

Appendix 1 – Comments submitted by Cheshire East Council to the Manchester City Council Pre-Publication Consultation on Manchester’s Core Strategy – Policy MA1 (Manchester Airport).

Summary:

Cheshire East Council supports the City Council’s approach to dealing with growth at Manchester Airport and review of the Green Belt in the vicinity through its Core Strategy subject to reference being made in the policy to ensure that detailed planning application proposals for airport expansion consider the wider effects of surface access improvements in addition to the environmental effects. Proposals should demonstrate that they would have no adverse impact on the transport network, including the highway network.

Response:

Cheshire East Council had previously supported the City Council’s option 2 which was to deal with growth at Manchester Airport and review of the Green Belt in the vicinity in a separate Area Action Plan.

Further evidence relating to the Airport expansion and an independent review of the Green Belt in the vicinity of the Airport has been published alongside this Pre-Publication stage consultation. It is considered this additional evidence addresses most of the points that an Area Action would have been required to demonstrate under the previous option 2. The Council also accepts that the areas for expansion required to achieve the growth set out in the Future of Air Transport White Paper will no longer serve a Green Belt function over the lifetime of the Core Strategy and there are exceptional circumstances that allow for the revision of the Green Belt boundary through the Core Strategy.

Cheshire East Council supports the reference in the supporting text (paragraph 8.6) that *“further work will be required to develop a package of surface access improvements at Manchester to cater for the forecast level of growth and to increase the levels of public transport use”*. However, it is not considered that this is fully reflected in the policy wording.

Draft policy MA1 requires that proposed Airport expansion development should seek to ensure that the environmental effects of development are assessed at the planning application stage, and demonstrate that these effects can be mitigated or compensated. This would include demonstration of the extent to which surface access and car parking arrangements encourage the use of public transport, walking and cycling. The draft policy links surface access improvements only to their environmental effects, rather than the wider effects such as those on the transport network, including the highway.

Cheshire East Council considers that surface access improvements should be linked to their wider effects and that future planning applications for expansion should also demonstrate that there would be no individual or cumulative adverse impacts on the transport networks, including the highway network.

The proposed South East Manchester Multi-Modal Study (SEMMMS) relief road is intended to provide improved highway access to the airport from the east and

assist the airport in meeting its expansion plans. However, funding for the scheme is currently uncertain and it is important that the policy is clear that the impact on the transport network, including the highway, will be a factor in determining planning applications for expansion.

Cheshire East Council therefore supports the City Council's approach to dealing with growth at Manchester Airport and review of the Green Belt in the vicinity through its Core Strategy subject to reference being made in the policy to ensure that detailed planning application proposals for airport expansion consider the wider effects of surface access improvements and show that proposals would have no adverse impacts on the transport network, including the highway network.