

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6)
TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD) COMPULSORY
PURCHASE ORDER 2013**

**THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6)
TO MANCHESTER AIRPORT A555 CLASSIFIED ROAD) (SIDE ROADS)
ORDER 2013**

THE HIGHWAYS ACT 1980

-and-

THE ACQUISITION OF LAND ACT 1981

THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994

COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007

REFERENCE: LAO/NW/SRO/2013/40 and LAO/NW/CPO/2013/41

**A proof of evidence relating to the PLANNING aspect of the
A6 to Manchester Airport Relief Road**

-of-

Alan Houghton

BA (Hons), DMS, MRTPI

on behalf of

**The Metropolitan Borough Council of Stockport
acting on its behalf and on behalf**

-of-

Manchester City Council

-and-

Cheshire East Borough Council

VOLUME 3 – SUMMARY PROOF

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1. Introduction

- 1.1. My name is Alan Houghton. I am the head of Planning Regeneration North for URS Infrastructure & Environment UK Limited (URS). This volume outlines in summary my Proof of Evidence which provides justification and argument in support of;
- 1.2. The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) (Side Roads) Order 2013 and
- 1.3. The Metropolitan Borough of Stockport (Hazel Grove (A6) to Manchester Airport A555 Classified Road) Compulsory Purchase Order 2014”.

2. Pre-planning and application processing

- 2.1. Pre-application discussions and meetings were held with the 3 LPAs throughout 2012 and 2013.
- 2.2. In discussion with the 3 LPAs a decision was made that a full planning application for the A6 to Manchester Airport Relief Road (A6MARR) (‘the Scheme’) should be submitted to the three relevant LPAs within which the application would fall.
- 2.3. On the 1st November 2013 a full planning application was submitted to each of the three LPAs for determination
- 2.4. During the determination period, publicity and notification material invited interested parties to review the detailed information online or at named locations.
- 2.5. The planning application to all 3 Councils clearly set out the details of the proposed Scheme included a comprehensive description of the elements of the Scheme.
- 2.6. The decision to grant planning permission reflected the strategic importance of the Scheme and the positive impact that its implementation would bring to improving the effectiveness of the transport network around South Manchester.

- 2.7. In reaching a decision, the three LPAs considered the Scheme to be acceptable in land use planning and environmental terms. Overall, and taking account of the vast history associated with the scheme (with the protected route pre-dating the Green Belt designation), the three LPAs considered that the development, subject to the implementation of the mitigation measures identified within the application and suitable planning conditions, could be undertaken in a manner where the level of impact would be acceptable in accordance with policies contained within the respective Development Plans.
- 2.8. Under Article 25 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the Secretary of State confirmed by letter to all 3 LPA's on 9th June 2014 that the decision would not be 'called in' and that LPA's were free to determine the applications.
- 2.9. Following this, Approval Decision Notices were issued by the 3 LPA's on the following dates:
- SMBC (DC/053678) – 25th June 2014
 - CEC (13/4355M) – 25th June 2014
 - MCC (104094/FO/2013/S2) – 2nd July 2014

Decision Notices related to these applications are attached as Appendix A to my Proof of Evidence.

Additional planning applications

- 2.10. Following submission of the original three planning applications for the A6MARR, some minor discrepancies were discovered in terms of the red line plan (plan number 1007/2D/DF7/A6-MA/PALP/269) that was submitted with the applications. This triggered a requirement to submit four further minor planning applications to ensure that permission is sought for all works proposed as part of the A6MARR. Decision Notices for these applications are attached as Appendix C in my Proof of Evidence.
- 2.11. The four minor applications have been approved by the relevant planning authority as set out in paragraph 2.15 below.

- 2.12. During the contractor procurement process, design refinement has been progressing and resulting from this a further small area of land outside the approved red line boundary (land north west of Woodford Road) has been identified for the development of a bund. The development of a bund in this location represents a sustainable method of managing earthworks across the route of the scheme, avoiding the need to dispose of land/soil off-site.
- 2.13. The formation of a soil bund is the subject of a further planning application which was submitted to SMBC on 28th August 2014. At time of writing the application was yet to be validated and determined.
- 2.14. It is my opinion that the overall benefits of the development proposed as part of the bund planning application outweigh its negative impacts and that if the LPA is minded to approve it, the wider Scheme will be improved. However, the wider Scheme is not dependent on this approval, and remains capable of implementation (subject to CPO confirmation) irrespective of the LPA's decision.
- 2.15. Details of these additional planning applications are as follows;

Application	LPA	Application Number	Date validated	Application approved by LPA
Installation of earthworks drainage.	CEC	14/2251M	08/05/14	21/07/14
Construction of 2no. drainage headwalls	CEC	14/2265M	08/05/14	21/07/14
Construction of 2no. drainage headwalls	SMBC	DC/055432	08/05/14	30/06/14
Construction of a pedestrian and cycle route.	SMBC	DC/055439	07/05/14	30/06/14
Construction of a bund to clean fill.	SMBC	Submitted 28 th August 2014.	At time of writing, not yet validated.	

Oil Pipeline Planning Application

- 2.16. Further to these applications, an additional relevant planning application was submitted to Stockport MBC for the realignment of a Ministry of Defence oil pipeline at land south of Bramhall Oil Depot and north of A5149 Chester Road/Woodford Road. This has been prepared and submitted by the applicant The Oil Pipeline Agency, and its agents.
- 2.17. The proposed development seeks consent for the realignment of part of the existing Ministry of Defence oil pipeline (managed by the Oil and Pipelines Agency) to facilitate the implementation of the A6MARR.
- 2.18. The scheme will be decided by the Planning and Highways Regulation Committee, and at time of writing is expected to be heard on 4th September 2014.

3. Planning Policy

- 3.1. During the Scheme design, proposals have been prepared in the light of the relevant planning policy framework at national and local level. In this context it should be noted that the Planning Permission is compliant with national and local planning policy, including National Planning Policy Framework, and the Development Plans and supporting documents of the 3 LPA's.

4. Conditions

- 4.1. Conditions were placed upon the Planning Permissions in accordance with Planning Practice Guidance March 2014. These are set out in Appendix B of my Proof of Evidence, alongside commentary on progress to discharge of these. This commentary is of course subject to constant review and change.
- 4.2. The applicant has been working with the three LPAs in the discharge of these conditions, especially relating to pre-commencement conditions so that progress can be quickly made towards implementation of the scheme in the event that the Order is confirmed.

- 4.3. Good progress is being made towards discharge of conditions.

5. Conclusion

Summary of planning applications

- 5.1. 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.
- 5.2. 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:
- 5.3. The impacts and benefits associated with the proposed development as outlined within this planning statement are summarised below:
- The scheme is supported and enshrined within the Development Plans for the three LPAs and the Greater Manchester and Cheshire East Transport Plans
 - The proposed development has been subject to a high level of pre-application consultation and engagement.
 - The proposed development has achieved a CEEQUAL Excellent Score (88.6%).
 - A package of measures, has been proposed within the TA submitted as part of the planning applications to address the predicted change in traffic flow
 - Existing PROW routes will be altered, but these routes will be maintained by re-routing existing PROW.
 - New areas of open space have been provided in exchange for land taken by the proposed development.
 - 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 Environmental Statement

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 Environmental Statement Chapter 9 is contained as Appendix D in my Proof of Evidence.

- 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 168,951m². This will be replaced by a total of 202,087m² 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.
- The proposed surface water drainage strategy will adequately protect the road from flooding, whilst also ensuring that the scheme will not cause an increase in flood risk elsewhere.
- A large proportion of the application site is designated as Green Belt. It is accepted that the proposed development represents inappropriate development within the Green Belt, although this is clearly outweighed by 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. This balance, is consistent with paragraph 90 of the NPPF, because of the impact, albeit limited, that the road will have on openness of the Green Belt.

Overall Conclusion

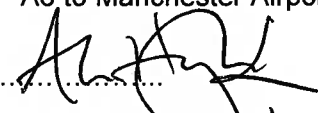
- 5.4. The Planning Applications were considered and determined in accordance with current NPPF policy requirements and the relevant Development Plan Policies and the relevant Local Transport Plans.
- 5.5. The Scheme benefits from full planning permissions enabling its construction and operation as well as delivering key policy objectives

within the Development Plans. Subject to confirmation of the Order there is no planning impediment to the delivery of the Scheme.

- 5.6. In summary, I am of the view that I have advanced a compelling case to justify the Orders being confirmed in the public interest to ensure that the Council, acting on its behalf and on behalf of the partnering authorities, will be able to use compulsory purchase powers, should the use of such powers be required as a last resort, to acquire all the land needed to promote, deliver and facilitate the proper construction and opening of the A6 to Manchester Airport Relief Road.

Signed.....

Dated.....


1st September 2014