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**STOCKPORT METROPOLITAN BOROUGH COUNCIL
DECISION NOTICE**

Town and Country Planning Act 1990

**Town and Country Planning (Environmental Impact Assessment)
Regulation 2011**

Town and Country Planning General Regulations 1992

FULL PLANNING PERMISSION NUMBER DC053678

Applicant Details:	Agent Details:
Stockport MBC, Cheshire East Council & Manchester City Council	Mr S Rosillo URS Infrastructure & Environment UK Ltd Bridgewater House Whitworth Street Manchester M1 6LT
Location	Description of Development
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.	Construction of the A6 to Manchester Airport Relief Road (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.

PARTICULARS OF DECISION

The Stockport Metropolitan Borough Council hereby give notice in pursuance of the Town and Country Planning Act 1990 that **FULL PLANNING PERMISSION HAS BEEN GRANTED** for the carrying out of the development described above. The development must be begun not later than the expiration of THREE YEARS beginning with the date of this permission, as required by section 91 of the Town and Country Planning Act 1990 and amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

The development must be carried out in accordance with the application and plans submitted, and subject to the following terms and conditions:

1. Condition

This permission relates to the following drawings :-

Location Plan

- Planning Application Location Plan (1007/2D/DF7/A6-MA/PALP/270)
- Planning Application Location Plan – Local Authority Boundary Locations (1007/2D/DF7/A6-MA/PALP/271)

Proposed Block Plans

Planning Application Block Plans - Proposed Sheet 2
(1007/3D/DF7/A6-MA/PABP/P/024)
Planning Application Block Plans - Proposed Sheet 3
(1007/3D/DF7/A6-MA/PABP/P/025)
Planning Application Block Plans - Proposed Sheet 5
(1007/3D/DF7/A6-MA/PABP/P/027)
Planning Application Block Plans - Proposed Sheet 6
(1007/3D/DF7/A6-MA/PABP/P/028)
Planning Application Block Plans - Proposed Sheet 7
(1007/3D/DF7/A6-MA/PABP/P/029)
Planning Application Block Plans - Proposed Sheet 8
(1007/3D/DF7/A6-MA/PABP/P/030)
Planning Application Block Plans - Proposed Sheet 10
(1007/3D/DF7/A6-MA/PABP/P/031)
Planning Application Block Plans - Proposed Sheet 11
(1007/3D/DF7/A6-MA/PABP/P/032)
Planning Application Block Plans - Proposed Sheet 12
(1007/3D/DF7/A6-MA/PABP/P/033)
Planning Application Block Plans - Proposed Sheet 13
(1007/3D/DF7/A6-MA/PABP/P/034)
Planning Application Block Plans - Proposed Sheet 14
(1007/3D/DF7/A6-MA/PABP/P/035)
Planning Application Block Plans - Proposed Sheet 15
(1007/3D/DF7/A6-MA/PABP/P/036)
Planning Application Block Plans - Proposed Sheet 16
(1007/3D/DF7/A6-MA/PABP/P/037)
Planning Application Block Plans - Proposed Sheet 17
(1007/3D/DF7/A6-MA/PABP/P/038)
Planning Application Block Plans - Proposed Sheet 18

(1007/3D/DF7/A6-MA/PABP/P/039)
Planning Application Block Plans - Proposed Sheet 19
(1007/3D/DF7/A6-MA/PABP/P/040)
Planning Application Block Plans - Proposed Sheet 20
(1007/3D/DF7/A6-MA/PABP/P/041)
Planning Application Block Plans - Proposed Sheet 21
(1007/3D/DF7/A6-MA/PABP/P/042)
Planning Application Block Plans - Proposed Sheet 22
(1007/3D/DF7/A6-MA/PABP/P/043)
Planning Application Block Plans - Proposed Sheet 23
(1007/3D/DF7/A6-MA/PABP/P/044)

General Arrangement Plans

Planning Application General Arrangement – Sheet 1 of 9
(1007/3D/DF7/A6-MA/GA/201)
Planning Application General Arrangement – Sheet 2 of 9
(1007/3D/DF7/A6-MA/GA/202)
Planning Application General Arrangement – Sheet 3 of 9
(1007/3D/DF7/A6-MA/GA/203)
Planning Application General Arrangement – Sheet 4 of 9
(1007/3D/DF7/A6-MA/GA/204)
Planning Application General Arrangement – Sheet 5 of 9
(1007/3D/DF7/A6-MA/GA/205)
Planning Application General Arrangement – Sheet 6 of 9
(1007/3D/DF7/A6-MA/GA/206)
Planning Application General Arrangement – Sheet 7 of 9
(1007/3D/DF7/A6-MA/GA/207)
Planning Application General Arrangement – Sheet 8 of 9
(1007/3D/DF7/A6-MA/GA/208)
Planning Application General Arrangement – Sheet 9 of 9
(1007/3D/DF7/A6-MA/GA/209)

Cross Sections

Preferred Scheme - Cross Sections Sheet 1
(1007/3D/DF7/A6-MA/XS/258)
Preferred Scheme - Cross Sections Sheet 3
(1007/3D/DF7/A6-MA/XS/260)
Preferred Scheme - Cross Sections Sheet 4
(1007/3D/DF7/A6-MA/XS/261)
Preferred Scheme - Cross Sections Sheet 5
(1007/3D/DF7/A6-MA/XS/262)
Preferred Scheme - Cross Sections Sheet 6
(1007/3D/DF7/A6-MA/XS/263)
Preferred Scheme - Cross Sections Sheet 8
(1007/3D/DF7/A6-MA/XS/265)
Preferred Scheme - Cross Sections Sheet 9
(1007/3D/DF7/A6-MA/XS/266)
Preferred Scheme - Cross Sections Sheet 10
(1007/3D/DF7/A6-MA/XS/267)

Proposed Structures General Arrangements

- B001 A6 Bus Bridge General Arrangement
(1007-3D-DF7-A6-MA-B001-701-C)

- Hazel Grove/Buxton Railway Underline Bridge Option 1
(1007-3D-DF5-A6-MA-B002-702-3)
- B003 Mill Lane Accommodation Bridge General Arrangement
(1007-3D-DF7-A6-MA-B003-701-A)
- B004A Norbury Bridge Widening
(1007-3D-DF7-A6-MA-B004A-701-A)
- B004 Mill Lane Footbridge General Arrangement
(1007-3D-DF7-A6-MA-B004-701-A)
- B005 Mill Hill Hollow Bridge General Arrangement
(1007-3D-DF7-A6-MA-B005-705-D)
- Mill Hill Hollow Footbridge General Arrangement
(1007-3D-DF7-A6-MA-B005A-701-A)
- B007 Woodford Road Bridge General Arrangement
(1007-3D-DF7-A6-MA-B007-707-C)
- General Arrangement WCML Bridge
(1007-3D-DF5-A6-MA-B008-708)
- B010 Woodford Road Bridge – Bramhall General Arrangement
(Sheet 1 of 2) (1007-3D-DF7-A6-MA-B010B-707a-B)
- B010 Woodford Road Bridge – Bramhall General Arrangement
(Sheet 2 of 2) (1007-3D-DF7-A6-MA-B010B-707b)
- Styal Railway Bridge General Arrangement
(1007-3D-DF5-A6-MA-B013-713-03)
- TR1-11 Dairy House Lane Culvert
(1007-3D-DF7-A6-MA-TR1-11-701-A)
- General Arrangement R009 Retaining Wall
(1007/3D/DF7/A6-MA/R009/726/B)
- Retaining Wall TR1G General Arrangement
(1007/3D/DF7/A6-MA/TR1G/006/A)

Speed Limit Plans

1007/3D/DF7/A6-MA/SL/242 - Existing and Proposed Speed Limits -
Sheet 1 of 4

1007/3D/DF7/A6-MA/SL/243 - Existing and Proposed Speed Limits -
Sheet 2 of 4

1007/3D/DF7/A6-MA/SL/244 - Existing and Proposed Speed Limits -
Sheet 3 of 4

1007/3D/DF7/A6-MA/SL/245 - Existing and Proposed Speed Limits -
Sheet 4 of 4

1007/3D/DF7/A6-MA/SL/246 - Existing and Proposed Speed Limits –
Sheet Location Plan

Public Rights of Way Plans

1007/3D/DF7/A6-MA/PROW/210 - Existing and Proposed Public Rights
of Way

1007/3D/DF7/A6-MA/PROW/211 - Existing and Proposed Public Rights
of Way

1007/3D/DF7/A6-MA/PROW/212 - Existing and Proposed Public Rights
of Way

1007/3D/DF7/A6-MA/PROW/213 - Existing and Proposed Public Rights
of Way

1007/3D/DF7/A6-MA/PROW/214 - Existing and Proposed Public Rights
of Way

1007/3D/DF7/A6-MA/PROW/247 - Existing and Proposed Public Rights

of Way

Landscape Mitigation Plans

Figure 5.29.1 - Landscape Mitigation Proposals - Legend
Figure 5.30.1 - Landscape Mitigation Proposals – Sheet 1
Figure 5.31.1 - Landscape Mitigation Proposals – Sheet 2
Figure 5.32.1 - Landscape Mitigation Proposals – Sheet 3
Figure 5.33.1 - Landscape Mitigation Proposals – Sheet 4
Figure 5.34.1 - Landscape Mitigation Proposals – Sheet 5
Figure 5.35.1 - Landscape Mitigation Proposals – Sheet 6
Figure 5.36.1 - Landscape Mitigation Proposals – Sheet 7
Figure 5.37.1 - Landscape Mitigation Proposals – Sheet 8
Figure 5.38.1 - Landscape Mitigation Proposals – Sheet 9
Figure 5.39.1 - Landscape Mitigation Proposals – Sheet 10
Figure 5.40.1 - Landscape Mitigation Proposals – Sheet 11
Figure 5.42.1 - Landscape Mitigation Proposals – Sheet 13
Figure 5.43.1 - Landscape Mitigation Proposals – Sheet 14

Landscape Design Plans

1007/3D/DF7/A6-MA/LD/215 - Landscape Design Sheet 1 of 12
1007/3D/DF7/A6-MA/LD/216 - Landscape Design Sheet 2 of 12
1007/3D/DF7/A6-MA/LD/217 - Landscape Design Sheet 3 of 12
1007/3D/DF7/A6-MA/LD/218 - Landscape Design Sheet 4 of 12
1007/3D/DF7/A6-MA/LD/219 - Landscape Design Sheet 5 of 12
1007/3D/DF7/A6-MA/LD/220 - Landscape Design Sheet 6 of 12
1007/3D/DF7/A6-MA/LD/221 - Landscape Design Sheet 7 of 12
1007/3D/DF7/A6-MA/LD/222 - Landscape Design Sheet 8 of 12
1007/3D/DF7/A6-MA/LD/223 - Landscape Design Sheet 9 of 12
1007/3D/DF7/A6-MA/LD/224 - Landscape Design Sheet 10 of 12
1007/3D/DF7/A6-MA/LD/225 - Landscape Design Sheet 11 of 12
1007/3D/DF7/A6-MA/LD/226 - Landscape Design Sheet 12 of 12
1007/3D/DF7/A6-MA/LD/249 - Landscape Design – Sheet Location Plan

Proposed Lighting Plans

60248122_1300_001 Rev E - Proposed Lighting – Sheet Layout
60248122_1300_002 Rev D - Proposed Lighting – Ringway Road West
Junction
60248122_1300_003 Rev E - Proposed Lighting – Styal Road Junction
60248122_1300_004 Rev D - Proposed Lighting – Wilmslow Road
junction
60248122_1300_005 Rev E - Proposed Lighting – Stanley Green
Roundabout
60248122_1300_006 Rev E - Proposed Lighting – SEMMMS A34
junction
60248122_1300_007 Rev E - Proposed Lighting – Woodford Road
Junction
60248122_1300_008 Rev E - Proposed Lighting – Chester Road
Junction
60248122_1300_009 Rev E - Proposed Lighting – Macclesfield Road
Junction
60248122_1300_010 Rev E - Proposed Lighting – A6 SEMMMS
Junction

Drainage Plans

60212470-HIG-0501 Rev P05 - Drainage layout Sheet 1
60212470-HIG-0502 Rev P05 - Drainage layout Sheet 2
60212470-HIG-0503 Rev P06 - Drainage layout Sheet 3
60212470-HIG-0504 Rev P07 - Drainage layout Sheet 4
60212470-HIG-0505 Rev P05 - Drainage layout Sheet 5
60212470-HIG-0506 Rev P06 - Drainage layout Sheet 6
60212470-HIG-0507 Rev P06 - Drainage layout Sheet 7
60212470-HIG-0508 Rev P06 - Drainage layout Sheet 8
60212470-HIG-0509 Rev P06 - Drainage layout Sheet 9
60212470-HIG-0510 Rev P05 - Drainage layout Sheet 10
60212470-HIG-0511 Rev P05 - Drainage layout Sheet 11
60212470-HIG-0512 Rev P06 - Drainage layout Sheet 12
60212470-HIG-0513 Rev P05 - Drainage layout Sheet 13
60212470-HIG-0514 Rev P05 - Drainage layout Sheet 14
60212470-HIG-0515 Rev P05 - Drainage layout Sheet 15
60212470-HIG-0516 Rev P06 - Drainage layout Sheet 16
60212470-HIG-0535 Rev P03 - Summary of Proposed Drainage Networks

Approved Documents

Environmental Statement: Volume 1 - Main Text (1007/6.15.2/189)
Environmental Statement: Volume 2 – Figures (1007/6.15.2/190)
Environmental Statement: Volume 3 - Appendices (1007/6.15.2/191)
Design and Access Statement – Volume 1 (1007/6.15.2/180)
Design and Access Statement – Volume 2 (Structures Reports) (1007/6.15.2/181)
Transport Assessment - 1007/6.15.2/183
Socio-economic Impacts Report - 1007/6.15.2/173
Flood Risk Assessment - 1007/6.7/061
Tree Survey -1007/6.15.2/185
Street Lighting Design Statement - 1007/10.7/105
Health Impact Assessment - 1007/6.15.2/186
Drainage Strategy Report - 1007/6.7/062
Airport Safeguarding - 1007/11.01/165
Sustainability Statement - 1007/13.5/164
Equalities Impact Assessment - 1007/6.15.2/187
Soft Landscape Specification - 1007/5.7/097
Landscape Management Plan - 1007/5.7/098
Code of Construction Practice - 1007/10.4/134

Reason

For the avoidance of doubt and to ensure that the development complies with the following policies saved Policies of the adopted Stockport Unitary Development Plan Review and Policies of the adopted Stockport Core Strategy DPD;

Stockport Unitary Development Plan Review (saved policies)

CDH1.2: Non Residential Development in Predominantly Residential Areas

ST2.2: Protection for Major Road Schemes
 LCR1.1: Landscape Character Areas
 EP1.7: Development and Flood Risk
 NE1.1: Sites of Special Nature Conservation Importance
 NE1.2: Sites of Nature Conservation Importance
 GBA1.1: Extent of Green Belt
 GBA1.2: Control of Development in Green Belt
 GBA2.1: Protection of Agricultural Land
 L1.8: Strategic recreation routes
 L1.9: Recreation routes and new development
 LCR1.1: Landscape Character Areas
 EP1.8: Manchester Airport Public Safety Zone
 EP1.9: Safeguarding of Aerodromes and Air Navigation Facilities

Core Strategy Policies

CS1: Overarching Principles: Sustainable Development - Addressing Inequalities and Climate Change
 CS5: Access to Services
 CS8: Safeguarding and Improving the Environment
 CS9: Transport and Development
 CS10: An Effective and Sustainable Transport Network
 SD1: Creating Sustainable Communities
 SD3: Delivering the Energy Opportunities Plan - New Development
 SD6: Adapting to the Impacts of Climate Change
 SIE -1: Quality Places
 SIE-3: Protecting, Safeguarding and Enhancing the Environment
 SIE-5: Aviation facilities, Telecommunications and other Broadcast
 T-1: Transport and Development
 T-3: Safety and Capacity on the Highway Network
 AS-2: Improving Indoor Sports, Community and Education Facilities and their Accessibility

Relevant Policies as contained within the NPPF.

2. Condition

The development hereby permitted shall be undertaken strictly in accordance with the details contained in the application and in full compliance with the mitigation measures identified and set out in the supporting Environmental Statement, unless otherwise agreed in writing with the Local Planning Authority, or where modified by the conditions attached to this planning permission or by details subsequently approved pursuant to those conditions.

Reason

To ensure that the development is carried out in accordance with the details as contained in the application and the principles of the mitigation set out in the Environmental Statement in order to minimise the environmental effects of the development.

3. Condition

No development shall take place until (i) a schedule of all the materials to be used on the development including retaining walls, lighting columns, bridges and fences has been submitted to and approved in writing by the local planning authority and (ii) samples have been made available for inspection on the site. The new sections of road hereby approved shall not be brought into use until it has been completed in accordance with the approved schedule and materials.

Reason

In the interests of visual amenity and to ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD

4. Condition

Before the new sections of road hereby approved are brought into use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridges, underpasses and other circulation areas, etc) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.

Reason

To ensure that any lighting is the minimum necessary for its purpose in accordance with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

5. Condition

No lighting required for the construction of the development shall be installed at the site except in accordance with details which have been first submitted to and approved in writing by the local planning authority.

Reason

To ensure that any lighting is the minimum necessary for its purpose in accordance with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

6. Condition

The development hereby approved shall have foul and surface water drained in accordance with the principles outlined in the submitted Flood Risk Assessment which was prepared by AECOM Ltd Ref: 1007/6.7/061

rev 5, dated 2nd October 2013 and the submitted Drainage Strategy Report and associated plans (prepared by AECOM Ltd ref: 60212470/HIG/001, dated August 2011). For the avoidance of doubt, any foul water must drain separately to surface water and no surface water will be permitted to discharge directly or indirectly into the public foul or combined sewer. Any surface water draining from the site must be restricted to the agreed rates as set out within the submitted Drainage Strategy.

Reason

In order to overcome any adverse effects of the development in terms of Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

7. Condition

No development shall take place until details of the bunds for noise mitigation and landscaping to be constructed along the boundaries of the development have been submitted to and approved in writing by the Local Planning Authority. Such details shall include appropriate cross sections of the bunds and include details of the location, size and height of the bund as well as details of the proposed materials and method of construction. Following the construction of the bunds they shall be landscaped and maintained in accordance with the details approved pursuant to Condition 24. The bunds shall be constructed and all works implemented and carried out in full accordance with the approved details.

Reason

In the interests of visual amenity and to ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

8. Condition

No development shall take place until full details of all bridges, structures, underpasses, bridge wing walls, abutments and crossings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include information on the colours and treatment of all surfaces, finishes and textures associated with these elements (e.g. railings, wing walls, side walls of underpass) as well as exact clearance heights. The bridges, structures, underpasses, bridge wing walls, abutments and crossings shall thereafter be constructed in accordance with the approved details.

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy

9. Condition

Unless otherwise agreed in writing by the Local Planning Authority no development shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site have been submitted to and approved, in writing, by the Local Planning Authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

10. Condition

The new sections of road shall not be brought into use until the approved remediation scheme required to be submitted by Condition 9 has been carried out. Within six months of completion of remediation measures, a validation report assessing the effectiveness of the remediation carried shall be submitted to and approved in writing by the local planning authority. The report shall specify any further remediation or monitoring measures necessary and indicate how and when these measures will be undertaken. Any further remediation must be

implemented in accordance with approved report.

Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

11. Condition

No development shall take place until a bird hazard management plan has been submitted to, and approved in writing by the Local Planning Authority. The plan shall include measure to ensure that earthworks during construction do not attract birds. Once approved the scheme shall be implemented in full and remain in place during the construction of the site.

Reason

To avoid endangering the safe operation of aircraft through the attraction of birds, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and saved policies EP1.8 and EP1.9 of the Stockport Development Plan.

12. Condition

Notwithstanding the details shown on Landscape Mitigation Proposals Figure 5.41.1 and 5.42.1, a plan indicating the location of proposed new ponds in Sections, 03, 04 and 05 of the scheme and justification for the location of the ponds shall be submitted to, and approved in writing by the Local Planning Authority. The location of the ponds should be such as to reduce potential for bird hazard. Once approved, the scheme shall be thereafter be implemented prior to the new sections of road being brought into use.

Reason

To avoid endangering the safe operation of aircraft through the attraction of birds, pursuant to Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 and saved policies EP1.8 and EP1.9 of the Stockport Development Plan.

13. Condition

No demolition or development ground works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology to include:
 - an agreed scope of mitigation for each historic building and archaeological site affected by the scheme, including as appropriate the following elements
 - archaeological evaluation
 - where the above identifies significant remains, targeted archaeological excavation
 - watching brief
 - palaeo-environmental sampling and analysis
 - historic building survey
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the heritage interest represented.
3. Provision for archive deposition of the report, finds and records of the site investigation.
4. Dissemination of the results through publication and other media.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason

In accordance with NPPF policy 12, paragraph 141, “to record and advance the understanding of the significance of any heritage assets to be lost (wholly or in part) and “to make this evidence (and any archive generated) publicly accessible”.

14. Condition

No development shall take place until a schedule for the undertaking of a pre commencement survey of bat roost activity, otter activity, badger activity/foraging surveys and great crested newt activity (in ponds 34 and 139) has been submitted to and approved in writing by the Local Planning. The surveys shall be subsequently undertaken in accordance with the approved schedule.

Reason

To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

15. Condition

No development shall take place until detailed mitigation/compensation strategies for the following species have been submitted to and approved by the Local Planning Authority:

Great crested newts (each meta-population)

Badgers

Bats

Breeding birds

Brown Hare

Otter

Barn Owl

The strategies shall be based on up-to date survey data and where appropriate the strategies shall include details such as: measures to avoid direct impact on individual species; timings of works; location and design of compensatory habitats; measures to avoid/reduce disturbance of individual species or destruction of terrestrial habitat, measures to reduce road mortality, and a monitoring program to assess the outcomes of these strategies. The approved strategies shall be subsequently implemented in full within a timescale previously approved in writing by the Local Planning Authority.

Reason

To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

16. Condition

No development shall take place until a method statement detailing the protection and reinstatement plans for the diverted water courses (Norbury Brook, Ox Hey Brook) have been submitted to and approved in writing by the LPA. The development shall be subsequently carried out in accordance with the approved details and thereafter retained.

Reason

To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy

DPD.

17. Condition

No site clearance or vegetation clearance work should be undertaken in the bird nesting season (March – August inclusive) unless it can be otherwise demonstrated that no birds are breeding on the site.

Reason

To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

18. Condition

No development shall take place until a method statement for the control and eradication of invasive species such as Japanese knotweed and Himalayan balsam has been submitted to and approved by the Local Planning Authority. The submitted method statement shall include location maps for all stands and method of control, including timings of the work and disposal of any contaminated material. The development shall be subsequently carried out in accordance with the approved details.

Reason

To safeguard and enhance the natural environment and biodiversity of the Borough in accordance with the requirements of Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

19. Condition

Any buildings, other built structures or trees, assessed as being more than low risk for bat habitation, which are not removed prior to March 2016 shall be reassessed for bat habitation and the information and any mitigation required shall be submitted to and be approved by the Local Planning Authority.

Reason

To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

20. Condition

Any ponds within the footprint of the development or that fall inside the exclusion fencing that have not been removed by March 2016 shall be reassessed and/or surveyed for great crested newts habitation and the information and any mitigation required shall be submitted to and be approved by the Local Planning Authority

Reason

To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with saved policies NE1.1 and NE1.2 and policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

21. Condition

Prior to the commencement of the development hereby approved a Construction Environmental Management Plan (CEMP) must be submitted to and be approved by the Local Planning Authority. The CEMP must include: a detailed assessment in accordance with British Standard 5228 as part of the finalisation of working methods and informed by the specific plant and machinery which will be used to show how the main construction effects of the development are to be minimised; Noise mitigation, that will include, as a minimum, all the points stated in Section 13.5.29 of the Environmental Statement. The scheme shall also include detail of the types and timetable for piling operations, demolition and rock blasting and detail of ground stabilisation. The plan shall also state how levels of vibration will be monitored by the contractor and what mitigation will be used. The development shall thereafter be constructed in accordance with approved details.

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SIE-1 and SIE-3 of the Core Strategy Development Plan Document.

22. Condition

No work (including routine maintenance of vehicles and plant, loading and unloading of vehicles) shall be carried out at the site and no vehicle movements shall take place to, from, or within the site (i) before 0700 or after 1800 Monday to Friday (ii) before 0800 or after 1300 Saturday and (ii) at any time on Sunday or Bank Holidays.

In the event that work associated with the construction of the development is required outside these hours, the applicant must seek the approval in writing of the Local Planning Authority not less than 28

days in advance of the date in question including dates/times at which the work is intended to take place, details of the nature of the work and the machinery/plant required to carry out that work (unless agreed otherwise in writing by the Local Planning Authority). Work shall only then proceed in accordance with the approved details.

Reason

In order to minimise the impact of the proposed use upon the amenities of the residents of nearby properties in accordance with saved Policy CDH1.2, "Non Residential Development in Predominantly Residential Areas", and Policy SIE-1 "Quality Places" of the adopted Stockport Core Strategy DPD.

23. Condition

Prior to the commencement of development a scheme identifying the layout of the proposed pitches at Woodford Recreation Ground shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall subsequently be implemented prior to any development taking place which impacts on Woodford Recreation Ground.

Reason

To ensure retention of community facilities in accordance with policy AS-2 of the Core Strategy Development Plan Document

24. Condition

No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the local planning authority. The scheme shall indicate the size, species and spacing of planting, the areas to be grassed and the materials to be used on the hard surfaced areas.

Reason

To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

25. Condition

Details and methodology stating how the landscaping, drainage and ecological mitigation proposals are designed to minimise risk to aircraft shall be submitted to, and approved in writing by the Local Planning Authority. The details shall include justification for the design and location of the proposed ponds. The location of the ponds should be as such to reduce the potential for bird hazard.

Reason: In the interests of airport safeguarding.

26. Condition

The approved landscaping scheme shall be carried out within 6 months of the opening of the road. Any trees, plants or grassed areas which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size, species and quality unless the local planning authority gives written approval to any variation.

Reason

To ensure the satisfactory appearance of the site in compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

27. Condition

No existing tree within the site shall be cut down, topped, lopped, uprooted, willfully damaged or willfully destroyed without the prior written approval of the local planning authority, with the exception of those indicated otherwise on the approved plan. Any hedgerows, woody plants or shrubbery removed without such consent or dying or being severely damaged or being seriously diseased, within 5 years of the development commencing, shall be replaced within the next planting season with trees of such size and species as may be approved in writing by the local planning authority.

Reason

In order to protect existing trees on the site in accordance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

28. Condition

No development shall take place until all existing trees on the site except those shown to be removed on the approved plans, have been fenced off in accordance with BS 5837:2005 "Trees in relation to construction - Recommendations". The fencing shall be retained during the period of construction and no work, excavation, tipping or stacking of materials shall take place within any such fence during the construction period.

Reason

In order to protect existing trees on the site in accordance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and

Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

29. Condition

Unless otherwise agreed in writing by the Local Planning Authority, no building shall be erected within 3 metres of any existing public sewer and no development shall occur within 10m of any existing service reservoirs.

Reason

In the interests of protection of public facilities and ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD

30. Condition

Prior to the commencement of development a report of the findings of the scheme of site investigation works as recommended in the submitted Ground Investigation Report shall be submitted to, and approved in writing by the Local Planning Authority. In the event that the site investigation works confirm the need for remedial works to treat mine entries and/or areas of shallow mine workings a scheme of mitigation works shall be submitted to and approved by the Local Planning Authority. Any mitigation works shall subsequently be carried out in accordance with the approved mitigation scheme and completed prior to the new sections of road being brought into use.

Reason

To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SIE-3 "Protecting Safeguarding and Enhancing the Environment", of the adopted Stockport Core Strategy DPD.

31. Condition

Prior to the commencement of development details of the temporary measures to maintain designated and permissive Rights of Way that are affected by the construction work shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall subsequently be implemented for the duration of construction works.

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy

32. Condition

Prior to the provision of alternative access routes and/or diversions full details of the proposed route and facilities shall be submitted to and approved in writing by the Local Planning Authority. The alternative access routes and/or diversions shall subsequently be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

33. Condition

All vehicles, plant and machinery shall be maintained in accordance with the manufacturer's specification at all times, and shall be fitted with and use effective silencers. Any breakdown or malfunction of silencing equipment or screening shall be treated as an emergency and should be dealt with immediately. Where a repair cannot be undertaken within a reasonable period, the equipment affected should be taken out of service.

Reason

In the interests of residential amenity and to ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD

34. Condition

No development shall take place until general arrangement drawings (notwithstanding drawings submitted for the Planning Application) at a scale of 1:500 have been submitted to and approved in writing by the Local Planning Authority for all parts of the proposed scheme within Stockport including works to side roads. Such plans shall include the following details:

- Location of kerbs, footways, cycleways, bridleways, footpaths and carriageways;
- Road markings;
- Location of traffic signal equipment;
- Visibility Splays;

- Private access points to the highway;
- Pedestrian crossing points and
- Proposed road gradients

The scheme shall be constructed in accordance with the approved plans prior to new sections of the road opening for traffic unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

35. Condition

No development shall commence until full construction details of the proposed pedestrian and cycleway, footpaths and Bridleway as indicated on drawings 1007/3D/DF7/A6-MA/PROW/210, 1007/3D/DF7/A6-MA/PROW/211, 1007/3D/DF7/A6-MA/PROW/212, 1007/3D/DF7/A6-MA/PROW/213 and 1007/3D/DF7/A6-MA/PROW/214 have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- Construction and surfacing details;
- Drainage proposals;
- Lighting (where appropriate);
- Controlled & uncontrolled crossing facilities along the routes and
- Measures to control access and usage.

The pedestrian and cycleway, footpaths and bridleways shall not be brought into use until the approved details have been implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

36. Condition

No demolition, excavation, remediation or development works shall take place until a Construction Management Plan (CMP) with detailed method statements for all works practices of construction has been submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to throughout the full construction

period and provide for:-

- details of and position of any proposed cranes to be used on the site;
- a detailed programme of the works and risk assessments;
- the designated route for all construction and delivery vehicles;
- traffic management and control measures;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- contractor accommodation/facilities;
- the erection and maintenance of security hoarding and any scaffolding;
- temporary traffic signage;
- measures to prevent the deposit of extraneous matter (mud, debris etc.) onto public highways by vehicles travelling from the site;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works and
- restoration works.

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

37. Condition

Prior to the development hereby approved being brought into use a scheme detailing a package of mitigation measures (intended to restrain, alleviate and manage traffic flow increases at locations identified and to levels indicated through enhanced mitigation as shown in Table 9.3a and figures 9.6 and 9.7 in the submitted Transport Assessment) has been submitted to and agreed in writing with the Local Planning Authority. Such scheme shall include details of and a methodology and timetable for delivery of the measures, a programme for review, surveys and monitoring of the impact of the measures and if required reappraisal of and addition to the agreed package of measures. The new sections of road shall not be brought into use until the

measures have been implemented in accordance with the approved details unless the prior written consent of the Local Planning Authority has been obtained.

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

38. Condition

No newly constructed part of the road shall be opened for traffic until all parts of the newly constructed road are complete and available for use unless a phasing programme for completion of the road is submitted and approved in writing by the Local Planning Authority. Such phasing plan shall include:

- A timetable for the opening of all sections of the road;
- Traffic modelling of the impact of opening phases of the road and
- A layout plan and safety audit for any interim junction arrangements;

Reason

In the interests of highway safety and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

39. Condition

Prior to commencement of development a further Water Framework Directive (WFD) assessment detailing the protection/mitigation of any adverse impacts to those waterbodies identified in the WFD Screening Assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The further WFD assessment should include the following elements:

- details of the diversion of watercourses including the lengths of watercourse to be lost and created (this must ensure no net loss to length of open water)
- cross section details of the diverted watercourses
- details of any new habitat created on site as part of mitigation/compensation measures (this must ensure no net loss to habitats currently extant)
- details of treatment of site boundaries and/or buffers around water bodies (the aim must be to create a vegetated buffer zone)

with a minimum width of 8 metres measured from the top of bank)

- detail extent and type of new planting (all planting to be of native species)
- details of maintenance regimes

Reason

To ensure the development is carried out in accordance with the objectives set out in the Water Framework Directive (WFD).

40. Condition

Within 18 months of the new sections of road hereby approved being brought into use a package of complementary measures shall have been implemented in accordance with a scheme which has previously been submitted to and approved in writing by the Local Planning Authority.

Reason

In the interest of highway safety and sustainability and to safeguard the amenities of the locality pursuant to policies T-1, T-2, T-3 and SIE-1 of the Core Strategy Development Plan Document.

Statement under Article 31(1)(cc) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended):

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the NPPF.

Signed:



Dated: 25/06/2014

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

ADDITIONAL INFORMATION

1. Should contamination be suspected, found or be caused at any time when carrying out the development that was not previously identified, the local planning authority should be notified immediately and development affected or potentially affected by the contamination should stop and an investigation and/or risk assessment and/or remediation carried out to establish the most appropriate course of action. Failure to stop and notify may render the Developer/Owner liable for the costs of any investigation and remedial works under Part IIA of the Environmental Protection Act 1990.
2. The route of the proposed development affects watercourses, some of which are designated "main river". In particular, Handforth Brook and Norbury Brook.
3. Cranes, whilst they are temporary, can be a hazard to air safety. Should any cranes or tall construction equipment be required during the construction process, a separate assessment of crane operations will be required. The developer or crane operator must therefore notify Manchester Airport Airfield Operations at least one month in advance of intending to erect a crane or tall construction equipment. The proposed crane operations will then be assessed to determine whether a Tall Equipment Permit would need to be obtained and whether any regulatory procedures or operating restrictions would need to be agreed in advance.
4. The applicant's attention is drawn to the need for the Design Engineer to obtain 'Departures from DMRB Standards' for various elements of junction design. This should be obtained from the Local Highway Authority as the Overseeing Authority in each case.
5. The applicant's attention is drawn to the need for the road to be constructed fully in accordance with DMRB and Local Authority agreed and approved construction specifications in order to ensure that a road which will be managed and maintained in accordance with current Local Authority practice is completed.
6. The applicant's attention is drawn to the need to obtain permission to divert and/or extinguish lengths of public right of way and create new footpaths, cycleways and bridleways. No works should take place on affected routes until the appropriate legislation has been complied with and relevant order confirmed. For further information the applicant should contact the Public Rights of Way Officer at Stockport Council.

THE FOLLOWING IS STANDARD INFORMATION ONLY

- 1 The drawings determined by this notice may be viewed (usually in electronic form) at Fred Perry House, Edward Street, Stockport, by appointment, and are available on line on the Planning & Building pages of the Stockport Council website.
www.stockport.gov.uk/planningdatabase Planning applications database.
- 2 This decision refers only to the legislation under which the application was made and does not include any decision under any other enactment, by law, order or regulation.
- 3 The applicant's attention is drawn to the provision of Section 63 of the Greater Manchester Act 1981 which specifies requirements for fire brigade access when plans for the erection or extension of a building are deposited with a District Council in accordance with the Building Regulations.
- 4 Where your proposal involves building work, your attention is specifically drawn to the need to check with the Building Inspector with regard to the possible requirement for Buildings Regulations Consent.
- 5 Where applicable, notes on your rights of appeal against the decision are set out on the sheet attached to this decision notice. **The Planning Inspectorate's** details are listed below;

The Planning Inspectorate,
Customer Support Unit,
Room 3/15, Eagle Wing,
Temple Quay House,
2, The Square,
Temple Quay,
Bristol,
BS1 6PN

Telephone: 0303 444 5000
Fax: 0117 372 8181
email: enquiries@planning-inspectorate.gsi.gov.uk
web site: www.planning-inspectorate.gov.uk

PUBLIC NOTICE

Town and Country Planning Act 1990

Town and Country Planning General Regulations 1992

**Town and Country Planning (Environmental Impact Assessment) Regulations
2011**

**NOTICE IS HEREBY GIVEN that the following application has been GRANTED
by the**

Stockport Metropolitan Borough Council

Planning Application Number:

DC053678

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.

Proposed Development:

Construction of the A6 to Manchester
Airport Relief Road (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.

A copy of the application and all plans and documents submitted with it may be inspected at Fred Perry House, Edward Street, Stockport, SK1 3XE or can be accessed via the Council website.

APPEALS TO THE SECRETARY OF STATE

[OTHER THAN IN RELATION TO ADVERTISEMENTS]

If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development, or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal; then you can do so online at www.Planningportal.gov.uk/pcs

Alternatively you can use a form you can get from:

The Planning Inspectorate, Registry/ Scanning, Temple Quay House, 2, The Square, Temple Quay, Bristol, BS1 6PN; Telephone: 0303 444 5000;
email: enquiries@planning-inspectorate.gsi.gov.uk
Website: www.planning-inspectorate.gov.uk

For most types of application you have six months to appeal from the date of the attached Decision Notice. However if the decision involved the refusal of planning permission for a householder application then you have 12 weeks to appeal from the date of the Decision Notice. The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances that excuse the delay in giving the notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development, or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any Directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based its decision on a Direction given by him.

PURCHASE NOTICES

If either the local authority or the Secretary of State refuses Permission to develop land, or grants it subject to conditions, the owner may claim he/she can neither put the land to a reasonable beneficial use in its existing state, nor render the land capable of a reasonably beneficial use by the carrying out of any development that has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his/her interest in the land in accordance with the provision of Part VI of the Town and Country Planning Act 1990.

COMPENSATION

In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him/her.

These circumstances are set out in section 114 and related provisions of the Town and Country Planning Act 1990.

Information relating to appeals including forms can be obtained from;

The Planning Inspectorate,
Temple Quay House,
2, The Square,
Temple Quay,
Bristol BS1 6PN

Telephone: 0303 444 5000
Web site: www.planning-inspectorate.gov.uk
email: enquiries@planning-inspectorate.gsi.gov.uk

The Planning Portal website: www.planningportal.gov.uk/pcs



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Place Directorate,
Planning Services,
Stopford House, Piccadilly, Stockport
SK1 3XE

Stockport MBC, Cheshire East Council &
Manchester City Council

Our Ref: DC/053678

Your Ref:

Contact: Suzanne Broomhead

Telephone: 0161 218 1982

Fax:

Email: Planning.DC@Stockport.gov.uk

Web site: www.stockport.gov.uk/planning

27/06/2014

Dear Sir/Madam

Proposal: Construction of the A6 to Manchester Airport Relief Road (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.

I refer to the planning application submitted by you or on your behalf relating to the development detailed above and the recent decision to Grant planning permission.

When planning permission is granted, it is your responsibility to ensure that the development is constructed in complete accordance with the approved plans and details together with the requirement to ensure that all conditions applied to the consent are complied with. If any of the conditions require further approval and/or

the submission of further details before development starts or use begins known as pre-commencement planning conditions, the requirements of the condition must be satisfied before a start is made. Failure to construct the development in complete accordance with the approved plans and / or failure to comply with these types of condition may make either the permission null and void or the development unauthorised.

In order to satisfy the requirements of a condition, you should write, enclosing the necessary information, submission fee; currently £97 (£28 for domestic extensions), and specifying the address of the site, planning application number and reference number of the condition(s) in question. Alternatively, you may use the application form available from the above address which also appears on the Council website.


It is important, therefore, that you read the Decision Notice carefully and ensure that the development is being constructed in accordance with the plans and detailed listed in the decision. If necessary, make contact with the Development Control officer at Fred Perry House to seek guidance on how to ensure compliance. Please note that if you wish to make changes to the proposal you may need to submit a new application. The officer referred to above dealt with your application and will be the first point of contact to assist you in these matters.

In addition I would ask that you give advanced notice to this office on the tear off slip below, of the date when work is to commence on the implementation of the planning permission.

Yours sincerely



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

...  Please complete and forward to address at the top of this letter.

PLEASE NOTE THAT IT IS PROPOSED TO COMMENCE THE DEVELOPMENT INDICATED BELOW:

ON THE* (Insert the date of commencement of the development providing at least 2 working days notice)

CONTACT: *

*Insert contact details of the person or organisation responsible for carrying out the work

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.

REFERENCE: DC/053678

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

Seven new road junctions;

Modification to four existing road junctions;

Four new rail bridge crossings;

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