid development which would adversely affect the historic fabric of the Borough. The impacts of the proposed development on local historic assets are presented within Chapter 9 of the ES (Volume 1). This information is summarised in Chapter 7 below.

Protection of the Green Belt

5.6.14 The route of the proposed development that passes through Cheshire East is located entirely within the Green Belt. The strategy identified within the Local Plan is to maintain the present Green Belt. A full account of the relationship of the proposed development with Green Belt policy is outlined within paragraphs 5.2.14 to 5.2.31 of the planning statement.

Recreation and Tourism

5.6.15 Policy RT7 (Cycleways, Bridleways and Footpaths) highlights that the council will seek to create a network of cycleways, bridleways and footpaths. Footpaths that cross the application site will be amended to ensure that they are retained as part of the proposed development. Furthermore, new footpaths/cycle links will be provided as part of the proposed development, linking it to neighbouring settlements



Development control policies

- 5.6.16 The Local Plan sets out a range of development control policies, which proposals for new development must adhere to. Policy DC1 (New Build) highlights that the overall scale, density, height, mass and materials of new development must be sympathetic to the local environment. The design of the proposed development and an account of how it is sympathetic to the local environment is detailed within the DAS.
  
- 5.6.17 A number of policies within the Local Plan seek to protect the amenity of residential occupiers including Policies H13 Protecting residential Areas) DC 3 (Amenity) and. Policy DC 3 states that development should not significantly injure amenities of adjoining or nearby property due to matters such as loss of privacy, overbearing effect, loss of sunlight and daylight, traffic generation and car parking. The proposed development has been designed to minimise the impacts on properties located within close proximity to the route. Where possible, the road has been designed to be within a cutting. Where this isn't possible, the use of landscaping, earth mounds and/or acoustic fencing has been introduced to mitigate noise and visual impacts. Photomontages have been submitted as part of the proposed development that show how the proposed development has been designed to minimise visual impacts.
  
- 5.6.18 Policies DC 17, DC 18 and DC 18 highlight the need for new development to: protect the quality of existing water courses; avoid development in areas liable to flooding; avoid loss of the natural flood plain; or cause the loss of access to watercourses. The impacts of the proposed development in relation to water are presented within Chapter 17 of the ES (Volume 1) and the accompanying FRA submitted as part of each planning application. This information is summarised in Chapter 7 below.

**Supplementary Planning Documents**

The Nature Conservation Strategy SPD

- 5.6.19 The strategy is both a policy and an action document. It provides information on the different elements which make up the natural environment of the former Borough of Macclesfield and sets out policies and actions to protect, manage and enhance these resources. The former Macclesfield Borough's natural assets provide an attractive and stimulating setting for work and play, with social and health benefits contributing much towards the quality of life for local people.
  
- 5.6.20 The document is broadly reflective of policies relating to the Natural Environment that are set out within the Macclesfield Local Plan, which are addressed earlier within this Chapter.

Designing Out Crime SPD

- 5.6.21 The Designing Out Crime SPD has been prepared to help assess and determine planning applications, and provides advice to developers on the use of design to reduce crime, fear of crime and anti-social behaviour. The way in which 'designing out crime' has been considered within the design of the proposed development is addressed within Chapter 4.

**Emerging Local Plan for Cheshire East**

- 5.6.22 CEC is currently developing a new Local Plan which will be the Development Plan for Cheshire East and form the basis of planning decisions until 2030. It will contain the planning strategy, policies and site allocations. It will be accompanied by an infrastructure plan that will set out transport, social and other infrastructure required to support development. The Local

Plan will look at the social, economic and environmental needs of each town within Cheshire East.

5.6.23 The Council recently consulted (January – February 2013) on the Development Strategy and Emerging Policy Principles of the forthcoming Cheshire East Local Plan. The document sets out the policy directions for the proposed local plan, including the level of growth and the emerging policy principles. The target date for adoption and publication of the Core Strategy (which will form a key part of the Local Plan) is spring 2014.

5.6.24 The Development Strategy is based on providing jobs growth and ensuring that the character of Cheshire East is retained. A key part of the strategy is to deliver infrastructure improvements through improving the road infrastructure within Cheshire East. Policy CS 10 (Infrastructure) within the strategy identifies a number of infrastructure projects that are seen as key to improving connectivity within the Borough. One of the projects identified within the policy is the A6MARR.

## 5.7 Manchester City Council Development Plan

5.7.1 There are a number of planning policy documents which set out the Council's approach to development in the city. These are:

- Manchester Core Strategy DPD (Adopted 11th July 2012)<sup>21</sup>;
- UDP for the City of Manchester (Adopted 21st July 1995) – Policies which still apply from 11th July 2012 onwards (post Core Strategy adoption)<sup>22</sup>;
- Greater Manchester Joint Waste DPD (Adopted April 2012) – see paragraph 5.5.2 above; and
- Greater Manchester Joint Minerals DPD (Adopted April 2013) see paragraph 5.5.2 above.

### Manchester Core Strategy DPD

5.7.2 The Core Strategy was adopted on 11 July 2012 and is the key DPD in the LDF. It replaces significant elements of the UDP as the document that sets out the long term strategic policies for Manchester's future development and will form the framework that planning applications within the MCC boundary will be assessed against.

5.7.3 The Core Strategy is a key document in Manchester's LDF and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

5.7.4 A series of strategic objectives (SO) are set out within the Core Strategy. The proposed development relates to a number of the SO's, as identified below:

- SO2 Economy – the proposed development will support further improvement of the City's economic performance as it aims to increase employment and generate economic growth and boost business integration and productivity.

<sup>21</sup> Manchester City Council (2012) Manchester Core Strategy DPD. Available at: [http://www.manchester.gov.uk/downloads/download/4964/core\\_strategy\\_development\\_plan](http://www.manchester.gov.uk/downloads/download/4964/core_strategy_development_plan) (accessed 07/2013)

<sup>22</sup> Manchester City Council (1995) UDP for the City of Manchester. Available at: [http://www.manchester.gov.uk/downloads/download/4975/extant\\_udp\\_policies](http://www.manchester.gov.uk/downloads/download/4975/extant_udp_policies) (accessed 07/2013)

- SO5 Transport – the proposed development will help to improve physical connectivity. Access to Manchester Airport through the delivery of the proposed development.
  - SO6 Environment – the way in which the proposed development relates to the natural environment is detailed within the ES and summarised in Chapter 7 of this planning statement.
  
- 5.7.5 Policy T 1 (Sustainable Transport) highlights the need to deliver a sustainable, high quality, integrated transport system, which encourages cycling and walking. The proposed development provides improved facilities for pedestrians and cyclists along the route of the relief road, which should encourage cycling and walking.
  
- 5.7.6 Furthermore, the policy also identifies the need to improve and develop appropriate road freight transport routes in order to assist in the sustainable and efficient movement of goods. The proposed development will provide a new route between the A6 at Hazel Grove and Manchester Airport for freight transport. This will help to reduce the level of traffic travelling within and around existing local centres and residential areas, which will in turn reduce congestion levels within these areas.
  
- 5.7.7 Policy EC 11 (Airport City Strategic Employment Location) identifies the area to the north of Manchester Airport as a significant opportunity for employment development. The policy makes reference to the proposed development as it highlights that development should take full advantage of the SEMMMS road scheme. The supporting text for this policy also highlights that connectivity to the site will be enhanced by the proposed highway improvements (which includes the proposed development), helping to spread the benefits of the strategic employment location to wider communities.
  
- 5.7.8 A series of key spatial principles which will guide the strategic development of Manchester to 2027 are set out within the Core Strategy (Policy SP 1 – Spatial Principles). The policy highlights that the growth of Manchester Airport will act as a catalyst for regional development. The delivery of the proposed development will enhance access to Manchester Airport, which will support the economic development taking place at the airport.
  
- 5.7.9 Policy EN 1 (Design Principles and Strategic Character Areas) identifies the need for development in Manchester to have regard to the strategic character area in which the development is located. The proposed development is located within the 'Airport & urban fringe Character Area'. The policy highlights the need for development in this area to accommodate the future operational needs of the Airport, whilst retaining the area's open character. An account of how the proposed development is consistent with this policy is outlined within the accompanying DAS.
  
- 5.7.10 Through Policy DM 1 (Development Management), the Core Strategy requires all development to have regard to a number of specific issues, including the following:
  - Appropriate siting, layout, scale, form, massing, materials and detail;
  - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
  - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Flood risk and drainage; and
- Existing or proposed hazardous installations.

5.7.11 The way in which the proposed development addresses these specific issues is explored above in section 4.5 and within the accompanying DAS.

5.7.12 There are a range of policies within the Core Strategy that address the importance of protecting and enhancing the local environment. The policies that are or relevance to the section of the relief road proposed within the MCC boundary are as follows. These include:

- **Policy EN 3 Heritage** – identifies that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features within the City. The heritage impacts of the proposed development are explored in detail within Chapter 9 of the ES (Volume 1) and are summarised below in Chapter 7.
- **Policy EN 4 Reducing CO<sub>2</sub> Emissions by Enabling Low and Zero Carbon Development and Policy EN 8 Adaptation to Climate Change** – these policies emphasise the importance of: ensuring new development is adaptable to climate change in terms of the design, layout, siting and function; and reducing CO<sub>2</sub> emissions. This is explored in more detail within the sustainability statement.
- **Policy EN 13 Green Belt** – part of the route for the proposed development that passes through Manchester lies within Green Belt. A full account of the relationship of the proposed development with Green Belt policy is outlined within paragraphs 5.2.14 to 5.2.31 of the planning statement.
- **Policy EN 14 Flood Risk** – the FRA provides a full account of the flood risk impacts associated with the proposed development.
- **Policy EN 15 Biodiversity and Geological Conservation** – the policy highlights that the Council will seek to maintain/enhance sites of biodiversity and geological value throughout the City. The policy also highlights that any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal.
- **Policy EN 16 Air Quality** – the need to improve air quality within Manchester is highlighted by policy EN 16. The air quality impacts are set out in more detail within Chapter 8 of the ES (Volume 1).
- **Policy EN 17 Water Quality** – this policy highlights that development proposed within the Manchester area should avoid any adverse impacts on water quality, including during the construction phase and wherever possible should seek to enhance water quality, both chemical and ecological.
- **Policy EN 19 Waste** – in accordance with this policy, a draft SWMP has been prepared for the proposed development.

5.7.13 The impacts of the proposed development on the natural and historic environment are explored in detail within the ES. These impacts are summarised below in Chapter 7.

**UDP for the City of Manchester (Adopted 21st July 1995) – Policies which still apply from 11th July 2012 onwards (post Core Strategy adoption)**

5.7.14 The UDP was adopted in 1995 and a number of policies from the Plan were ‘saved’ in 2007 by the Secretary of State. The Council is currently in the process of developing a number of Local Development Documents (LDDs) as part of the LDF for the area. Until the appropriate LDD is adopted, the ‘saved’ policies of the UDP will continue to be used for development control decision-making. A number of ‘saved’ UDP policies have been superseded by the policies within the adopted Manchester Core Strategy (Manchester City Council, 2012). The full list of superseded UDP policies is set out in Appendix C of the Core Strategy (Manchester City Council, 2012).

5.7.15 Following the adoption of the Core Strategy, a number of City Wide Development Control policies remain in place. The policies of relevance to the proposed development include:

- **Policy DC 22 Footpath Protection** – the policy highlights the need for development proposals to have regard to the effect on existing pedestrian routes and development which would result in unacceptable inconvenience to local pedestrian movement will not normally be allowed. The impact of the proposed development on PROW is set out within Chapter 15 (Effects on all Travellers) of the ES (Volume 1).
- **Policy DC 26 Development and Noise** – the need to consider the effect of new development and noise is set out within this policy. Noise impacts relating to the proposed development are explored in detail within Chapter 14 of the ES (Volume 1).

**Supplementary Planning Documents**

5.7.16 The Guide to Development in Manchester SPD (April 2007)<sup>23</sup> is of relevance to the proposed development. The proposed development has been designed in line with the Guide to Development in Manchester SPD. Further detail on this is provided within the Sustainability Statement/

**5.8 Local Transport Plans**

5.8.1 The current LTPs for Greater Manchester and Cheshire East and how they relate to the proposed development are outlined below.

**Greater Manchester’s Third Local Transport Plan 2011/12 – 2015/16<sup>24</sup>**

5.8.2 Building on the work undertaken to date by AGMA, the core objectives for Greater Manchester, as defined in it’s the Greater Manchester Third LTP 2011/12 – 2015/16 LTP3<sup>25</sup>, are as follows:

<sup>23</sup> Manchester City Council (2007) Guide to Development in Manchester SPD. Available at: [http://www.manchester.gov.uk/site/scripts/download\\_info.php?fileID=1424](http://www.manchester.gov.uk/site/scripts/download_info.php?fileID=1424) (accessed 07/2013).

<sup>24</sup> Transport for Greater Manchester (2011) Greater Manchester’s Third Local Transport Plan 2011/12 – 2015/16. Available at: [http://www.tfgm.com/journey\\_planning/LTP3/Pages/default.aspx](http://www.tfgm.com/journey_planning/LTP3/Pages/default.aspx) (accessed 07/2013).

<sup>25</sup> Transport for Greater Manchester (2011) Greater Manchester Third Local Transport Plan 2011/12 – 2015/16. Available at [http://www.tfgm.com/journey\\_planning/LTP3/Pages/default.aspx](http://www.tfgm.com/journey_planning/LTP3/Pages/default.aspx) (accessed 07/2013)

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties, and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

5.8.3 The GMCA, TfGM and the ten Greater Manchester councils aim to deliver the strategy set out within LTP3 through the implementation of projects, service improvements and initiatives, across the full range of transport modes. The strategy aims to bring forward these improvements to strengthen the economy, whilst simultaneously encouraging people to use active and sustainable modes of transport.

5.8.4 The strategy is clear in advocating the construction of a limited number of new roads where it can be demonstrated that they benefit the economy, which includes the A6MARR.

5.8.5 Moreover, the CMM (as outlined in section 4.4) included as part of the wider scheme, and the improved facilities for cyclists and pedestrians, mean that it will also deliver those elements of the strategy aimed at reducing the dependence on car travel – particularly for short-distance trips. By delivering the A6MARR, the GMCA has the opportunity to meet its strategic objectives for the highway network, namely: to improve the reliability of strategic routes and to maximise the efficiency and reliability of the network.

**Cheshire East Council Local Transport Plan 2011 – 2026<sup>26</sup>**

5.8.6 The CEC LTP (2011-2026) is the first LTP to be developed by the Council following the re-organisation of local government in Cheshire in April 2009. The LTP relates directly to the seven priorities of the Sustainable Communities Strategy (SCS) to illustrate how transport contributes to the achievement of wider aspirations and ambitions for the area over the next 15 years (2011-2026).

5.8.7 A key priority set out within the SCS is the need to create conditions for business growth. The LTP incorporates a priority policy in relation to this key priority which is to work with neighbouring authorities, appropriate regional/sub-regional organisations, public transport operators and providers to enhance cross-boundary and strategic investment opportunities in transport (Policy B1 – Strategic Partnerships for Economic Growth). A key initiative for delivering this policy is to *‘Continue to work with local authority partners to investigate affordable ways of delivering the SEMMMS major road scheme.’*

<sup>26</sup> Cheshire East Council (2011) Cheshire East Council Third Local Transport Plan 2011 - 2026. Available at: [http://www.cheshireeast.gov.uk/transport\\_and\\_travel/local\\_transport\\_plan.aspx](http://www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx) (accessed 07/2013).

## 6 COMMUNITY AND STAKEHOLDER INVOLVEMENT

### 6.1 Introduction

6.1.1 Both the wider SEMMMS and the proposed development that is the subject of this FPA have been subject to extensive public consultation prior to their respective adoption and submission. The SEMMMS was consulted on in 2000. The M60 to Manchester Airport Relief Road formed a major component of the strategy and in 2003/2004 two further phases of consultation were undertaken on the principles of the road and junction options for the full scheme. The development of the M60 to Manchester Airport Relief Road Scheme was put on hold at the end of 2006.

6.1.2 In 2008 the Government announced the offer of funds to support the delivery of the new section of the road – the A6MARR. In 2009 design and planning work re-commenced, with significant amendments to the design and alignment. Consultation recommenced in 2009 as follows:

- Statutory and non-statutory consultees were re-engaged in 2009 to update them with the new proposals.
- Views and opinions from statutory and non-statutory consultees were sought in February 2010 on the revised scope of the ES.
- A series of forums for statutory and non-statutory consultees and interest groups were held between February 2012 and September 2013.
- A series of public exhibitions were held between October 2012 and January 2013, whereby the public was consulted both on the principal of the scheme, and on options for a number of junctions along the extent of the scheme.
- Specific consultation with affected land owners was undertaken throughout the summer of 2012 and is ongoing.
- Following the first phase of public consultation, a revised scheme was prepared, taking into account the feedback received from the first phase of consultation, in particular in relation to the various junction options that had been previously consulted on. This was the subject of a further public consultation in June/July 2013.

6.1.3 The proposed development which is the subject of the current planning applications was consulted on in two-phase consultation between 2012 and 2013. The SCI and DAS that form part of the FPA submission, identify how feedback from the public consultation has informed the final preferred scheme. An explanation of the consultation that has taken place and a summary of the feedback received is set out within this chapter.

### 6.2 Stakeholder and Community Engagement Strategy

6.2.1 In November 2012 a Communications Strategy was prepared and agreed by the promoting authorities, as a framework for consultation activities to be undertaken on the proposed development. The aim of the Strategy was to achieve meaningful consultation, capturing the views of those wanting to express a view on the proposed development.

6.2.2 The stated objectives of the Consultation Strategy were to focus on achieving good quality consultation and an understanding of the Relief Road Scheme so as to support its delivery and subsequent wider benefits to the South East Manchester area. The objectives of the

strategy were divided into communications objectives and consultation objectives and were defined as follows:

*Communications Objectives*

- To raise awareness and inform stakeholders, road users and residents about the A6MARR;
- Promote the public consultation to ensure everyone who wants to have their say has the opportunity to do so;
- To engage all stakeholders, road users and residents with an interest of the Scheme; and
- To minimise and refute ill-informed, misleading and inaccurate, comments and complaints, achieving understanding and communicating the three Councils’ and their partners’ position on the Scheme.

*Consultation Objectives*

- Conduct meaningful consultation with all stakeholders and the public and ensure all audiences have an opportunity to have their say;
- To demonstrate/understand what the key issues are and to respond to them;
- Enable stakeholders to maintain an accurate understanding of the Scheme;
- Demonstrate that the consultation can help inform decision making;
- Provide feedback to all taking part, evidencing impact of consultation outcomes on the revised scheme; and
- To ensure consultation activity complies with all relevant legislation.

6.2.3 The Strategy provided the overarching framework for the detailed engagement and consultation activities that followed. These are described in more detail in the following chapters.

**6.3 Phase 1 Consultation, including Junction Options**

6.3.1 The first phase of consultation on the proposed A6MARR took place from 22nd October 2012 to 25th January 2013. The Phase 1 Consultation asked broader questions about the proposed development to gauge overall opinion of the proposal and preferences on the layout of six junctions along the proposed route. General comments were also captured.

6.3.2 A summary of the activities during this phase is provided in the table below:



**Table 6.1: Summary of Phase 1 Consultation activities**

Action	Date
General Awareness raising – leaflet one	w/c 15th October 2012
Phase One consultation begins for a period of 14 weeks (including bank holidays)	22nd October 2012 – 25th January 2013
Analysis of results for Phase One consultation	January to March 2013
Reporting outcome of the Phase One consultation	Early Spring 2013

### Engagement Strategy

- 6.3.3 Leaflets and a feedback form were delivered to 85,000 properties to all homes and businesses adjacent to the proposed development. Consultees were encouraged to complete the feedback form or respond via other methods (including via the SEMMMS website, telephone, Twitter and Facebook). In addition, 17 exhibitions were held at various locations in order for local people to comment on the junction options and wider proposals for the A6MARR.
- 6.3.4 Over the course of the consultation period statutory and relevant non-statutory stakeholders were written to, to inform them about the scheme. In addition a number of meetings were held with stakeholders and representative organisations. Stakeholders were engaged using a range of measures, which included: Leaflet/letter/email; meetings specific to the scheme; presentations at the meetings of interest groups; and ongoing stakeholder forums for the scheme.
- 6.3.5 A number of Local Liaison Forums (LLF) were established in those areas considered to be most affected by the proposals. Membership included businesses, land owners and local residents affected by the Scheme. The LLF meetings were a vital channel for a two-way dialogue between the local community, the Local Authorities and will be continued during construction to provide a consultation avenue for the appointed contractor. The LLFs provided insight into local attitudes, raised awareness of the consultation and generated interest in participation amongst the wider community.

### Summary of Consultation Findings

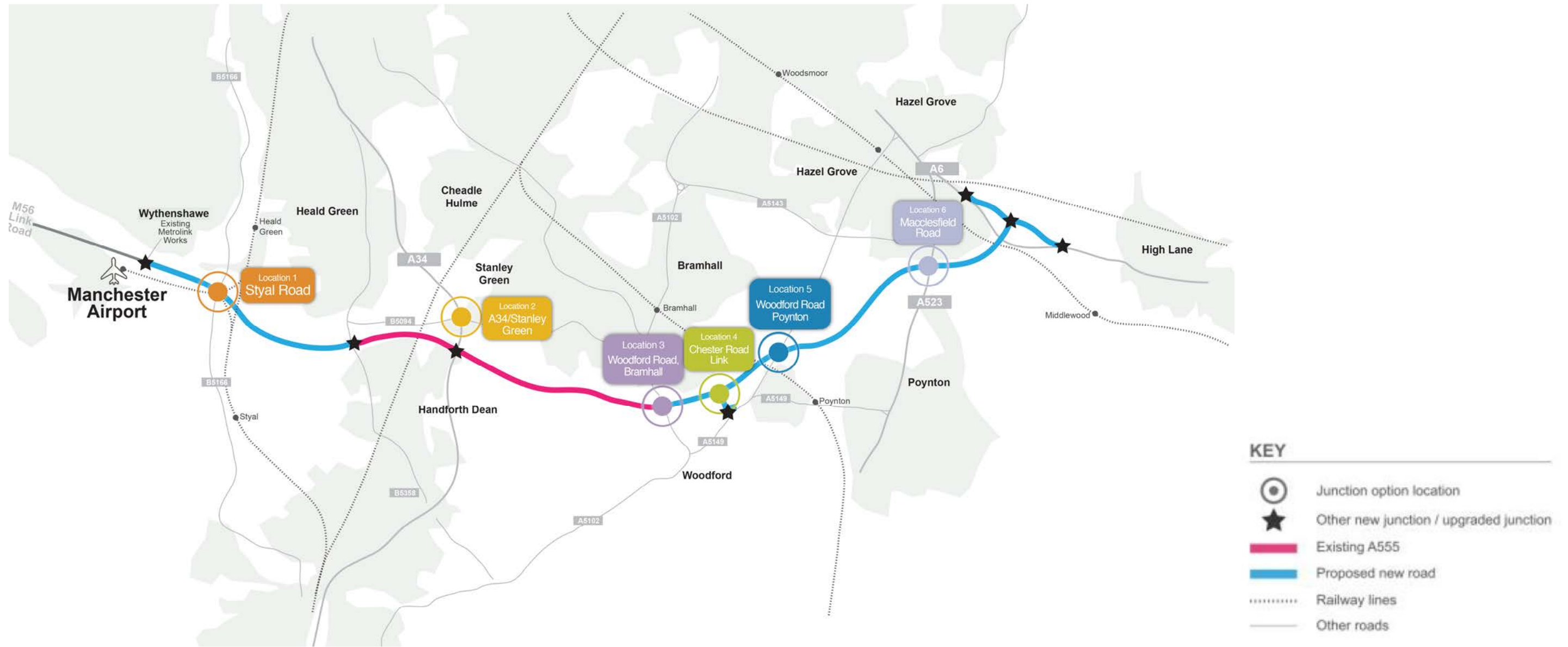
- 6.3.6 In total, 8,737 response forms were received, following a postal distribution of approximately 85,000 leaflets. This represents a response rate of approximately 10%. Adding the 294 other responses to the response forms which were received via email, telephone, post, twitter and the SEMMMS website, provides a total sample size of 9,031 consultation responses. The information provided on each of the responses was considered and utilized to determine any conclusions from the Phase 1 consultation.
- 6.3.7 The information and data captured as part of the consultation process demonstrates that there is support for the proposed A6MARR. 69% of overall respondents supported the proposals with approximately 50% of respondents specifying that they are strongly in favour of the proposals. 13% of overall respondents specified that they were not in favour or definitely not in favour of the proposed development.

- 6.3.8 The consultation responses also showed that there was a broad distribution of respondents strongly in favour of the proposed development across the urban areas and within the vicinity of the proposed A6MARR. In particular, there were clusters of strong support in Hazel Grove, Bramhall, Poynton and Heald Green. With regards to those respondents who were definitely not in favour of the proposal, clusters emerged at locations in close proximity to the proposed road.
- 6.3.9 Options for 6 junctions were presented as part of the Phase 1 consultation. The locations of these junctions are shown in figure 6.1 on the next page. In the case of locations 1, 2, 3, 5 and 6, it was clear that there was a preference for one of the junction options (see figure 6.2 below). Details on the junction options considered during the Phase 1 consultation is set out within Appendix A.
- 6.3.10 A summary of comments received during the phase 1 consultation is provided below in table 6.2. Further details of the Phase 1 consultation are provided within the SCI.

**Table 6.2: Summary of Phase 1 consultation feedback**

OVERALL OPINION	Total	
	9031	%
<b>Total</b>	<b>9031</b>	<b>%</b>
'Go ahead as long overdue'	1156	13%
Design specific issues	1141	13%
Will reduce traffic / improve traffic flow	751	8%
Negative economic impact	641	7%
Environment related	499	6%
Cycle/walking related	422	5%
Link A6 to M60	441	5%
Will increase traffic	269	3%
Road safety related	203	2%
Noise related	177	2%

Figure 6.1 – Junction Locations



**6.4 Phase 2 Consultation – The Emerging Preferred Scheme**

6.4.1 The phase 2 consultation began on 3rd June 2013 and closed on the 19th July 2013. A summary of the activities during this phase is provided in the table 6.2 below:

**Table 6.3: Summary of Phase 2 Consultation activities**

Action	Date
Pre-engagement to the Phase Two Consultation	May / June 2013
Phase Two Consultation for a period of seven weeks	3 <sup>rd</sup> June to 19 <sup>th</sup> July 2013
Analysis of results for Phase Two Consultation	July / August 2013
Reporting outcome of the Phase Two Consultation	September 2013

**Engagement Strategy**

6.4.2 A leaflet and response form was distributed to properties within the area surrounding the proposed scheme. The postal distribution of the leaflets was to an area of approximately 85,000 properties, including residential and business properties. A total of nine exhibitions were held between 13th June and 4th July 2013. Approximately 870 people attended the exhibition events.

6.4.3 Through a combination of written correspondence and meetings, the project team has sought the views of key groups, including residents, road users, interest groups and local businesses, affected by the A6MARR.

6.4.4 An Environment Forum was set up specifically for the A6MARR proposal in order to discuss and gather feedback on environmental aspects of the scheme, such as environmental impact, mitigation and landscaping. The Forum was held during the Phase Two consultation on 19th June 2013. A total of three attendees were present at the forum.

6.4.5 A Vulnerable Road Users Group (VRUG) was set up specifically for the A6MARR proposal in order to discuss and gather feedback on pedestrian, cycle and equestrian facilities, provision for mobility impaired individuals and PRoW. A VRUG meeting was held during the Phase Two consultation on 12th June 2013. A total of 17 attendees were present at the meeting.

6.4.6 LLFs were undertaken in areas most affected by the proposals. The purpose of the LLFs was to provide invited residents and businesses with the opportunity to comment on the scheme, make suggestions for improvements to the design of junctions and the overall scheme as well as direct any questions regarding the scheme to members of the project team.

**Summary of Consultation Findings**

6.4.7 A summary of the feedback received during the phase 2 consultation is provided below in table 6.4. Further details on the phase 2 consultation is provided within the SCI submitted as part of the planning applications.

**Table 6.4: Summary of Phase 2 consultation feedback**

Comment	Number of Respondents	% Respondents
General support	617	11.3%
Cycle/walking related	572	10.4%
Congestion/ negative traffic flow issues	542	9.9%
Consultation process / information provided e.g. reading material	363	6.6%
General opposition	312	5.7%
Noise	308	5.6%
Reduction of traffic / improve traffic flow	288	5.3%
Overall environment (other)	279	5.1%
Traffic management (including traffic lights and roundabouts)	269	4.9%
Ecology/wildlife/ flora	243	4.4%

## 6.5 Pre-application advice

- 6.5.1 In preparing this FPA, extensive pre-application discussions have taken place with the three determining LPAs (SMBC, CEC and MCC). These discussions have focussed on the following:
- Validation requirements for the planning applications; and
  - Clarification on the details to be included within documents to be submitted as part of the FPA.
- 6.5.2 In preparing each of the supporting assessments/studies submitted as part of the planning applications, the Environment Agency, Highways Agency and Natural England have been consulted. A range of stakeholders were also invited to comment on the proposed development during the phase 1 and 2 consultation periods.

## 7 ASSESSMENT OF ENVIRONMENTAL AND SOCIAL IMPACTS

### 7.1 Introduction

7.1.1 This section provides a summary of environmental, economic and social impacts that were identified within various other documents submitted as part of the planning applications.

### 7.2 Environmental Statement

7.2.1 The proposed development has been subject to a formal process of Environmental Impact Assessment (EIA) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (The Regulations). The ES provides the environmental information required of the applicant by the Regulations.

7.2.2 The ES is contained in three Volumes. Volume 1 comprises the written statement. Volume 2 comprises figures that support Volume 1. Volume 3 comprises appendices including reports of surveys, technical reports, reference documents, explanatory notes and calculations relied on and referred to in Volume 1.

7.2.3 This section of the Planning Statement presents a summary of the assessment of the environmental impacts of the proposed development in relation to a series of topics, drawing upon the ES that accompanies this application.

#### **Approach to Environmental Impact Assessment**

7.2.4 An underlying principle of the EIA process is that it should be focused on environmental impacts associated with a proposed development which have the potential to result in a significant effect on the environment. The proposed development has, accordingly, been subject to a process of scoping to determine those impacts which should be addressed and the form that the assessments should take.

7.2.5 The Design Manual for Roads and Bridges, Volume 11, Section 3 provides a framework for identifying and considering potential impacts associated with major road projects. Impacts are identified under a range of environmental aspects as indicated below:

- air quality;
- cultural heritage;
- landscape effects;
- ecology;
- geology and soils;
- noise;
- effects on all travellers;
- community and private assets; and
- road drainage and the water environment

7.2.6 The framework has been adopted by the assessment team for the proposed development as the basis for examining and establishing the scope of the assessments which are reported in this ES. The results of the team's scoping exercise are available in Volume 3 of the ES,

Appendix 7A - SEMMMS A6 to Manchester Airport Relief Road Environmental Scoping Report (February 2010).

- 7.2.7 Regulation 13 of the Environmental Assessment Regulations makes provision for an applicant to request a scoping opinion from the planning authority indicating the information which should be included in an ES for a proposed EIA development project.
- 7.2.8 A request for such an opinion was submitted to SMBC in February 2010. The request was supported by the scoping report which comprised the initial appraisal of impacts potentially associated with the construction and future use of the proposed scheme which could have a significant effect on the environment. It also included a description of the surveys and assessments which the applicants considered should form the focus of the ES.
- 7.2.9 A scoping opinion in response to the request was received from SMBC in May 2010, a copy of which is provided in Volume 3 Appendix 7B.
- 7.2.10 Following modifications to the proposed scheme a further request was issued to SMBC in October 2012 seeking clarification as to whether any further potential impacts, studies and assessments should be included within the scope of the project ES in light of the modifications to the proposed scheme. The request was accompanied by a copy of the scoping report issued with the original request for an opinion in 2010. The Council responded in November 2012 confirming the original scoping opinion remained valid.
- 7.2.11 Copies of the 2010 scoping report prepared by Mouchel and the scoping opinion received from SMBC in 2010 were also sent to CEC and MCC in April 2013 with a request that the two Councils consider the opinion received and comment accordingly. A formal response was received from each council.

#### **Air Quality**

- 7.2.12 Chapter 8 of Volume 1 of ES describes the potential local and regional air quality impacts associated with proposed development. An Air Quality assessment has considered the effects of the proposed development upon a total of 11,036 receptors including residential properties, care homes, hospitals, schools, nurseries and businesses.
- 7.2.13 The EIA has demonstrated that Nitrogen Dioxide (NO<sub>2</sub>) concentrations will fall at approximately 79% of receptors whilst 2% will be unchanged and 19% will experience an increase. Particulate Matter (PM<sub>10</sub>) concentrations are predicted to fall at approximately 61% of receptors whilst 22% will be unchanged and 17% will experience an increase.
- 7.2.14 The EIA has demonstrated that implementation of the proposed development is expected to result in a small increase in regional emissions associated with increased vehicular use of the road network.

#### **Cultural Heritage**

- 7.2.15 Chapter 9 of Volume 1 of the ES presents the findings of the assessment of the impacts upon archaeological and built heritage assets. The EIA has identified that 29 known archaeological assets of low value will be damaged, destroyed or removed during the construction of the proposed development.
- 7.2.16 In accordance with English Heritage guidance each Built Heritage Asset will have specific mitigation agreed with the relevant Heritage Officers and formalised in a Written Scheme of

Investigation, prior to construction. This will include the requirement for a Watching Brief to be maintained in these areas of known heritage assets to identify, record and where appropriate remove the assets.

### **Landscape and Visual Effects**

7.2.17 Chapter 10 of Volume 1 of the ES considers the landscape and visual impacts resulting from the proposed development. Avoidance of impacts (wherever possible) related to landscape character and visual impacts has been an integral part of the planning and design process for the proposed development. Where possible, this has involved:

- Integration into the local environment, and the screening and filtering of low level visual clutter and vehicle movements as far as practical;
- The design of earthworks, both screening and functional in such a manner as to create a smooth transition into the existing topography;
- The creation of a strong, unified landscape utilising tree, shrub and scrub planting, grassland and coordinated hard surface treatments;
- Exploring the opportunities for habitat creation and enhancement, use of local native species and the protection and enhancement of areas of existing vegetation as far as practical within the design requirements of the proposed development; and
- The creation of new landscape / parkland / informal public open spaces to increase in local open space provision and improve quality.

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

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

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

### **Ecology and Nature Conservation**

7.2.21 Chapter 11 of Volume 1 of the ES includes an assessment of the potential impacts of the proposed development relating to ecology and nature conservation. Measures have been taken to ensure that statutory obligations regarding the conservation and protection of protected species would be satisfied.

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

- species rich hedgerows;
- ponds capable of supporting great crested newts;



- semi-natural broad-leaved woodland; and
- semi-improved grassland.

7.2.23 The proposed development will require the removal of 0.08 hectares of Ancient Woodland at Carr Wood and vegetation within a SBI. The removal of the Ancient Woodland is considered significant at the local level, whereas the proposals do not affect the viability of the SBI and are therefore not considered significant.

7.2.24 The EIA has established potential impacts upon bats, badgers and Great Crested Newts and mitigation measures have been proposed to provide compensatory habitats. There would therefore be no significant adverse effects on these species as a result of the proposed development.

### **Geology and Soils**

7.2.1 Chapter 12 of Volume 1 of the ES considers the impacts relating to geology and soils resulting from the proposed development. The proposed development would not impact any areas designated for the protection of geological interest.

7.2.2 Prior to construction, targeted investigations will be undertaken where necessary as part of a wider ground investigation of the Airport Woodhouse Park historic landfill site. Sampling and testing of soils in this area and preparation of detailed plans to ensure that site staff and the public would not be exposed to any potential hazard that would be undertaken by the contractor.

### **Noise and Vibration**

7.2.3 Chapter 13 of Volume 1 of the ES identifies the potential construction and operational noise and vibration impacts at sensitive receptors. Overall, the EIA has demonstrated that there would be an increase in traffic related noise at the majority of sensitive receptors. In the short term, of the 26,034 residential receptors and 123 non-residential sensitive receptors in the study area, 9575 are likely to experience an increase in noise, whilst 6489 are likely to experience a decrease.

7.2.4 Road noise would be mitigated by the use of low noise surfacing and acoustic barriers.

7.2.5 There are 55 residential properties that would potentially experience levels in excess of 68dB(A) or a 1dB(A) increase above that threshold as a result of the proposed development and thus it may be necessary to provide insulation to any properties in accordance with the Noise Insulation Regulations 1975.

7.2.6 Construction activities and noise limits would be agreed and specific Contractors' method statements would be prepared prior to construction for activities such as piling or blasting.

### **Effects on All Travellers**

7.2.7 Chapter 14 of Volume 1 of the ES includes an assessment of anticipated impacts on: NMUs of PRoW and the existing road network; and motorists using the existing road network and the proposed development. The proposed development would be beneficial to NMUs of the PRoW network due to the new east to west footpath and cycleway connecting various local centres and existing footpaths and inclusion of footpath diversions / overbridges in the scheme design to mitigate for severance. However, diversions of footpaths would lead to some loss of amenity value.

- 7.2.8 Driver stress would generally decrease in the locality particularly for strategic traffic using the proposed development. However, there would be some instances where driver stress would increase along certain sections of the strategic network. The majority of the proposed development would offer drivers either no view or restricted views of the surrounding landscape.

**Community and Private Assets**

- 7.2.9 Chapter 15 of Volume 1 of the ES includes an assessment of: private land take and demolition of private property; loss of land used by the community; effects of land take on agricultural resources; and effects on development land.
- 7.2.10 Construction of the proposed scheme will involve the loss of agricultural land and land associated with recreational and residential use. It will also involve using some areas of industrial and commercial land.
- 7.2.11 The road will sever and fragment a number of agricultural holdings with potential implications for future operation. In addition to these permanent impacts there are potential temporary impacts on existing uses related to disruption to access.
- 7.2.12 The loss of land at Styal Golf Course, Mooredend Golf Course and Woodford Recreation Ground will result in adverse impacts on the amenity value of these areas.

**Road Drainage and the Water Environment**

- 7.2.13 Chapter 16 of the ES (Volume 1) identifies the potential impacts on the water environment in relation to surface waters, groundwater and floodplains. The principal watercourses comprise the Oxhey Brook, Threaphurst Brook, Norbury Brook, Lady Brook and Poynton Brook at the eastern end of the corridor, the Spath Brook in the central part of the corridor and the Gatley Brook and Baguley Brook at the western end of the corridor.
- 7.2.14 There are two areas of notable flood risk; the confluence of the Norbury Brook, Poynton Brook and Lady Brook and the area related Spath Brook in the vicinity of Stanley Green Trading Estate. There are several aquifers that are considered as important for public water supply and a water source protection zone in the vicinity of Woodford.
- 7.2.15 The EIA has demonstrated that, with the inclusion of mitigation measures, impacts on the water quality of both surface and ground waters would be no greater than slight overall.

**7.3 Transport Assessment**

**Approach to the Transport Assessment and transport modelling**

- 7.3.1 Within the TA, a robust approach to scheme assessment has been undertaken, using a variable demand modelling framework originally developed for the Greater Manchester Transport Innovation Fund (GMTIF) work, but updated specifically for the A6MARR. The modelling suite was developed jointly by the TfGM, Highways Forecasting and Analytical Services and MVA Consultancy. Additional modelling input and a formal reviewing role was provided by Atkins. The model has been used to inform both the A6MARR scheme design and major scheme business case. The model is fully compliant with national (WebTAG) guidance and has been subject to rigorous review by the Department for Transport (DfT) in relation to the major scheme business case for the scheme, which has secured programme entry approval.

- 7.3.2 The model captures origin-destination trip and cost data across the extent of the UK, with detailed simulation modelling across Greater Manchester, Cheshire and the surrounding environs.
- 7.3.3 Models were created to represent three time periods:
- Morning peak (0700-1000);
  - Inter-peak average hour (1000-1600); and
  - Evening peak hour (1600-1900).
- 7.3.4 The model developed for GMTIF work had a base year of 2007. The A6MARR model has been updated with a base year of 2009. The model was calibrated and validated in accordance with DfT criteria using observed traffic count and journey time data collected in neutral months throughout 2009. All modelled time periods pass the calibration and validation criteria and are deemed to provide a good representation of observed traffic conditions across the study area.
- 7.3.5 In line with DfT best practice, model forecasts were prepared for 2017 (the planned opening year for the A6MARR scheme) and a future year 'design' horizon chosen to be 2032 for use in preparation of the major scheme business case. It is necessary to produce at least two future year forecasts of the scheme as the business case covers a 60-year appraisal period from the year of opening. The transport network and public transport services have been updated to reflect schemes under construction and committed transport options anticipated to be in place by 2017 and 2032 respectively.
- 7.3.6 Future year forecast models were produced for the following scenarios:
- Without the A6MARR in place, which contains all committed developments and committed transport schemes (highway and public transport) across the study area to 2032; and
  - With the A6MARR in place, as above plus the A6MARR scheme.
- 7.3.7 The demand model was run 'Without' and 'With' the A6MARR in place, to enable any variation in traffic due to the A6MARR scheme (induced traffic) to be reflected in the appraisal.
- Conclusions from Transport Assessment**
- 7.3.8 The TA concludes that by improving access to south-east Manchester and Cheshire East, the A6MARR will benefit communities and the local economy, in terms of:
- 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 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 Enterprise Zone as well as areas of Stockport, Cheshire East and Manchester.
- 7.3.9 A package of CMM has been proposed within the TA (see section 4.4 of this document for a summary) to address the predicted change in traffic flow on the local highway network following completion of the A6MARR scheme. The measures aim to ameliorate the scheme's

impact on local communities where there are predicted to be traffic increases, and seek opportunities to encourage walking, cycling and support to local centres where there are predicted to be reductions in traffic flow.

## 7.4 Socio-Economic Impacts Report

### Approach taken within the Socio-Economic Impacts Report

7.4.1 The Socio-Economic Impacts report incorporates the following:

- Establishes the study area's socio-economic baseline;
- Provides a high level overview of the key aspects of policy and research documents relating to economic development, regeneration and transport activities at national, sub-regional and local level that are deemed relevant to the A6MARR;
- Provides an overview of the consultation undertaken in relation to A6MARR including formal public consultation as well as business/ business sector specific consultation;
- Presents an assessment of the predicted socio-economic impacts related to the proposed development; and
- Provides a comparison with other major schemes of a similar nature.

### Summary of Findings

7.4.2 The following section provides a summary of the findings reported within the socio-economic impacts report.

#### Economic appraisal

- The majority of scheme will be generated in the form of time savings to highway users. The remaining benefits will be generated largely from accident savings and savings in Vehicle Operating Costs.
- Benefits are expected to be greatest for traffic travelling to/from local centres adjacent to the route of the scheme such as Bramhall, Cheadle, Hazel Grove, Marple, Wilmslow, Styal and Handforth among others. Significant benefits are also expected for trips originating and destined for the central Stockport area. These benefits are accrued due to traffic using the proposed A6MARR as an attractive and viable alternative for access to these local centres and enabling longer distance through trips to re-route away from these local centres and the existing congested local road network.

#### Employment and GVA

- According to the GVA and employment modelling undertaken in May 2012, the scheme could potentially increase employment in Greater Manchester and Cheshire by up to 3,800 jobs by 2032. This translates into approximately £147million of GVA per annum (in 2006 prices).
- The net additional employment impacts of the scheme are estimated to be around 1,800 jobs by 2017 and 3,600 jobs by 2032.

#### Productivity Impacts

- Improvements to the transport network reduce journey times (hence reducing business costs) and bring businesses closer to each other (in terms of reduced and more reliable

journey times) resulting in agglomeration benefits. the productivity benefits from the A6MARR are estimated to be worth up to £168 million (GVA) over the 60-year appraisal period (2002 prices and values). These benefits are net of time savings already implicitly assumed within the transport economic efficiency business user benefits.

Socio-economic impacts

- This project would support 554 construction person years. Using the figure of 10 employment years equating to one full-time equivalent (FTE) job the construction phase of the scheme would generate approximately 55 direct FTE jobs.
- Some disruption to local residents and businesses is likely during the construction phase of the scheme. Businesses within the area may experience air quality, noise and vibration, visual or construction traffic impacts as a result of the construction of the scheme. Taken in combination, these residual effects may amount to a change in amenity which leads to a possible loss of economic activity for the affected businesses. However any such impacts will be temporary and are likely to be offset by the long-term benefits the scheme will deliver during its operational phase.
- Beyond the economic benefits outlined above, the A6MARR is expected to contribute to the regeneration of local communities by reducing severance and improving accessibility to, from and between key centres of economic and social activity.
- A6MARR will have a positive impact on a number of regeneration areas including Stockport Town Centre and Wythenshawe. The regeneration of local, district and town centres and improved accessibility to employment, facilities and services will support those in deprived communities. Furthermore, deprived communities will also benefit from a wider range of opportunities for social networking which can boost social cohesion. A6MARR is therefore expected to have a positive impact on breaking down barriers to opportunity by providing improved transport accessibility and reducing congestion.

**7.5 Health Impact Assessment**

**Approach to the Health Impact Assessment**

- 7.5.1 HIA is a key systematic approach to predicting the magnitude and significance of the possible health and wellbeing impacts, both positive and negative, of new plans and projects. HIA uses a range of structured and evaluated sources of qualitative and quantitative evidence that includes public and other stakeholders' perceptions and experiences as well as public health, epidemiological, toxicological and medical knowledge.
- 7.5.2 HIA is particularly concerned with the distribution of effects within a population, as different groups are likely to be affected in different ways, and therefore looks at how health and social inequities/inequalities might be reduced or widened by a proposed plan or project.
- 7.5.3 The aim of HIA is to support and add value to the decision-making process by providing a systematic analysis of the potential impacts as well as recommending options, where appropriate, for enhancing the positive impacts, mitigating the negative ones and reducing health inequities/inequalities.
- 7.5.4 HIA uses both a biomedical and social definition of health, recognising that though illness and disease (mortality and morbidity) are useful ways of measuring health they need to be fitted within a broader understanding of health and wellbeing to be properly useful.

**Summary of Findings**

- 7.5.5 The HIA summarises that overall, the health and wellbeing impacts across the life of the A6MARR are more positive than negative for the majority of residents, users of amenities and workers in Stockport, Cheshire East and South Manchester and the wards areas considered in this HIA.
- 7.5.6 The HIA highlights that during the operation phase, the A6MARR has a complex set of positive and negative health and wellbeing impacts for residents, users of amenities and workers as well as those living, using amenities and working close to and further away from the A6MARR. The positive and negative health and wellbeing impacts are widespread encompassing both more deprived and less deprived areas i.e. deprived areas are not facing a disproportionate share of the negative health and wellbeing impacts and less deprived areas are not experience a disproportionate share of the positive health and wellbeing impacts.
- 7.5.7 Key positive health and wellbeing impacts identified within the HIA are:
- *Economic and employment potential:* Both during the construction and operation phases through construction jobs building the A6MARR and jobs in construction-related businesses that supply the A6MARR and creates the potential for attracting new businesses into business areas around the A6MARR e.g. Airport City development because of the improved road connectivity.
  - *Improved accessibility and connectivity:* Through the construction of the A6MARR and the new bridle, cycle and foot path alongside it that enhances both the existing road and bridle, cycle and foot path networks.
  - *Traffic and associated pollution:* The reductions in traffic flows, congestion, noise, air pollution and visual intrusion and likely increased social capital/community cohesion in some residential areas.
- 7.5.8 Key negatives identified within the HIA are:
- *Loss of land:* The loss of parts of private gardens and loss of substantial land from some farms and business owners could have personal and economic implications of these people and any employees that they may have. It may be difficult for these farmers and business owners to relocate or for their employees to find new jobs.
  - *Traffic and associated pollution:* The increase in traffic flows, congestion, noise, air pollution and visual intrusion and likely decreased social capital/community cohesion in some residential areas, particularly those residents living close to the A6MARR.

**7.6 Tree Survey**

**Approach to the Tree Survey**

- 7.6.1 The tree survey was based upon existing survey information relating to the site used under licence from Ordnance Survey and conducted in accordance with the requirements of BS5837:2012 Trees in relation to design, demolition and construction – recommendations (BS5837). Fieldwork was undertaken between the 13<sup>th</sup> and 16<sup>th</sup> August 2013 during which dimensional data and observational information were collected.
- 7.6.2 Features comprising multiple trees, scrub or other arboreal features have, where appropriate been categorised as grouped features listing species composition, age and condition ranges etc. to best describe each feature. Within these, principal trees may have also been identified.

Where sufficiently consistent, such features may also have been categorised under the British Standard system.

### Summary of Findings

- 7.6.3 Tree removals and protection measures are shown on Tree Protection Plan drawings 47064524-T20 to T38 within Appendix C of the Tree Survey. The vegetation to be removed includes both trees and sections of field hedge which fall directly under the road corridor.
- 7.6.4 The recorded species of trees and hedgerows to be removed has informed those selected for new plantings specified within the Landscape Specification as part of the wider environmental mitigation measures.
- 7.6.5 Trees and sections of hedgerow on the margin of the site area occupied by the road corridor and ancillary will be retained where possible. This will also include some sections of tree planting along the existing road corridor and will be supplemented by new plantings specified within the Landscape Design.
- 7.6.6 Existing trees and hedgerows to be retained will need protection during the construction phase. This should be in accordance with BS5837 and the details provided on Tree Protection Plan drawings 47064524-T20 to T38 within Appendix C of the Tree Survey. This should in summary comprise braced Heras-type fencing, or equivalent to the canopy spread or extent of the Route Protection Area (RPA), (whichever is the greater) unless a construction working area is required.

### Proposed tree planting

- 7.6.7 The establishment of new tree planting is shown in the following drawings and documents;
- Plan Numbers 1007\_3D\_DF7\_A6-MA\_LD\_215 to 226
  - Soft Landscaping Specification (Document Number 1007/5.7/097)
  - Landscape Management Plan (Document Number 1007/5.7/098)
- 7.6.8 The proposals include measures for the provision and establishment of new woodland, woodland edge, trees and hedge planting as part of the wider mitigation measures. These are similar to those that characterise the current survey area. The choice of planting species reflects those indigenous to the survey area and includes a significant proportion of English Oak (*Quercus robur*) which was noted as being particularly characteristic of many areas. Common Ash (*Fraxinus excelsior*) which was noted within the survey area was absent from the proposed planting mixes, due to the current DEFRA movement restrictions on this species following the outbreak of Ash Dieback within the UK in 2012.
- 7.6.9 The design includes a mix of individual trees, tree groups which form wider woodland blocks and hedgerows. The new woodland groups and hedgerows in particular will be of value in terms of visual screening and habitat connectivity. Individual trees used in proximity to public spaces will be of higher amenity value.
- 7.6.10 New tree and hedge plantings will reinforce the existing tree stock and overall canopy coverage which can provide wider amenity and environmental benefits including habitat connectivity, screening and climate change adaptation. The diversification of the age structure of the tree stock will also be of assistance in longer term management.

## 8 CONCLUSION

- 8.1.1 The A6MARR is a key highways project for Stockport, Manchester City and Cheshire East and Chester local authorities and represents a significant investment in Greater Manchester. The proposed development is an integral component of the wider SEMMMS, a twenty year integrated transport strategy for the study area aimed at addressing transport problems in the area (chiefly congestion) on a multi-modal basis. The SEMMMS and the A6MARR component of it have been identified for some years and the planning applications represent the culmination of this work.
- 8.1.2 The A6MARR is considered critical to delivering the long-term objectives of SEMMMS. Once constructed and operational, the A6MARR development will alleviate a number of existing social and economic constraints, including:
- Poor connectivity along the south Manchester corridor; with a fragmented east-west highway network and lack of surface access to Manchester Airport, which currently acts as a barrier to economic growth and regeneration;
  - Congestion on the local and strategic network; in particular along the A6 and in the urban centres of Gatley, Bramhall, Heald Green, Hazel Grove, Poynton, Wilmslow, Handforth and Cheadle Hulme;
  - Poor environmental conditions in the District and Local Centres along the south Manchester corridor, caused by the high volume of traffic passing through these towns to reach other destinations;
  - Unsatisfactory conditions for pedestrians and cyclists through busy urban areas along the extent of the south Manchester corridor, with all non-motorised transport users facing severance and problems of safely accessing education, employment and leisure facilities.
- 8.1.3 The impacts and benefits associated with the proposed development as outlined within this planning statement are summarised below:
- Delivery of the scheme is supported and enshrined within the Development Plans for the three LPAs and the Greater Manchester and Cheshire East Transport Plans. In particular, the route of the A6MARR is safeguarded by: Policy ST2.2 (Protection for Major Road Schemes of the Stockport UDP (May 2006); and Policy T7 (Safeguarded Routes) of the Macclesfield Local Plan. The need for the proposed development is also identified within the Manchester Core Strategy.
  - The proposed development has been subject to a high level of pre-application consultation and engagement. This includes extensive consultation with the local community and key stakeholders. Feedback received during the consultation, has been considered and, where appropriate, feedback incorporated into the design.
  - A CEEQUAL Assessment has been undertaken that provides an assessment of the sustainability of the proposed development. The proposed development has achieved a CEEQUAL Excellent Score (88.6%).
  - A package of measures, known as CMM, has been proposed within the TA submitted as part of the planning applications to address the predicted change in traffic flow on the local highway network following completion of the A6MARR.



- Although existing PROW will be altered as part of the proposed development, existing linkages to the surrounding areas via these routes will be maintained through re-routing existing PROW.
- New areas of open space have been provided in exchange for land taken by the proposed development.
- The ES has demonstrated that implementation of the proposed development is expected to result in a small increase in regional emissions associated with increased vehicular use of the road network.
- The proposed development would generally integrate into the receiving landscape. However the EIA acknowledges that there would be significant local impacts to landscape character in the long term. These would occur north of Norbury Brook, Ladybrook Valley, Woodford oil terminal and the crossing of the WCML. Other impacts of a lesser magnitude would occur at the western end of the proposed development.
- The ES has established potential impacts upon bats, badgers and Great Crested Newts and mitigation measures have been proposed to provide compensatory habitats. There would therefore be no significant adverse effects on these species as a result of the proposed development.
- Where noise issues prevail, these have been mitigated through the use of low noise surfacing and acoustic barriers.
- An approximate total area of trees and woody vegetation, (including hedgerows) to be removed as part of the proposed development is 168,951m<sup>2</sup>. This will be replaced by a total of 202,087m<sup>2</sup> of new planting (incorporating a mixture of trees and shrubs) and 5,100 lin.m of new hedges.
- Approximately 0.08ha of Ancient Woodland is expected to be impacted by construction.
- A large proportion of the application site is designated as Green Belt, it is acknowledged that the proposed development represents inappropriate development within the Green Belt, notwithstanding the provision of paragraph 90 of the NPPF. However, it is considered that the harm to the Green Belt arising from the proposed development is clearly outweighed by the benefits arising from the relief road.
- The proposed surface water drainage strategy has been developed to manage surface water from the highway in a manner which ensures that the highway itself is adequately protected from flooding, whilst also ensuring that the scheme will not cause an increase in flood risk elsewhere.

8.1.4 Given the planning policy support summarised within this Statement, the planning applications are commended to SMBC, CEC and MCC.

**GLOSSARY OF TERMS**

Term	Definition
Ancient Woodland	Ancient woodland is a term used in the United Kingdom to refer specifically to woodland that has existed continuously since 1600 or before in England and Wales (or 1750 in Scotland).
CEEQUAL Assessment	The award scheme for improving sustainability in civil engineering and the public realm.
Core Strategy	A core strategy document is the key compulsory local development document specified in United Kingdom planning law. Every other local development document is built on the principles it sets out, regarding the development and use of land in a local planning authority's area.
Compulsory Purchase Order	The officially enforced purchase of privately owned land or property for public use.
Environmental Impact Assessment	An environmental impact assessment is an assessment of the possible impacts that a proposed project may have on the environment, consisting of the environmental, social and economic aspects.
Geophysical Survey	A non-intrusive and quick way of identifying archaeological features in advance of development.
Green Belt	Is a land use designation set by the local authority. The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.
Locally Important Sites	These are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites.
National Planning Policy Framework	The national planning document which sets out the Government's planning policies for England and how these are expected to be applied.
Planning Conditions	When a planning permission is granted, conditions are set as part of the permission to regulate specific areas concerning the development.
Private Finance Initiative	Private finance initiatives enable local councils to enter into a contract with the private sector for the provision of services involving new or improved capital assets (buildings or equipment).

Term	Definition
Public Right of Way	A Public Right of Way is a route over which the public have a right to pass and repass, whether or not the land that it crosses is privately-owned.
Regulation 3 planning application	SMBC, CEC and MCC are able to decide applications for planning permission concerning development it intends to carry out itself. These are known as Regulation 3 applications because that power is derived from Regulation 3 of the Town and Country Planning General Regulations 1992. The application is made to the Planning Service. In other respects, the documents and information required is the same as would be required for any other application made to a planning authority by a private individual or company.
Road Safety Audit	The formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.
Scoping Opinion	Developers write to the local planning authority requesting an opinion on what information should be included within an Environmental Statement (ES).
Sequential Test	A test to steer new development to areas with the lowest probability of flooding.
Site of Biological Importance	A Site of Biological Importance (or SBI) is one of the non-statutory designations used locally by the Greater Manchester, Cheshire and Staffordshire County Councils in England to protect locally valued sites of biological diversity which are described generally as Local Wildlife Sites by the UK Government.
Supplementary Planning Document	An SPD is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' DPD.
Sustainable Urban Drainage Systems	A sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than what has been the conventional practice of routing run-off through a pipe to a watercourse.
WebTAG	WebTAG refers to the UK Department for Transport's web-based multimodal guidance on appraising transport projects and proposals.

**APPENDICES**

## APPENDIX A – CONSIDERATION OF JUNCTION OPTIONS

Between 2009 and 2013, a series of junction layout options were considered at a number of junctions along the route of the A6MARR. All of the options were considered by a Technical Working Group made up of a variety of engineering and environmental specialists from the A6MARR Project Team and some were also considered during the Consultation for the proposed development. A detailed explanation of why each option was selected is provided below.

### A6MARR/ A6 Junction

The two options considered were:

- **Option 1 (All movement at-grade signalised roundabout):** This was the preferred layout configuration when the SEMMMS scheme was from junction 25 of the M60 motorway to Manchester Airport.
- **Option 2 (Fully signalised T-junction):** This layout differs from Option 1 due to the different traffic capacity requirements, namely no traffic arm toward the M60 motorway. This junction would be constructed in a green field location to the north-east of the existing A6 Buxton Road, and would be surrounded by extensive landscaping to minimise the visual effect to local residents. The junction would not support NMU facilities due to its offline location. NMUs will continue to use the existing A6 Buxton Road and cross the line of the A6MARR by means of a new bridge structure.

It was deemed that the larger land footprint required by Option 1 would have a greater environmental impact compared to Option 2, and would be more expensive to construct. For these reasons, Option 2 (Fully signalised T-junction) is included within the A6MARR preferred scheme.

As part of the LLFs undertaken as part of the Phase Two Consultation, the LLF1 (Hazel Grove - Buxton Road area) forum was asked to provide their comments on the proposed junction arrangement and proposed measures for the A6 Buxton Road and connection of the scheme into the existing road network. Attendees were pleased to see the proposed bus only link on the existing Buxton Road alignment to remove through traffic from the front of their properties. Attendees also agreed that Buxton Road will provide a safe route for walkers, cyclists and equestrians but that this should be continued southwards along the A6 to the Middlewood Way by way of a dedicated cycle lane.

### A6MARR/ A523 Macclesfield Road

A number of junction options were considered where the A6MARR intersects the A523 Macclesfield Road. These were:

- **Option 1 (No junction provision):** The A6MARR would pass under a road bridge carrying A523 Macclesfield Road. There would be no direct access from the A523 Macclesfield Road to the proposed A6MARR.
- **Option 2 (An at-grade all movements signal controlled cross-road junction):** Controlled crossing facilities for NMUs would be provided.

- **Option 3 (A grade separated junction with restricted movements):** This layout would consist of west-facing slip roads only. Uncontrolled crossing facilities for NMUs at the top of the slip roads would be provided.
- **Option 4 (An at-grade signalised satellite T-junction):** This junction layout would be located to the west of the A523 Macclesfield Road and would require a link road across adjacent fields to a signalised T-junction with the A6MARR. An additional signal controlled T-junction would be required with the A523 Macclesfield Road. Both T-junctions would have appropriate crossing facilities for NMUs. Access along the A523 Macclesfield Road would be maintained via a new bridge structure over the A6MARR.
- **Option 5 (Provision of a grade separated all movement junction):** The A6MARR would pass under the A523 Macclesfield Road and be connected via slip roads. Uncontrolled crossing facilities for NMUs at the top of the slip roads would be provided.

Option 1 was not supported by the Local Authorities on the grounds that existing traffic would continue to use the A523 Macclesfield Road, and would therefore be of no benefit to local residents.

Options 3 and 5 were not pursued as they were contrary to the overall scheme philosophy to provide at-grade junctions where practical and would be costly. In addition, Option 3 does not cater for all traffic movements.

Options 2 and 4 were presented at the Phase One public consultation. As part of this consultation process the options were renumbered as Option 1 (signal controlled cross-road junction) and Option 2 (at-grade signalised satellite T-junction). There was a clear preference for Option 1, with 40% (3,624) of respondents stating that they were in favour of this junction option compared to 25% (2,277) of respondents who stated that they preferred Option 2.

In terms of the LLFs carried out during the Phase One consultation process opinion was divided. Members of the Hazel Grove (Mill Lane LLF2 and Norbury Hall LLF3) forums were asked to provide their comments on the two proposed junction options presented for the A523 Macclesfield Road. Members of both forums expressed a preference for Option 2, with a link road from the A523 Macclesfield Road to a satellite junction with the A6MARR mainline. Meanwhile, members of the LLF4 (Poynton – London Road South) and LLF6 (Poynton – Glastonbury Drive) expressed a preference for Option 1, with a signalised crossroads junction on the existing alignment of the A523 Macclesfield Road.

Option 1 was presented as the preferred junction option as part of the Phase Two public consultation on the basis that the layout provides an effective solution in terms of noise, visual and traffic impacts, as well as being the most cost effective solution.

During Phase Two Consultation process, attendees at the LLF forums for the Hazel Grove area (LLF2 – Mill Lane area and LLF3 – Norbury Hall area) were asked to provide their comments on the proposals in relation to the scheme's junction with the A523 Macclesfield Road. Whilst attendees expressed some disappointment that Option 2 (at-grade signalised satellite T-junction) had not been selected as the preferred junction configuration, the A6MARR Project Team explained the environmental benefits of Option 1 (signal controlled cross-road junction) and allayed concerns regarding the future operation of the junction and knock-on effects at the A523/ A5143 Dean Lane 'Fiveways' junction (which is described in Chapter 8 of this report).

### A6MARR/ Woodford Road, Poynton

Woodford Road is a single lane carriageway and is unclassified. The road travels between the south of Hazel Grove and the west of Poynton. Three layout options were considered at this location:

- **Option 1 (No junction provision):** The A6MARR would be in a cutting with Woodford Road being carried over on a road bridge.
- **Option 2 (An at-grade all movements signal controlled right/ left stagger junction):** Full signal controlled crossing facilities for NMUs would be provided.
- **Option 3 (No junction provision):** This would differ from Option 1 with the A6MARR crossing the line of Woodford Road at ground level. Woodford Road would be stopped-up with no though provision for motorised vehicles. Access between the severed parts of Woodford Road for NMUs would be via a bridging structure over the A6MARR.

Option 3 was not supported by the Local Authorities on the grounds that it would sever a road used by local residents which would result in a lengthy diversion route.

Options 1 and 2 were presented at the Phase One public consultation. There was a clear preference for Option 1, with 54% (4,915) of the respondents indicating that they are in favour of this junction option compared to just 10% (869) of respondents who stated that they preferred Option 2.

Option 1 was also supported by the LLF5 (Poynton – Mill Hill Farm area) and LLF6 (Poynton – Glastonbury Drive area) LLFs, with strong opposition to Option 2.

Option 1 (No junction provision) was identified as the preferred option.

### A6MARR/ Bramhall Oil Terminal & A5149 Chester Road Link Junctions

Five junction layout options were considered at this location - junction configurations have been considered at this location in conjunction with junction layout proposals at the A5102 Woodford Road due to their proximity and impact on predicted traffic movements in the surrounding area:

- **Option 1 (No junction provision):** Traffic movements would be transferred to the junction provision at the A5102 Woodford Road, Bramhall;
- **Option 2 (At-grade signalised cross-road junction):** At grade signalised crossroad junction with demand-only arm to Bramhall Oil Terminal, and provision of an additional at-grade T-junction to the south linking to the A5149 Chester Road. Controlled crossing facilities for NMUs including equestrians;
- **Option 3 (All movement grade separated junction):** All movement grade separated junction;
- **Option 4 (Restricted movement grade separated junction):** As option 3 but not catering for all traffic movements; and
- **Option 5 (At-grade large signalised roundabout):** At grade signalised roundabout with controlled crossing facilities for NMUs, a signalised demand only arm to Bramhall Oil Terminal, and a signalised T-junction to the south, providing a link back to the A5149 Chester Road.

Option 1 was not considered to be an appropriate option in this location. The A6MARR requires this location and the A5102 Woodford Road junction to be considered together. As it is not possible to cater for all movements at the A5102 Woodford Road junction, the absence of a junction at Bramhall Oil Terminal is therefore considered unacceptable. Options 3 and 4 were discounted due to the location of the proposed junction, the close proximity of residential properties and the large footprint of the layout.

Options 2 and 5 were both presented at the Phase One public consultation. Option 5 (At-grade large signalised roundabout) was renumbered as Option 1, whilst the signal controlled cross-road junction was retained as Option 2. Both junction options allow for the future development of the Poynton Bypass.

Consultation respondents were split over which junction form they preferred. 29% (2,659) of respondents indicated that they were in favour of junction Option 1 (large signal controlled roundabout) compared to 31% (2,800) of respondents who stated that they are in favour of Option 2 (signal controlled crossroads). 17% (1,560) of respondents indicated no preference with regards to either junction option.

Option 2 (signal controlled crossroads) was preferred by members of the LLF7 (Poynton – Woodford Road / Chester Road area) Local Liaison Forum. Meanwhile, members of the LLF6 (Poynton – Glastonbury Drive area) Local Liaison Forum expressed a preference for Option 1 (signal controlled roundabout) on the basis that it would provide an easier connection for the Poynton Bypass.

On the basis that it provides a better interface with a potential future Poynton Bypass, Option 1 (at-grade large signalised roundabout) was presented as the preferred junction option as part of the Phase Two public consultation, and is retained as part of the A6MARR.

#### **A6MARR/ A5102 Woodford Road**

Six junction layout options were considered at this location - junction configurations have been considered at this location in conjunction with junction layout proposals at the A5149 Chester Road due to their proximity and impact on predicted traffic movements in the surrounding area:

- **Option 1 (No junction provision):** The A6MARR would pass under the A5102 Woodford Road in a cutting and link directly into the existing A555. There would be no direct access from the A5102 Woodford Road onto the existing A555 or A6MARR;
- **Option 2 (At-grade signalised crossroads):** At-grade signalised crossroads catering for all movements;
- **Option 3 (At-grade roundabout):** At-grade roundabout catering for all movements;
- **Option 4 (Grade separated junction – all movements):** Grade separated junction catering for all movements, with the A6MARR passing in a cutting under the A5102 Woodford Road;
- **Option 5 (Grade separated gyratory junction – restricted movements):** Grade separated junction (half diamond west-facing slip roads), with the A6MARR passing in a cutting under the A5102 Woodford Road; and
- **Option 6 (Grade separated T-junctions – restricted movements):** Grade separated junction (half diamond west-facing slip roads), with the A6MARR passing in a cutting



under the A5102 Woodford Road, and signalised T-junctions at the top of each slip road to facilitate traffic movements.

Option 1 was discounted due to adverse traffic and environmental impacts, associated with increased traffic on local roads. Options 2 and 3 were discounted due to the findings of initial traffic modelling and the requirement for residential property acquisition. Option 4 was discounted due to the location and land restrictions associated with this site location.

When used in conjunction with a junction at the A5149 Chester Road, Options 5 and 6, facilitate traffic movements around the Woodford road area. In addition, controlled crossing facilities for NMUs could be provided where required. Options 5 and 6 were subsequently presented at the Phase 1 public consultation, renumbered as Option 1 (Grade separated gyratory junction – restricted movements) and Option 2 (Grade separated T-junctions – restricted movements) respectively.

There was a clear preference for Option 2, the introduction of grade separated T-junctions at the Phase One public consultation. 48% (4,325) of respondents indicated that they were in favour of this junction option compared to 16% (1,448) of respondents who favoured Option 1 (grade separated gyratory junction).

Members of the LLF8 (Bramhall – Woodford Road area) and LLF9 (Bramhall – Albany Road area) LLFs were asked for their views on the two junction options for the A5102 Woodford Road. Throughout the course of discussions at LLF8, it was evident that there was no clear preference for either junction option. Meanwhile members of LLF9 expressed a preference for Option 2.

Option 2 (Grade separated T-junctions – restricted movements) is retained as part of the proposed development.

#### **A34 Handforth Bypass/ B5094 Stanley Road**

Two junction layout options were considered at this location. The proposals are predominately located within the existing highway boundary with minor additional land-take required. Residential properties restrict land-take to the east and west of the existing roundabout junction.

- **Option 1 (All movement at-grade signalised roundabout):** Upgrade of the existing roundabout layout to provide additional capacity and controlled crossing facilities for NMUs; and
- **Option 2 (All movement at-grade signalised crossroads):** Replacement of existing roundabout with all movement at grade signalised crossroads junction with controlled crossing facilities for NMUs.

Both junction improvement options were presented at the Phase One public consultation. There was a clear preference for Option 1, with 49% (4,372) of respondents stating that they are in favour of this junction option compared to 18% (1,654) of respondents who stated they prefer Option 2. As a result, Option 1 (All movement at-grade signalised roundabout) was presented as the preferred junction option as part of the Phase Two public consultation, and is retained as part of the A6MARR.

### A6MARR/ B5358 Wilmslow Road

The B5358 Wilmslow Road is a single carriageway. The junction is located within the CEC authority boundary, with the SMBC boundary located approximately 200m north of the junction location.

There is an existing grade separation between the existing A555 and the 'dumb-bell' junction arrangement on the B5358 Wilmslow Road. Currently east-facing slip roads connect with the A555. Due to the existing terminus of the A555, no mainline traffic heads west under the existing highway bridge. However, the existing highway bridge permits the mainline A6MARR to continue within its existing width without modification. 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.

To the north-west of the junction there are trading businesses including a private day nursery and retail shop. To the north-east there is open space and a hotel. To the south-east and south-west there are residential properties. To the west there is a private car park adjacent to the B5358 Wilmslow Road.

Two junction layout options were considered at this location:

- **Option 1 (Existing Junction Layout):** Retention of the existing junction configuration with east-facing slip roads only. Minor works to bottom of existing slip roads to create DMRB compliant merge and diverge layouts. Provision of a new pedestrian/ cycleway link adjacent to the eastbound merge slip road; and
- **Option 2 (Grade separated junction – all movements):** Provision of new west-facing slip roads with tie-in to the existing dumbbell roundabouts. Minor works to bottom of existing east-facing slip roads to create DMRB compliant merge and diverge layouts. Direct vehicular access to Clay Lane accommodated, and provision of new pedestrian/cycleway link adjacent to the east bound merge slip road.

Option 1 was discounted due to the impacts on traffic routeing with increased traffic flows on local roads including Finney Lane through Heald Green, B5094 Stanley Road, B5166 Styal Road, and Stanneylands Road.

For these reasons, it was not deemed necessary to consider alternative junction arrangements at this location at Phase One public consultation, and Option 2 (Grade separated junction – all movements) is included as part of the A6MARR.

### A6MARR/ B5166 Styal Road

The B5166 Styal Road is a single carriageway which running north-south connects Wythenshawe and Styal. A shared cycle and footway is present on the western side 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 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.

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.

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.

The A6MARR Project Team considered three mainline alignments between the B5358 Wilmslow Road and Manchester Airport. All three routes cross Styal Golf Course and then diverge as follows, with each route alignment necessitating a different junction layout with the B5166 Styal Road:

- **Option 1 (At-grade signalised cross-road junction on a central route alignment):** Route aligned directly adjacent to the Electricity Sub-Station, with an all movement at-grade signalised crossroads junction constructed over the Manchester Airport spur railway line utilising new structures over the rail line and either side of the existing bridge;
- **Option 2 (At-grade signalised T-junctions on a southern route alignment):** Route aligned to the south of the Electricity Sub-Station, with construction of two at-grade signalised T-junctions provided on the B5166 Styal Road and Hollin Lane (close to the junction with Moss Lane). The junctions would be linked by a dual carriageway on the line of the B5166 Styal Road utilising the existing bridge structures. This option would require the demolition of two residential properties on Hollin Lane; and
- **Option 3 (At-grade signalised cross-road junction on a northern route alignment):** Route aligned to the north of the Electricity Sub-Station with an all movement at-grade signalised cross-roads junction on the B5166 Styal Road located to the north of the existing bridge structures in the vicinity of the entrance to the Electricity Sub-Station.

Each route option requires a new bridge structure to cross the Styal railway line, whilst the northern route option would also require an additional bridge structure to span the northern rail spur to Manchester Airport.

Option 2 was dismissed due to the requirement for building demolitions, and Options 1 and 3 were subsequently presented at the Phase One public consultation, renumbered as Options 1 and 2 respectively. There was a clear preference for Option 1 (At-grade signalised cross-road junction on a central route alignment), with 52% (4,720) of respondents indicating that they are in favour of this junction option compared to 7% (643) of respondents who stated that they are in favour of Option 2 (At-grade signalised cross-road junction on a northern route alignment).

During the Phase One Consultation LLF12 (Moss Nook – Styal Road area) Local Liaison Forum, attendees were specifically asked to provide their comments on the two proposed junction options presented for Styal Road. It was evident that Option 2 (signalised crossroads on northern route alignment) was the preferred junction arrangement particularly for those residents of Styal Road who attended the forum. The main reason for this preference was the potential improved screening of the new road that can be provided with Option 2.

Notwithstanding, Option 1 (At-grade signalised cross-road junction on a central route alignment), was presented as the preferred junction option as part of the Phase Two public consultation. Discussions at the Phase Two Consultation LLF12 focussed on maximising noise and visual screening around the Option 1 junction layout, which is retained as part of the A6MARR.