



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

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Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

TOWN & COUNTRY PLANNING (CONSTITUTION) (ENGLAND) DIRECTION 2009 NOTIFICATION OF APPLICATION TO THE SECRETARY OF STATE

Please find enclosed documents relating to a planning proposal, submitted to Stockport Metropolitan Borough Council which involves development as specified in the 2009 Direction referred to above. The Council has considered this application and determined not to refuse it. In consequence, the provisions of the Direction apply.

Planning Permission is sought by Stockport Metropolitan Borough Council, Cheshire East Council and Manchester City Council for:

Construction of the A6 to Manchester Airport Relief Road (A6MARR) (whole route), incorporating:

- Seven new road junctions;
- Modification to four existing road junctions;
- Four new rail bridge crossings;
- Three new public rights of way/accommodation bridges;
- Four new road bridges;
- A pedestrian & cycle route;
- Six balancing ponds; and
- Associated landscaping, lighting and infrastructure works.

Within Stockport:

- Six new road junctions;
- Modification to three existing road junctions;
- Three new rail bridge crossings;
- One new public right of way/accommodation bridge;
- Three new road bridges;
- A pedestrian cycle route;
- Four balancing ponds; and
- Associated landscaping, lighting, engineering and infrastructure works.

Location: Land to the south of Stockport, adjacent to and between the A6 (Buxton Road) and land to the east of the Styal railway line, north of Styal Golf Course.

The scheme, as proposed would provide a relief road orientated east west between the A6 near Hazel Grove (Stockport) via the existing A555 to Manchester Airport. It would comprise two new sections of dual carriageway, 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 section is approximately 3.2km in length and is an extension to the existing A555 which currently terminates at Wilmslow Road. The route continues in a westerly direction to Manchester Airport and in turn provides a link to the wider motorway network.

This referral represents the first of three planning application which make the constituent parts of the road scheme. Manchester City Council are scheduled to consider the application on 12th February with consideration of application by Cheshire East Council likely in early March 2014.

The A6MARR will improve access to Manchester Airport and provide better connectivity along the South Manchester corridor, to assist Greater Manchester and Cheshire East in meeting their aspirations for economic growth. The scheme directly supports the Governments objectives to provide major transport infrastructure that will deliver economic growth, a fact acknowledged by the announcement on prioritisation for funding in the Chancellor's Autumn Statements in November 2011. The scheme is proposed to provide congestion relief to local communities and will generate wider benefits to business through improved journey time and reliability on the local roads and strategic highway network.

The proposal is an integral component of the wider South East Manchester Multi-Modal Strategy (SEMMMS), which has delivered benefits to local communities across south-east Manchester through a range of public transport and sustainable transport measures over the past 10 years. The A6MARR is critical to delivering the long-term objectives of the SEMMMS strategy, and to meet national objectives for growth, employment and connectivity.

An east-west transport connection to Manchester Airport, principally following the route of the current planning proposal for the A6MARR has been identified on various plans since the 1930's. The Highways Agency, the body previously responsible for delivering major road schemes progressed a preferred route which was agreed following a Public Inquiry in 1988.

You will note from the Committee report that the Council consulted a total of 1201 residential properties and local businesses, posted a total of 25 site notices and advertised this development proposal in the local press. For a scheme of this magnitude the level of opposition is extremely low. It is considered that this is testament to the extensive public engagement which has been carried out by the project team over the last 4 years. This engagement has ensured that the community and those most directly affected by the proposed road have been kept fully informed throughout the process.

During the consideration of the application a number of residents raised concern regarding scheme being located through designated Green Belt and its impact upon the Green Belt. The NPPF paragraphs 80, 87 and 90 and the Councils own Policies GBA1.1 and GBA1.2 seek to protect the Green Belt, however full justification and 'Very Special Circumstances' have been discussed and considered at length within the report. In summary it is considered that:

- The scheme is important for economic growth, with the existing situation considered to be constraining the local economy whilst affecting air quality and limiting access to key destination;
- The building of the relief road would ensure delivery of key components of SEMMMS, which supports the Governments initiative to 'Keep Britain Moving' and;
- Whilst being located within the Green Belt, the scheme has been enshrined in the

Councils Development Plan Documents and safeguarded from any further development to protect the route of the scheme. As previously mentioned, the general route of the scheme has been protected by a number of schemes since the 1930's, with the scheme pre-dating the Green Belt allocation.

The proposal has gained the support of Local MP's Mark Hunter and Andrew Stunnell whose constituencies the road would pass, I have enclosed copies of letters within the suite of documents for your consideration. It should be noted that these letters were received post-resolution of the Council.

Both Andrew Stunnell MP and Mark Hunter MP are long standing supporters of the scheme and have identified the benefits of the scheme on the local economy. They have identified the scheme as an integral part of the wider SEMMMS strategy and its support for economic growth of Greater Manchester and Cheshire. They further advise that the Coalition Government has identified the scheme as a priority for delivery in the National Infrastructure Plan and a funding package has been identified. Mark Hunter MP further stresses that locally the proposal enjoys the support of all political parties, the Chamber of Commerce, and in his experience, the vast majority of residents.

The planning application has been reported to four of the Council's Area Committees and the main Planning and Highways Regulation Committee. The updates from each of these Committees is within the documentation attached to this application, but by way of summary, all Area Committees and Planning and Highways Regulation Committee recommended approval of the proposal subject to the imposition of appropriate conditions. The recommended conditions are also within your documentation.

The application before you, is a departure from the adopted development plan, but this is solely due to development being located within the Green Belt. It has been fully considered by the Council's scheme of delegation for the consideration of planning applications and the Council has determined not to refuse planning permission. This conclusion is considered to be fully justified by the papers provided and the authority would respectfully ask that the decision is not called in and that the delivery of this much needed scheme to ease congestion and support economic growth is passed back to the Authority to determine.

I would therefore be grateful if you could consider the proposal as required by the Direction.

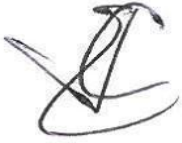
Please find enclosed the following information for your consideration:

1. A copy of the application – enclosed on CD including all accompanying plans, drawing, supporting documents and the Environmental Statement;
2. A copy of the requisite notice – enclosed in hard copy and on CD;
3. A copy of any representations made to the Council in respect of the application – enclosed on CD;
4. A copy of the application report prepared by the Planning Case Officer including a statement of what are considered to be the material considerations raised – enclosed on CD;
5. A copy of updates/outcomes from Area Committee and Planning and Highways Regulation Committee – enclosed on CD;
6. Copies of statements/comments/views from Consultees, other Government departments - enclosed on CD; and
7. Letters of support from Mark Hunter MP and Andrew Stunnell MP - enclosed on CD and in Hard Copy.

I would be grateful if you could confirm as soon as possible whether you are able to determine whether or not to call in the application within the 21 day notice period.

Should you wish to discuss the submission the Case Officer dealing with the application is Suzanne Broomhead who can be contacted on 0161 218 1982. Please do not hesitate to contact the Authority if we can be of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to be 'E Curle', written in a cursive style.

Emma Curle - Head of Development Management
BSc (Hons), MRTPI