

Application No: 16/4436M

Location: Proposed Poynton Relief Road, CHESTER ROAD, POYNTON

Proposal: Construction of Poynton Relief Road, incorporating: a two way single carriageway; combined cycleway and footway on the western side of the carriageway; modifications to existing road junctions; new public rights of way/accommodation bridges; balancing ponds for drainage purposes; and associated landscaping, lighting; ancillary operations, engineering and infrastructure works.

Within Cheshire East the scheme comprises construction of the proposed Poynton Relief Road from the A523 London Road, at its southernmost point, continuing in a generally northerly direction before its interception with the Cheshire East/Stockport Boundary (located approximately 800m south of the A5149 Chester Road). The relief road within Cheshire East would incorporate: A two way single carriageway; Combined cycleway and footway on the western side of the carriageway; Modifications to existing road junctions; A new road junction; A new structure over the road; New public rights of way; A pedestrian and cycle route adjacent to the road; Balancing ponds for drainage purposes; off site works; and associated ancillary, landscaping; lighting; engineering and infrastructure works.

Applicant: Joint Applicants -, Cheshire East Council & Stockport MBC

Expiry Date: 22-Dec-2016

SUMMARY

The Poynton Relief Road (PRR) is part of the SEMMMS (South East Manchester Multi Modal Study) Scheme that was developed to improve existing transport problems on the south east side of Greater Manchester. The A6MARRR scheme has received planning approval and is currently under construction, the Poynton Relief Road would link to the A6MARR and to the A523 London Road.

The need for the Poynton Relief Road has been borne from the aspiration to boost economic growth at the sub regional level by linking up to the A6MARR. This would also enable better access to Manchester and other key destinations for employment purposes. With it the scheme will bring better prospects for investment in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East (including Macclesfield) by helping to address existing high levels of congestion on the local highway network (particularly in Poynton) which leads to delays to public transport and affects accessibility. The Poynton Relief Road would also provide strategic infrastructure links to Macclesfield and other areas in the north of Cheshire East supporting the economic, physical and social regeneration at the sub-regional level.

The report sets out that the proposal is inappropriate development in the Green Belt, for which there is a presumption against. It also concludes that additional harm will result from the proposal in terms of landscape and visual impact, noise, air quality and traffic congestion, ecology and loss of agricultural land. However, subject to an enhanced package of mitigation and conditions set out in the report, the harmful impacts of the development can be reduced to acceptable levels.

The report concludes that the proposal will result in significant benefits through the provision of much needed strategic transport infrastructure. The improved connectivity and reduction in traffic congestion will bring significant sub-regional economic, social and environmental advantages. Overall it is concluded that very special circumstances exist to allow the development and that the proposal is in general conformity with Development Plan policy and the National Planning Policy Framework.

The proposal is considered to comply with Paragraphs 7 and 8 of the NPPF as it would comply with the 3 dimensions of sustainable development. The economic, social and environmental considerations of the scheme would be acceptable and would represent sustainable development. On this basis, it is recommended that planning permission is granted subject to conditions.

RECOMMENDATION: APPROVE with Conditions

DETAILS OF THE PROPOSAL

The planning applications submitted to Cheshire East Council (CEC) and Stockport Metropolitan Borough Council (SMBC) seek full planning permission for the construction of a relief road for Poynton. The road would run for 3 km in length with a carriageway width of 9.3 metres with a 3.5 metre wide combined cycle and footway running along the western verge only.

The northern end of the route (which falls within the boundary of SMBC) would connect into a junction with the A6 Manchester Airport Relief Road (A6MARR), which is currently under construction. From this junction, the route would pass under the A5149 Chester Road and would travel in a southerly direction passing across the Woodford Aerodrome runway.

At the southern end of the scheme (which falls within the boundary of CEC), the route would pass to the west of Adlington Business Park before connecting into a new roundabout junction to the west of the Adlington Travel Lodge. Links from this roundabout would allow the relief road to connect into the A523 London Road and Adlington Golf Centre.

To mitigate the impacts that the proposed relief road would have on the surrounding road network, the applications also propose junction improvements at Adlington Crossroads and the Bonis Hall Lane junction to accommodate a predicted increase in traffic along the A523 London Road south of Poynton.

Within Cheshire East the scheme comprises construction of the road from the A523 London Road, at its southernmost point, continuing in a generally northerly direction before its interception with the Cheshire East/Stockport Boundary (located approximately 800 metres south of the A5149 Chester Road). The relief road would incorporate:

- A two way single carriageway
- Combined cycleway and footway on the western side of the carriageway
- Modifications to existing road junctions
- A new road junction
- A new structure over the road
- New public rights of way
- A pedestrian and cycle route adjacent to the road
- Balancing ponds for drainage purposes
- Off site works
- Associated ancillary, landscaping; lighting; engineering and infrastructure works.

Stockport Metropolitan Borough Council is currently considering a planning application for the part of the development which falls within their administrative boundary.

PLANNING HISTORY AND BACKGROUND

Whilst there have been no previous planning applications for the 'Poynton Relief Road', its delivery has been a long term aspiration following the publication of the South East Manchester Multi-Modal Strategy study (SEMMMS) in 2001. The study identified that there were problems with the transport system in the area (including local traffic problems in Poynton) and made recommendations for improvements. Amongst a package of investment in the public transport network, the study proposed that the local authorities develop roads of an appropriate scale designed to provide relief to the problems in the study area communities, but not to provide a new strategic route of regional and potentially national significance.

ENVIRONMENTAL STATEMENT

The applications as submitted to the two Local Planning Authorities are accompanied by an Environmental Statement (referred to as ES hereinafter), which is considered to meet the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The Environmental Statement covers the scheme in its entirety ensuring that each of the Local Planning Authority is aware of constraints outside of their authority boundaries. The ES sets out the results/findings of the Environmental Impact Assessment (EIA), including proposals of a number of mitigation measures that would be implemented to prevent and/or minimise any adverse effects.

SITE AND SURROUNDINGS

Poynton is a town in Cheshire East that is located around 18 km (11 miles) to the south east of Manchester, 11 km (7 miles) north of Macclesfield, and 8 km (5 miles) to the south of Stockport.

The route corridor is mainly agricultural land, comprising predominantly grassland interspersed with hedgerows and woodland areas. The proposed route is to the east of the

Stafford to Manchester railway line and passes in close proximity to Adlington Business Park at the southern end, whilst crossing Woodford Aerodrome towards the middle of the route.

Towards the northern end the route bypasses isolated farmsteads and clusters of residential properties to the east and west that are in Poynton and Woodford respectively. Part of the northern extent of the scheme falls within the administrative boundary of Stockport Borough Council. The land is designated as Green Belt in the Macclesfield Borough Local Plan Proposals Map.

POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications/appeals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The development plan for Cheshire East comprises:

- Policies set out in the Macclesfield Borough Local Plan 2004 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004;

(note: the development plan also comprises saved policies of Congleton Borough Local Plan and Crewe & Nantwich Borough Local Plan which are not relevant to this proposal)

Paragraph 215 of the National Planning Policy Framework (NPPF) stipulates that the degree of weight given to the relevant Development Plan policies should be based on the degree to which they are consistent with the NPPF, with those policies closest to the framework given the greatest weight.

Paragraph 216 of the NPPF then states that weight may be given to emerging plans from the day of publication, with the weight to be given dependant on the stage of preparation, the extent to which there are unresolved objections to relevant policies and according to the degree of consistency with the NPPF.

Macclesfield Borough Local Plan 2004 (saved policies)

NE2 The Borough Council will seek to conserve and enhance the diversity of landscape character areas and ensure that any development respects local landscape character.

NE7 The Borough Council will seek to retain and enhance existing woodlands by woodland management. Development which would adversely affect woodlands will not normally be permitted.

NE11 The Borough Council will seek to conserve, enhance and interpret nature conservation interests. Development which would adversely affect nature conservation interests will not normally be permitted.

NE14 Development proposals which involve the loss of ponds, wetlands, heathlands, ancient woodlands or ancient grassland together with newly created habitats will not normally be allowed and their conservation will be encouraged.

NE17 In major developments in the countryside, the borough council will seek improvements for nature conservation, tree planting and landscaping

BE1 Sets out the design principles and standards for new development.

BE2 The Borough Council will seek to preserve, enhance and interpret the historic fabric of the environment. Development which would adversely affect the historic fabric will not normally be permitted.

BE3: Conservation Areas – Development shall preserve or enhance the character or appearance of the Conservation

BE16 Development which would adversely affect the setting of a listed building will not normally be approved.

BE21 The Borough Council will promote the conservation enhancement and interpretation of sites of archaeological importance and their settings. Development which would adversely affect archaeological interests will not normally be permitted.

GC1 Green Belt – new buildings.

RT7 The Borough Council will seek to create a network of cycleways, bridleways and footpaths.

T1 Sets criteria to judge new transportation schemes

T3 Improve conditions for pedestrians

T5 Development proposals will make provision for cyclists in accordance with policy IMP2

T6 The Borough Council will support other highway improvement schemes which reduce accidents and traffic hazards.

T7 Land along the routes of the following road schemes will be safeguarded from other development (includes a safeguarded route for the airport link road - MAELR).

T8 The council will seek to introduce traffic management measures and environmental improvements on and adjacent to the roads which will be relieved of heavy traffic as a result of the new road schemes referred to in policies T7

IMP2 Infrastructure requirements from new developments

DC1 The overall scale, density, height, mass and materials of new development must normally be sympathetic to the character of the local environment, street scene, adjoining buildings and the site itself.

DC3 Development, including changes of use, should not significantly injure the amenities of adjoining or nearby residential property or sensitive uses

DC6 – Circulation and access

DC8 where appropriate, applications for new development must include a landscape scheme which should meet the following criteria:

DC9 – Tree protection

DC13 Noise generating developments which cumulatively would increase the ambient noise level to an unacceptable level, will not normally be permitted.

DC15 In cases where new infrastructure is required before development can proceed, a condition will be imposed to ensure that the development proceeds in accordance with the provision of new infrastructure and facilities.

DC17 Water Resources

DC18 Sustainable Urban drainage systems

DC63 Contaminated Land

Emerging Cheshire East Local Plan

Cheshire East Local Plan Strategy – Submission Version

Paragraph 216 of the National Planning Policy Framework (NPPF) states that, unless other material considerations indicate otherwise, decision-takers may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

In view of the level of consultation already afforded to the plan-making process, together with the degree of consistency with national planning guidance, it is appropriate to attach enhanced weight to the Cheshire East Local Plan Strategy - Submission Version in the decision-making process.

The proposal is fully in line with Strategic Priority 1 of the Cheshire East Local Plan Strategy – Submission Version. This priority seeks to promote economic prosperity by creating the conditions for business growth. The objective is to be delivered in part by capitalising on the

accessibility of the Borough, including improved transport links with the Manchester City Region and Manchester Airport.

Strategic priorities 2, 3 and 4 seek to create sustainable communities, protect and enhance environmental quality, reducing the need to travel, promoting more sustainable modes of transport and improving the road network.

Policy CO2 - Enabling Business Growth Through Transport Infrastructure – specifies that support will be given for schemes identified within the current Infrastructure Delivery Plan. The airport relief road is included in the current Infrastructure Delivery Plan.

Policy Strategic Location SL 4 – Central Macclesfield – states that in order to maximise opportunities for improvement and regeneration in central Macclesfield, the council will encourage ‘improved strategic highway links towards the north and Manchester on the A523 corridor, including Poynton Relief Road’

Policy SE 3 - Biodiversity and Geodiversity

Policy SE 4 - The Landscape

Policy SE5 - Trees, Hedgerows and Woodland within

Policy SE 7 - Historic Environment.

Policy SE 12 - Pollution and Unstable Land

Policy PG 3 - Green Belt

Policy CO 1 - Sustainable Travel and Transport

Policy EG 2 - Rural Economy

Policy SE 13 - Flood Risk and Water

Policy SC3 – Health and Wellbeing

National Planning Guidance

National Planning Policy Framework (the Framework) (March 2012) sets out the Government’s planning policies for England and is a material planning consideration in the determination of planning applications. At the heart of the Framework is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision taking this means:

- approving development proposals that accord with the Development Plan without delay; and
- where the development plan is absent, silent or relevant policies are out of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or

- specific policies in the Framework indicate development should be restricted.

The main policies/statements set out in the NPPF which are relevant to this proposal are as follows (summarised):

Paragraph 31 states that Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The applicant in this case CEC have worked positively together SMBC to ensure the proposal is viable and meets the aims of the paragraph. The scheme would promote economic growth, relieve existing congestion on the highway network and promote sustainable transport.

Paragraph 32 states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The proposed development has been supported by a Transport Assessment (TA), which identifies the impacts of the development. The TA includes mitigation measures which are proposed to mitigate impacts of the development and increase sustainable transport choices.

Paragraph 41 – Local Planning Authorities should identify and protect where there is robust evidence, sites and routes which could be critical in developing infrastructure to wide transport choice.

Paragraph 79 – The Government attaches great importance to Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are their openness and their permanence.

Paragraph 80 – Green Belt serves five purposes:

- To check the unrestricted sprawl of large built-up area;

- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To reserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 87 – States that as with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. This policy reiterates previous Green Belt policy and continues in

Paragraph 88 which states that when considering planning applications, LPAs should ensure that substantial weight is given to any harm to the Green Belt, and that 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.

Paragraph 90 further states that development may not be inappropriate development in the Green Belt and 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 the Green Belt. The applicant has given considerations to paragraphs 87, 88 and 90 of the NPPF, and the purposes of the Green Belt and considers that the proposed development would be harmful to openness and would not safeguard existing areas of the countryside located within the application site, and as such, considers that the proposed development would represent inappropriate development within the Green Belt. The applicant has therefore submitted very special circumstance which they believe clearly outweighs any harm to the Green Belt. Full discussion on Green Belt considerations can be found later in the report.

Paragraph 103 advises that determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential and Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including emergency planning; and it gives priority to the use of sustainable drainage systems.

As part of the planning submission the applicant has provided a Flood Risk Assessment prepared in accordance with the NPPF technical guidance. Full commentary and responses from statutory bodies can be found in the body of the report.

Paragraph 109 – The planning system should contribute to 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.

Full discussion on the natural and local environment can be found within the report, however, on balance it is considered that the scheme accords with the general principles of para 109.

Paragraph 112 – Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality land. In summary, the scheme does not result in the loss of best and most versatile land, although a significant amount of agricultural land would be lost and severed. The benefits and need for the scheme are considered to outweigh the potential harm.

Paragraph 118 – When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- if significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort, compensated for, then planning permission should be refused;
- proposed development on land within or outside a Site of Special Scientific Interest (SSSI) likely to have an adverse effect on a SSSI (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the sites notified special interest features is likely, an exception should only be made where the benefits of the development, clearly outweigh both the impacts that it is likely to have on the features of the site and any broader impacts;
- opportunities to incorporate biodiversity in and around developments should be encouraged.

Opportunities for mitigation and biodiversity have been taken where possible to ensure that the impacts of the development are acceptable. It is considered that the ES fully assesses the impacts, and with mitigation the scheme will ensure compliance with para 118.

Paragraph 120 – To prevent unacceptable risks from pollution and land stability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the areas or proposed development to adverse effects from pollution, should be taken into account.

Paragraph 123 – Planning policies and decisions should aim to:

- avoid noise from giving rise to significant adverse effects on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impacts on health and

- quality of life arising from new development, including through the use of conditions;
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

Paragraph 128 – In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Where a site includes or has the potential to include heritage assets within archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. The applicant has provided an assessment of the potential impacts, which is considered to be sufficient and proportionate to determine the proposal.

Paragraph 132 – When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important an asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm or loss of a grade II listed building, park or garden should be exceptional. Within Cheshire East, no such harm is identified as a result of the proposed development.

Paragraph 135 – The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 139 – Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

Paragraphs 186 and 187 – Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development and should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions in the area.

Paragraph 215 – states that 12 months after the publication of the NPPF (March 2012) due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework (the closer the policies in the plan to the policies in the framework the greater the weight that may be given).

PRE-APPLICATION PUBLIC CONSULTATION BY THE APPLICANT

The planning application has been supported by a Statement of Community Involvement (SCI) which identifies the full history and engagement of the public and stakeholders throughout the process.

The applicant has undertaken the following consultation prior to the submission of the application:

- The Poynton Relief Route Options Consultation took place from 2nd June 2014 to 28th July 2014
- Statutory and non-statutory consultees were engaged in 2015
- Views and opinions from statutory and non-statutory consultees were sought in October 2015
- A series of forums for statutory and non-statutory consultees and interest groups were held between October 2015 and November 2015.
- 6 public engagement events were held throughout October 2015 in the vicinity of the scheme. The events were advertised via newspaper adverts, notifications on the website and leaflet drops to local residents. The purpose of the events was to engage with local residents and interested members of the public.
- Specific consultation with affected land owners was undertaken throughout

Following the phase of public consultation, the scheme was prepared; taking into account the feedback received from the first phase of consultation, in particular in relation to some slight amendments to junction design, width of cycle-ways and footways, public rights of way, and location of ponds in response to land ownership.

The information and data captured by the applicant as part of the consultation process demonstrates that there was overall support for the proposed Poynton Relief Road. 95% of overall respondents fully or partly supported the proposals.

PUBLIC CONSULTATION

The planning application was advertised by the direct notification of 446 properties, the display of 7 site notices and publication of local press notices. The application was advertised as a departure from the development plan due to the location of the development within the Green Belt, a major development and development affecting Public Rights of Way.

In response to the consultation carried out by the Local Planning Authority, responses were received from 32 addresses. This includes responses from Adlington Action Group, Adlington Civic Society, Adlington Golf Centre, London Road/Butley Town Community, Transport Activists Roundtable Northwest, Woodford Community Council and Woodford Neighbourhood Forum.

The responses are summarised in this report. All of the detailed comments are available to view on the application file online.

Of the responses:

8 letters of support were received which raise the following points (summarised):

- This relief road has been a long time coming - over 60 years
- Road should be dual lane rather than single lane carriageways
- The measures to protect the environment are very good
- Diverting through traffic away from the centre of Poynton would reduce congestion, noise and pollution there and thus enhance the quality of life for residents, shoppers and other visitors
- Through traffic would benefit from reduced journey times
- Would like to see HGV restriction through Poynton once relief Road is built
- Road is essential to reduce carbon emissions in built up residential area
- Proposed cycle paths would then be a valuable development of local cycle routes
- The creation of pool areas will help to maintain the local wildlife corridors that are a major attraction of the local area
- There will be considerable economic benefits

24 letters of objection raising the following matters (summarised):

- Impact on open countryside and loss of green belt
- Proposed line of the route does not follow what was agreed at pre-consultation stage
- The proposed Lostock Hall Farm Accommodation Overbridge does not duplicate the current usage and function of the access which is currently enjoyed between Lostock Hall Farm and Upper Swineseye Farm
- proposed Lostock Hall Farm Accommodation Overbridge is inadequate in width
- Footpaths which will be left redundant are not shown to be extinguished
- Footpath 101HGB should be diverted
- There is insufficient distance between the proposed Lostock Hall Farm Accommodation Overbridge and the Upper Swineseye farm buildings to provide an adequate access
- There is excessive land take and unnecessary areas should be removed from the scheme
- There is a Government Pipeline crossing the route of the proposed road which will need to be diverted
- The attenuation pond positioned to the south of Lostock Hall farmyard is wrongly configured and positioned
- The proposed bat hops are located too close to either side of the carriageway
- Exception is taken to the proposal to create new areas for GCN where there are presently no GCN
- Reduced value in surrounding land
- Inadequate attention has been given to the question of accommodating the existing pattern of drainage within the area
- No details as to how future rights of drainage will be protected
- It is necessary to have a connection from the pond on Lostock Hall Farm adjacent to Long Furrow with a culvert and connection to the sewer
- Ditches will need to improved

- the unnamed tributary of Red Brook, it is imperative that a “future proof” culvert of sufficient capacity is provided at this point
- Lack of detail setting out the measures which will be necessary to improve the unnamed tributary of Red Brook so that it can carry the increased runoff from the proposed road
- Woodford Neighbourhood Forum and Woodford Community Council wish to support the conclusions concerning biodiversity analysis and mitigation submitted by Cheshire Wildlife Trust
- Access onto A523 as turning into and out of Well Lane can be problematical
- No provisions for traffic lights
- Surrounding roads quite narrow
- Increase in traffic along A523
- Difficulty for pedestrians crossing A523
- Traffic between Bonis Hall Lane and the Silk Road is already heavy
- Difficulty existing onto A523 from individual properties
- Recent approved housing schemes in the area will place further pressure on existing highway network
- Heavy vehicles already causing subsidence / damage in some properties
- Proposals are inadequate, too restrictive and designed solely to increase traffic flow without adequate mitigation measure for the residents who will be affected by the predicted increase in vehicle numbers
- This section of the A523 has a design capacity of 17,000 vehicles per day (vpd), with the opening of the A6 MARR and the Poynton Relief Road, the traffic figure supplied with this application in document Design, access & supporting Statement ES V3-APL L.3-Traffic, shows a predicted rise in traffic on this section of road to a massive 40,700 vpd
- Proposal contrary to parts of the emerging Cheshire East Local Plan
- Lack of mitigation measures will further sever the London Road/Butley Town Community
- Impact on residents by reason of increased noise and pollution caused by the predicted rise in traffic
- No measures to improve pedestrian facilities for the residents to walk to Prestbury
- A reduction in traffic speed from 40 mph to 30 mph between the Silk Road and Bonis Hall Lane, plus use of speed cameras would improve safety and help access to and from the properties
- Impact on Butley Town Conservation Area from noise at the new junctions at Bonis Hall Lane and Well Lane plus the increase in traffic on the A523 will wash over the whole of the Conservation Area
- Eastern end of the planned Well Lane junction will require a new section of road being built within the Conservation Area
- Well Lane junction would destroy the historic way to enter Butley Town
- Proposal will lead to increased traffic collisions at existing and proposed junctions
- The focus of the application is to speed up traffic on the A523 without adequate mitigation
- Proposal cuts through open countryside
- Impact on ecology and biodiversity
- Loss of trees, hedgerows and ponds

- Great Manchester Spatial Framework proposes development in a large area in Woodford, which is rich in habitats for wildlife and near the Poynton Relief Road. Any mitigation measures will need to address the cumulative effect of the Woodford Aerodrome development, the Poynton Relief Road and the GMSF proposals
- Proposal do not include any physical mitigation measures in respect to the access onto Street Lane
- A collision with the bridge on Street Lane will halt rail services
- Traffic lights should be provided at the Street Lane junction to protect pedestrians, horse riders, and cyclists on the blind bridge and to prevent 'rat-running'
- Street Lane junction will become hazardous for the 50 plus horses that use it from the adjacent equestrian centre
- Measures need to be put in place to prevent motorists from taking a short cut down Spring bank lane
- Signage and gateways should be used to protect users of surrounding rural lanes
- The Well Lane junction is not required
- Proposal will effectively sever the London Road/Butley Town community from Prestbury Village
- The figures quoted in the application appear to be based on a flawed multimodal study which fails to take into account the impact of growth at Manchester Airport and northern powerhouse
- Proposal is premature to the update of the South East Manchester Multi Modal Study (SEMMMS) which is currently underway and will include Bonis Hall Lane junction and the section of the A523 London Road to the south of that junction
- The proposal will lead to a significant increase in traffic along London Road between Bonis Hall Lane and The Silk Road
- The information on noise levels is misleading
- Impact on residential amenity including the enjoyment of garden and residences
- The traffic data submitted in support of the application is based on a flawed multi modal study and does not account for future proposed development
- These developments will have significant effect on the volume of traffic using the A523, in particular that avoiding congestion on the M60/ A34 junction at Cheadle travelling south
- Proposal will lead to increase in speeding cars on surrounding roads
- Well Lane junction should be set back to give better visibility
- There will be a significant increase in traffic volume leading to increases in both noise level and exposure over a longer period of each day, particularly at peak times when traffic is currently slow moving or stationary
- The land interests and rights to access of neighbouring landowners would be affected
- The Council has a duty to ensure that the proposed development does not undermine the viability of Adlington Golf Centre
- Proposed route of the road would pass directly through the existing 9-hole graduate golf course
- Construction of the road would seriously impact on viability of the golf course
- Material storage area for construction will permanently harm the 9 hole course
- Further information regarding construction and storage required and the deliverability of the new graduate of course approved under planning ref; 15/4406M
- Part of the graduate course would be land locked and severed by the road
- Access to the Ash Tree pub

- Public consultation has been flawed
- Speed cameras should be erected on surrounding rural roads
- There is vehicular agricultural access to land to the east of the road
- Proposed mitigation for great crested newts will impact on safeguarded land impacting on its future development
- The agreed footpath and cycle path access strategy developed as part of the redevelopment of Woodford Aerodrome would be severed
- Application should be delayed until mitigation details for Adlington have been drawn up and a condition set that the measures be put in place at the same time as relief road construction
- Cycle links do not link in well network
- Plans should be amended to provide for an unmetalled vehicular access to the farmland situated to the south-east of Upper Swineseye Farm
- Proposal is part of the forming – by stealth – of a new strategic highway corridor that would eventually run from the M60 in Stockport to the M6 at Sandbach
- The design provides no direct vehicle access for the 1,000 plus residents of the new woodford garden village

Consultee Responses

Canal and River Trust – No comment

Cheshire Archaeology Planning Advisory Service Cheshire Shared Services – No objection subject to a condition requiring the implementation of a programme of archaeological work in accordance with a written scheme of investigation.

Coal Authority – No comment

Cheshire Ramblers – No objection provided that the diverted public footpaths are surfaced with stone or other suitable material (not tarmac, concrete or setts)

Cheshire Wildlife Trust (CWT) – CWT are concerned that their comments made at the pre-application consultation stage have not been addressed nor acknowledged. Further evidence in the form of biodiversity metric calculations should be provided to show that the residual impact of the scheme does not result in a net loss of biodiversity. In particular CWT would expect that the impact to breeding birds is mitigated for in the form of off-site compensation. Long term management and monitoring of all compensatory habitat must be addressed through planning conditions. Failure to address these issues is clearly at odds with the policy SE3 of the forthcoming local plan, NPPF paragraphs 9, 109,118, the NERC Act 2006 and the government’s biodiversity strategy 2020.

Environment Agency – No objection in principle and they set out a series of conditions required in respect of flood risk, contaminated land and biodiversity. Advice notes are also provided in respect of waste management and other matters.

Head of Strategic Infrastructure (HSI – Highways) – No objection - The Poynton Relief Road is an intrinsic part of the SEMMMS scheme to provide strategic infrastructure on the south side of Greater Manchester. It also plays an important role in linking to the A6MARR and providing access to north Macclesfield avoiding the town centre of Poynton.

The PRR scheme has been modelled using a validated Saturn model used for SEMMMS that has a considerable level of coverage that extends from central Manchester in the north to Macclesfield in the south, and from Manchester Airport in the west to Whaley Bridge in the east. The modelling results show that the vast majority of links have a traffic impact of less than 5%, there are a number of links that do have a higher percentage impact and in particular on the A523 London Road and to mitigate this impact there are junction improvement works proposed at Adlington Crossroads and Bonis Hall Lane.

There are reductions in traffic flows forecast as a result of the PRR scheme on a number of links but notably traffic passing through Poynton town centre is forecast to reduce by 50%.

It is considered that the Poynton Relief Road does improve the highway network as it is not facilitated by new development and the associated additional traffic any development would bring. The traffic impacts arising from the scheme are caused by some of the existing traffic flows reassigning to use the new PRR and A6MARR and these impacts have been identified and mitigation measures identified.

Highways England – No objection

Historic England – No objection subject to the proposed mitigation works detailed in the Environmental Statement.

Manchester Airport (safeguarding) – No objection subject to informatives advising the applicant in relation to bird strike and the use of cranes during construction.

National Grid – No objection but has identified that it has apparatus in the vicinity of the site which may be affected by the activities specified. These are:

- Low or Medium pressure (below 2 bar) gas pipes and associated equipment (as a result it is highly likely that there are gas services and associated apparatus in the vicinity)
- Above ground gas sites and equipment

Network Rail – No objection - The developer is proposing to realign the junction between London Road and the station approach road. The works do not seem significant, but it is on Network Rail land and as such a BAPA (Basic Asset Protection Agreement) would be required.

Public Rights of Way (PROW) – No objection subject to conditions requiring submission of a public rights of way management scheme and design comments relating to the cycleway / footways, overbridges and signage.

United Utilities (UU) – No objection in principle. UU make comment on the protection and diversion of their assets which must be met at the developer's expense. UU consider that further information is required to demonstrate that such assets are not compromised.

Town and Parish Councils

Adlington Parish Council:

Adlington Parish Council raises no objections to this application subject to the inclusion of a condition that mitigation measures must be put in place along the lines of those measures suggested in the attached report (*can be viewed on file), which was produced on behalf of the Parish Council after widespread consultation within Adlington. Such measures will be required to mitigate for the effects of the predicted increase in traffic flows throughout the surrounding rural lanes as a result of the construction of the Poynton Relief Road.

Adlington Parish Council does raise concerns regarding cycle and pedestrian access from the Relief Road to the surrounding lanes and recommends that Footpaths 17 & 18 on Hope Lane be opened up to cyclists and pedestrians in order to provide safer access to the rural lanes.

Peak District National Park Authority:

The Authority has previously raised concerns regarding the visual impact to views westward from the National Park and increased traffic flows on some National Park Roads. However, following discussions with Cheshire East Council, the provision of mitigation (including quiet lanes) has addressed the concerns of the Authority.

Poynton Town Council:

Poynton Town Council support the proposed Poynton Relief Road and welcome that this is finally moving towards a conclusion and hope that it proceeds with due expediency. That the road is built as the plans state and the Town Council would object strongly to any attempt to provide additional vehicular accesses between the planned junctions of Chester Road and London Road.

Pott Shrigley Parish Council:

The proposed Poynton Relief Road should bring considerable relief to the congestion through Poynton but it will also have a major adverse effect on the feeder roads through Pott Shrigley. By-passes attract traffic and currently one of the favoured routes to access the Poynton bypass is through Pott Shrigley along a series of rural roads.

These quiet, narrow, twisting lanes were never designed for the ever increasing high volume of traffic which is now using them. It is not the residents, workers or visitors to Pott Shrigley who have caused this increase but the long distance commuters who make use of sat navs with real time information to make detours in order to avoid congestion elsewhere. Vehicles travelling at high speeds, but within the legal limit, are putting other road users at risk. Horse riders and cyclists are vulnerable and children and pedestrians using the narrow pavements (or no pavements) at rush hour find the experience terrifying as vehicles pass within inches of them travelling close to motorway speeds.

Pott Shrigley village centre is within a fairly large Conservation Area consisting of both naturally occurring landscape features of valleys and tree covered slopes as well as a number of listed buildings nestled around the grade 1 listed Church building this is also coincident with the very narrow junction of Shrigley Road and Bakestonedale Road. A very high proportion of the increased traffic coming up from, or going to, the Legh Arms will pass through a major

part of this Conservation Area, constituting an increased threat/damage to the character and ethos of the Conservation Area.

The recent traffic modelling exercise predicted that after the relief road is built there will be a substantial increase in the traffic passing through the village via Bakestonedale Road and Shrigley Road. This presents Pott Shrigley Parish Council with major concerns about the increase in the occurrence of damage to property and the probability of a greater number of serious, possibly fatal, accidents involving vulnerable users.

It is well recognised in today's society that obesity is rife and for both physical and mental well-being people are encouraged to take physical exercise such as walking and cycling. It is therefore imperative that the residents of Pott Shrigley are able to carry out these activities in a safe environment.

The route from Adlington Railway Station along Brookledge Lane in Adlington and along Shrigley Road and Bakestonedale Road is a very well known and publicised cycling route providing the highly populated area of south Manchester with a favourite access route into the Peak District National Park. The use of this route has increased considerably over the last few years and continues to do so.

None of the roads within Pott Shrigley Parish is part of the strategic road network and so large volumes of long distance commuter traffic must be discouraged from using this unsuitable shortest distance route. Many stretches of Bakestonedale and Shrigley Road remain governed by the 60 mph national speed limit, an appropriate speed being left to the discretion of the driver. There is a ridiculous anomaly, which has evolved over the last fifteen years, and which successive central governments have failed to address, where many narrow B and C class rural roads continue to be subject to a 60mph limit while on major A class trunk roads the speed limit has been reduced to 40 or 50mph.

Local minor roads account for nearly 50% of all casualties whilst carrying only 33% of the traffic (ref: Strategic Road Network Statistics Publication Jan 2015) It is clear that more needs to be done on minor roads to address this high proportion of casualties.

To ensure that Pott Shrigley has the mitigation measures prior to the opening of the Poynton Relief Road which will ensure the safety of all road users and which are suitable to meet the demands of the 21st century, Pott Shrigley Parish Council requests the following proposals are discussed and can be implemented as part of the Poynton Relief Road Scheme.

Shrigley Road

1. Soft verge chicane single track passing place centrally on the straight between the Shrigley Hall entrance and the start of the 30mph zone with solar lighting with safe straight route for cyclists. Extend the 30mph zone to encompass the conservation area (to Long Lane Junction).
2. Lower speed limit of 20 mph near the primary school with speed cushions with reflective markings.
3. Installation of permanent speed camera within the 30mph zone adjacent to the church.

Bakestonedale Road

1. Soft verge chicane single track passing place centrally on the straight between Shrigley Road junction and Pott Mill cottages, 30mph zone with single track passing place and solar lighting with safe straight route for cyclists.
2. Lower speed limit of 40 mph from the Brickworks to the junction with Macclesfield Road in Rainow.
3. Installation of permanent speed camera within the 40mph zone through the Brickworks.

Signage

1. Whilst there is increased use of navigational aids, road signs still influence routes taken. There should be improved signage at Whaley Bridge, indicating to west bound traffic from Chapel, that to link to the new MARR road to the airport, they should use the A 5004 (via Disley and High Lane) and not the B 5470 to Macclesfield.
2. NO CHANGE should be made to the signage near and at the Legh Arms in Adlington. That is, as now, there should be NO mention there of Bollington, Whaley Bridge or more distant easterly destinations.

Prestbury Parish Council:

Prestbury Parish Council is not able to support this planning application because:

- As with the case of the A6 to Manchester Airport Relief Road (A6 MARR), this road and the case for it is being made in relative isolation. We asked at the time the A6 MARR was being promoted to see a full and robust case for all the SEMMMS inter-connecting network of roads, along with up-to-date traffic projections for the wider area and a strategic environmental assessment for the concept in its entirety (ie. including the A6 Stockport North-South Bypass). We have never received this.
- We have been persistently critical of the outdated Greater Manchester traffic model which has been used for these schemes. Whilst we accept that this model has been subjected to some modifications for the purposes of these schemes, it is seriously outmoded and lacks specificity this far from Central Manchester.
- We have consistently expressed our fears that any off-line 'improvements' or bypasses to the A523 would be likely to generate development along it within the Green Belt and lead to the joining up of settlements. This is now happening with the latest modifications to the Cheshire East Local Plan with a strategic housing allocation (for safeguarding and removing from Green Belt) on the Woodford Aerodrome site and a strategic employment land allocation attached to the Adlington Business Park. The Woodford strategic site adjoins our parish borders and the Adlington one is close to them.
- We question the assumption that new highway capacity automatically produces economic benefits, despite evidence accepted by government in the 1990s that this was not necessarily the case, (*SACTRA: Transport & the Economy*). We remain to be convinced that the environmental disbenefits are outweighed by the claimed economic benefits.
- During the options consultations on the Poynton Relief Road and potential improvements to the A523 to the south of it, we expressed a preference for a

roundabout at the Bonis Hall Lane junction and specifically requested a significant improvement to the Prestbury Lane junction with the A523, which is the junction in Prestbury with the highest accident record. Our preferences have been ignored.

Here are our more detailed comments:

We recognise that the Poynton Relief Road (formerly called the Poynton Bypass) appears in the emerging Cheshire East Local Plan. This has yet to be endorsed.

We recognise that the South East Manchester Multi Modal Study (SEMMMS) final report endorsed a Poynton Bypass (following a different alignment) when it was published in 2001. We would point out, however, that this endorsement was based on very high traffic growth projections which did not materialise. What was needed before progressing a new version of the scheme was a totally new, up-to-date modelling exercise using a more bespoke traffic model which looked at the entirety of the SEMMMS proposals over 15 years on from when that previous work was undertaken and which took into account a more realistic traffic growth scenario.

We do not concur that the proposal we are asked to comment upon constitutes “very special circumstances” for building in Green Belt and would maintain that the scheme is contrary to Policy PG3 (Green Belt) and Policy NE2 (Protection of Local Landscapes) in the emerging Cheshire East Local Plan. The claimed social and economic benefits appear to be based on marginal time savings which will be lost as traffic increases - and it will because new roads generate new traffic movements (*SACTRA: Trunk Roads & the Generation of Traffic*). The journey time-saving claimed for morning peak travel from Hazel Grove to Adlington is just 128 seconds – two minutes – at the opening of a scheme that would cost £30m. Where is the detailed business case to support this scheme?

The statement is made that this proposal is part of a 20-year strategy. Yet the strategic environmental impact assessment which has been carried out relates only to the Poynton Relief Road (PRR) and to the A6 MARR. It does not take into account the effects of the A6 Stockport North-South Bypass, which Stockport Borough Council are still promoting and wish to build within the next 20 years.

Consequently, for instance, the air quality predictions relate only to the imposition of the PRR on the status quo. It is therefore not possible to judge the impacts of the construction of the full SEMMMS network of roads on Prestbury Parish or its citizens.

The claimed mitigation measures beyond the southern end of the proposed PRR are not, in our opinion, adequate. North-south traffic passing through an improved signalled junction at Bonis Hall Lane (with extra through lanes) could travel through at speed when the signals are on green. However, all traffic arriving at a roundabout here would have to slow down but, that said, it would move consistently smoothly. Also, a roundabout could be planted and made an attractive feature in itself as has happened with the new roundabout at Tytherington on Manchester Road.

However, a key point here is that the Bonis Hall Lane junction is not currently an accident hot spot. The Prestbury Lane junction is. To the astonishment of Prestbury Parish Council, the only enhancements proposed for the junction of Prestbury Lane with the A523 are ‘visibility

and signing improvements'. This is not good enough. It demonstrates inadequate respect for human life.

We also do not support the latest 'safety improvements' that appear to be proposed for the Well Lane junction with the A523. The Parish Council made it quite clear in a previous consultation response that we objected to the original junction improvement that was tabled by Cheshire East Council. Although this is not the current proposal, close examination of a drawing of that junction in the planning application documentation appears to indicate that the original scheme has not been dropped. It would seem that the same amount of land in the same location has been sectioned off – as though the land is to be acquired for future use.

Our understanding is that the present solution being offered here will, in effect, be a mirror image of the junction that currently exists at Prestbury Lane. It is the opinion of the residents of Butley Town and ourselves that this would be more dangerous than the current junction because it would encourage motorists emerging from Well Lane to do a right turn. At the moment, few motorists exiting Well Lane risk a right turn. Most turn left and, if they are heading northwards, they turn around at the Flash Lane roundabout. The lack of killed and seriously injured incidents at the Well Lane junction speak for themselves. That said, this is a junction which has visibility issues.

The residents of Butley Town have put forward a suggestion which we believe merits consideration. They have calculated that the removal of about 40m. of hedge to the south of the Butley Ash public house on the same side of the road would make a significant difference to visibility. This would certainly be a much cheaper option than the over-engineered proposition we commented upon previously.

The Parish Council would much rather that Cheshire East Council leave the Butley Lane junction as it is, consider the removal of the hedge line as we have indicated and re-allocate the budget that must have been allowed for the original proposal for implementing a more substantial improvement to the Prestbury Lane junction.

Also, the Transport Assessment, makes much of commuting movements between North East Cheshire and Manchester. No mention is made at all of the fact that a record number of people are working from home and the figures are rising steeply. According to the Office for National Statistics, almost 14% of employed people now work from home all or part of the week in the North West – and this tends to be higher in areas with a profile such as that in Cheshire East. We would argue, therefore, that assumptions that commuting rates will rise are very far off the mark. The trend is actually in the opposite direction.

In addition, we note that there is a proposal to introduce 'quiet lanes' status on some of the quieter roads in Adlington and Pott Shrigley. Why are there no similar proposals for less trafficked roads in Prestbury?

While the scheme may well "reduce traffic flows within Poynton", we fear that new traffic will be drawn through Prestbury village and through the wider Parish (particularly via Bonis Hall Lane) to access the new road. We have not forgotten the impacts of changed traffic patterns on Prestbury when the A34 Wilmslow Bypass opened. There were impacts then which were not expected and they were felt within weeks of it opening.

We note that the impacts on the historic environment are deemed to be “minor to major adverse effects” and the Planning, Design and Access Statement admits that, overall, there would be adverse impacts on the wider environment.

We do not agree that the scheme is “consistent with the aims and objectives of conserving the natural environment”.

We do not endorse the scheme tabled as a planning application for the reasons we have outlined.

----- **END OF CONSULTATION SECTION** -----

OFFICER APPRAISAL

The proposed development seeks full planning permission for the construction of Poynton Relief Road. The northern end of the route would connect into a junction with the proposed A6MARR (which is currently under construction). The route would then pass under the A5149 Chester Road to the west of Poynton and would continue in a southerly direction to cross the Woodford Aerodrome runway.

At the southern end of the scheme, the route would pass to the west of Adlington Business Park before connecting into a new roundabout junction to the west of the Adlington Travel Lodge. Links from this roundabout would allow the relief road to connect into the A523 London Road and Adlington Golf Centre.

The scheme is located within the administrative areas of Cheshire East Council and Stockport Borough Council and as such, the elements of the scheme falling within each authority jurisdiction will be assessed against their own development plan policies. Each local authority has carried out their own consultation and will determine their own application.

Development in the Green Belt

The application site lies within the North Cheshire Green Belt as defined by the Development Plan. The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open, with their essential characteristics being their openness and permanence.

The NPPF highlights that the Government attaches great importance to the Green Belt with paragraph 87 identifying that ‘inappropriate development’ is by definition harmful to the Green Belt and should not be approved except in very special circumstances. The Council’s own policies, including emerging policies, seek to protect the Green Belt from inappropriate development and are consistent with the advice in the NPPF.

When considering any planning application, LPAs should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstance’ 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.

The NPPF para. 90 further states that certain forms of development are not inappropriate development provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The forms of development specified include both 'engineering operations' and 'local transport infrastructure which can demonstrate a requirement for a Green Belt location'.

Consequently, the provision of the proposed road scheme could be considered as being 'appropriate development' in the Green Belt. However, a view must be reached as to whether or not the proposals would preserve openness.

The proposed development is located in a sensitive area of Green Belt which separates settlements in North Cheshire from the Greater Manchester conurbation. This band of Green Belt is relatively narrow in places and the introduction of the road into such areas could arguably conflict with a second purpose of including land in the Green Belt which is to prevent neighbouring towns merging into one another. On balance, however, it is considered there is no conflict with this purpose due to the nature of the development. The road will create a strong physical boundary on a north/south axis with open Green Belt remaining to the west of the proposed road whilst serving to contain the settlement of Poynton located to the east of the proposed road.

The proposed road brings with it features in the landscape that will have an adverse impact on the openness and visual amenities of the Green Belt. The road structures, embankments, bridges, lighting columns and engineering operations that will be required will undoubtedly have an impact on openness. The landscaping conclusions are dealt with in more detail in the relevant section of this report, but in short there will be an adverse landscape impacts sustained over a long period of time resulting from the development.

Given that the development also introduces an urban form into a rural landscape, it thereby amounts to encroachment in the countryside, which conflicts with one of the five purposes of the Green Belt. As such, whilst the development does by definition constitute appropriate development in the Green Belt, owing to the impact on openness, the proposed development represents inappropriate development in the Green Belt.

The weight to be given to the harm to the Green Belt is substantial, according to national guidance. Harm exists by virtue of inappropriateness, loss of openness, adverse impact on visual amenity and conflict with the purposes of including land in the Green Belt (encroachment). Thus, for this scheme to be granted planning permission, the identified harm to the Green Belt (and any other harm) must be *clearly outweighed* by other considerations and whether there are any 'very special circumstances' which exist to outweigh the identified harm. These conclusions should therefore be drawn following assessment of any other identified harm resulting from the proposal and the "other considerations" which will be considered further.

Need

In 2001 The SEMMMS study (South East Manchester Multi Modal Study) identified that traffic congestion was the biggest single problem with the transport system of South East Manchester, and whilst there were many other problems, one of the recommendations of the study was that a road be designed to provide relief for the study area communities. This

consisted of the A6MARR (which is currently being constructed) as well as further recommendations for the Poynton Relief Road linking the A6MARR to the A523 London Road. As such, the Poynton Relief Road is considered critical in assisting the delivery of the long-term objectives of the SEMMMS study by alleviating:

- poor connectivity along the south Manchester Corridor;
- congestion on the local and strategic network;
- poor environmental conditions; and
- unsatisfactory conditions for pedestrians and cyclists

Poynton has been the subject of longstanding congestion problems owing to its prime position to the east of Cheshire where it borders Stockport and Manchester. The primary routes through the town carry large volumes of traffic and therefore the need to alleviate these conditions has been identified. The applicants have stated that such restrictions are 'hampering future economic growth'. Further, the scheme is integral in achieving the aspirations of the SEMMMS which are presently being delivered.

On assessment of the submitted application and in taking account of the representations lodged, the Poynton Relief Road is considered to be one of the integral components in the delivery of a twenty year integrated transport strategy for the area which is aimed at addressing transport problems in the locality. The lack of a transport link bypassing Poynton is inhibiting travel from Macclesfield and the northeast of Cheshire up towards the Greater Manchester region. Cheshire East is contributing to traffic congestion on major and minor roads and resulting in constraints to people and goods which cannot move easily, directly or efficiently. The existing situation is considered to be constraining the local economy, affecting air quality in local areas and reducing access to key destinations. The existing problem needs addressing. Schemes such as this have been identified as the best solution as part of the overall SEMMMS Strategy. This proposal would also help to realise and support the benefits of the A6MARR road which is currently being constructed.

Whilst the key benefits of the scheme would be to deliver improvements in road infrastructure and help to relieve congestion on the current highway network, the proposal would also improve the pedestrian and cycle network through the provision of a new dedicated cycleway/footpath along its entire length and provide links to existing facilities in the area. Despite the objections received, the proposal would not adversely affect or jeopardise the delivery of improvements for other non-motorised modes of transport as promoted by the SEMMMS study.

In conclusion on the need for the scheme, it is considered that there is a compelling case for the provision of a relief road for Poynton as necessary sub-regional infrastructure to relieve existing traffic problems and that significant weight should be given to the need for the road. The proposal is considered to be in accordance with policy T7 of the Macclesfield Borough Local Plan and Policy SL 4 (Strategic Locations – Central Macclesfield). This is considered to attract significant weight and would form part of the case for 'very special circumstances' to outweigh any the harm to the Green Belt.

The concerns of objectors regarded suggestions for the proposed route of the road are noted, however it is the route proposed as part of this application which must be considered on its merits.

Economic Benefits and Jobs Growth

The need for the Poynton Relief Road has been borne from the aspiration to boost economic growth at the sub regional level by linking up to the A6MARR. This would also enable better access to Manchester and other key destinations for employment purposes. With it the scheme will bring better prospects for investment in Manchester Airport and Airport City as well as areas of Stockport, Cheshire East (including Macclesfield) by helping to address existing high levels of congestion on the local highway network, which leads to delays to public transport and affects accessibility.

The delivery of the proposed relief road will reduce journey times for pedestrians, cyclists, public transport users, car drivers and freight as well as improving road safety. Such benefits would be particularly felt by pedestrians and cyclists by reducing the volume of traffic passing through residential areas in the vicinity. Further benefits of the scheme within the Cheshire East boundary will be brought by the potential for increased investment in Macclesfield and other locations to the north of the borough. Supporting the economic, physical and social regeneration of Poynton and the north of the area, in particular Macclesfield is one of the key objectives for Poynton Relief Road, and also of emerging local plan Policy SL4.

Boosting business integration and productivity will also help to improve the efficiency and reliability of the highway network. Reducing the conflict between local and through traffic and providing an improved route for freight and business travel is another of the identified objective for the scheme. Further knock-on benefits would be the economic activity that would be generated during the construction of the proposed scheme.

Road safety in Poynton, particularly for pedestrians and cyclists, will be improved by reducing the volume of traffic, particularly HGV's, passing through the town centre. The reduction in traffic will also will reduce community severance, whilst promoting social inclusion and community accessibility. Take as a whole, it is considered that substantial weight should be given to the sub-regional economic benefits arising from the development and this would go some way to outweighing the harm to the Green Belt by reason of openness and inappropriateness. Coupled with the compelling need for the proposed scheme, it is considered that economic benefits would in this case, outweigh the harm to the Green Belt and would amount to very special circumstances.

Water Environment and Flood Risk

The NPPF and Local Plan policies DC17 and DC18 all seek to ensure development does not impede the risk or flow of flood water or increase the risk of flooding elsewhere and that development proposals include measures to safely manage surface water run-off derived from them and encourage the use of sustainable urban drainage systems. Policies DC19 and DC20 also seek to protect the quality of watercourses and ground water resources. They highlight the need to adapt to the impact of climate change and identifies that development on greenfield land must not increase the rate of surface runoff.

The ES contains a detailed assessment of the potential impacts of the development on the water environment including surface waters, groundwater and flood risk. The ES also reports the finding of the Flood Risk Assessment (FRA) which was submitted as part of the

application and which assesses the potential risks of flooding to and from the development and identifies the measures to be taken to mitigate and manage any risks arising from the development.

The application also identifies the measures to be adopted to manage surface waters derived from the bypass and to protect groundwaters during both the construction and operational phases. Such measures include the provision of compensatory flood storage areas, construction of a dedicated Sustainable Urban Drainage System (SUDS), carrying out of all construction works in accordance with best practice standards and culverting of watercourses which currently cross the proposed alignment of the bypass.

The Environment Agency have confirmed that they have no objections to the development subject to the imposition of appropriate planning conditions to ensure that the mitigation measures that have been identified as part of the development are secured. This would include limiting the surface water run-off generated by the proposed development so that it will not exceed the run-off from the undeveloped site and mitigating and remediation works for dealing with known and unknown contamination. It is considered that, subject to the conditions set out, the proposal complies with policies DC17 – DC20 of the Local Plan.

Cultural Heritage

Policy BE16 of the Local Plan seeks to prevent development which will adversely affect the setting of a listed building. Policy BE21 seeks to promote and protect archaeological interests. These policies are in accordance with objectives and policies in the Framework.

The ES identifies a total of 52 cultural heritage assets within the ES study area, consisting of 19 archaeological remains, 23 historic buildings and ten Historic Landscape Types, which would experience a minor to major impact from the construction of the proposed Poynton Relief Road. These comprise of designated and non-designated heritage assets. The sections of the proposed road within Cheshire East would have a relatively limited impact on local heritage assets subject to future mitigation. There are a number of designated heritage assets located within the vicinity of the site, the closest of which is the Grade II Listed Lostock Hall Farmhouse. The proposed road will pass to the west of The Lostock Hall Farm. However, the proposed route is sufficiently far from the building and its curtilage not to directly affect its setting and therefore will be acceptable in this regard. There will be some moderate to major impact during construction. However, these effects will be reduced with mitigation and the passage of time. This is in accordance with policy BE16.

Objectors have referenced the noise impact of the proposed road on the Butley Town Conservation Area. Butley Town Conservation Area is very modest in terms of its size and at its nearest point would be located approximately 2 miles from the most southerly point of the proposed relief road. Whilst traffic being carried by the proposed relief road may be audible within the Conservation Area, this would not be significant and would be far outweighed by the benefits of the proposal. This is in accordance with policy BE3.

Archaeology

In terms of archaeology, the process of desk-based assessment (which is incorporated into the EIA) has indicated only a limited archaeological potential within Cheshire East whilst the

geophysical survey has not identified any definite areas suggestive of archaeological deposits. In addition, a consideration of the effect on the historic landscape concludes that only post-medieval and 20th-century fields together with modern recreational and industrial landscapes will be affected. In these circumstances, the requirement for archaeological work on non-designated sites in Cheshire East is restricted to the measures outlined in the EIA, which will consist of earthwork surveys and formal sections of two historic boundaries, a section across a supposed Roman road, and a limited number of trenches in the geophysical survey area to confirm the negative results of this work. The Cheshire Archaeology Planning Advisory Service does not raise any objections to the scheme and have confirmed that such work may be secured by condition.

It should be noted that the proposed mitigation also includes proposals to bury part of the Scheduled barrow (SM1007379) close to the Bonis Hall Lane junction, which will be improved as part of the project. These measures will require Scheduled Monument Consent and have been the subject of discussions with Historic England. This is in accordance with policy BE21.

Ecology and Nature Conservation

The NPPF and Local Plan policies NE2, NE7, NE11 and NE14 seek to protect sites of nature conservation interest (including SSSI's, SBI's and locally designated sites), local wildlife and protected species. Policy NE17 seeks improvements for nature conservation, tree planting and landscaping for major developments in the countryside. Concerns and objections to the scheme have been made by members of the public and interested groups due to the proposed impact on the natural environment, impact on wildlife habitats, biodiversity and ecology.

The proposed development although being designed to as far as possible minimise the impacts on ecology and the natural environment, the development would result in the inevitable loss and severance of a number of different habitats which support a range of flora and fauna. The ES submitted in support of this application contains an assessment of the potential impacts of the relief road and identifies mitigation measures that would be incorporated as part of the development to minimise, off-set and compensate for them.

Protected Species

Article 12 (1) of the EC Habitats Directive requires Member states to take requisite measures to establish a system of strict protection of certain animal species prohibiting the deterioration or destruction of breeding sites and resting places.

In the UK, the Habitats Directive is transposed as The Conservation of Habitats and Species Regulations 2010. This requires the local planning authority to have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions.

It should be noted that since a European Protected Species has been recorded on site and is likely to be adversely affected by the proposed development, the planning authority must consider the tests in respect of the Habitats Directive, i.e. (i) that there is no satisfactory alternative, (ii) that the development is of overriding public interest, and (iii) that the favourable

conservation status of the species will be maintained. Evidence of how the LPA has considered these issues will be required by Natural England prior to them issuing a protected species license.

Current case law instructs that if it is considered clear or very likely, that the requirements of the Directive cannot be met because there is a satisfactory alternative or because there are no conceivable “other imperative reasons of overriding public interest” then planning permission should be refused. Conversely if it seems that the requirements are likely to be met, then there would be no impediment to planning permission in this regard. If it is unclear whether the requirements would be met or not, a balanced view taking into account the particular circumstances of the application should be taken.

The ES includes full assessment with regards to protected species and habitats. It is considered that there is sufficient information provided by the applicant to enable the determination of the application.

The ES has assessed the impact upon:

- Badgers
- Reptiles
- Water Vole
- Bats (European Protected Species)
- Botanical
- Hedgerows
- Otters
- Barn Owls
- Woodland
- Great Crested Newts (European Protected Species)
- Breeding birds

Whilst the Council’s Nature Conservation Officer (NCO) has raised concerns in respect of further information being desired, the outstanding issues can be adequately dealt with by planning condition. The ecological surveys have provided sufficient information to be able to quantify impact of the proposal. Conditions are required to refine, enhance and secure the mitigation strategies proposed.

The ES has assessed the scheme as a whole, rather than only that part of the scheme located in Cheshire East. Whilst this assessment is based on the issues which occur within the boundary of Cheshire East, the figures for habitat losses and gains are for the scheme as a whole.

Badgers

Following initial concerns raised by the NCO, an updated badger survey has now been submitted. A number of setts have been recorded, none of which would be directly affected by the proposed development. The proposed development would however result in the loss and fragmentation of badger foraging habitat and increased risk of mortality due to road traffic collisions. To mitigate these impacts, the installation of badger tunnels and badger exclusion fencing is proposed together with the planting of fruit trees to provide an additional seasonal

food source. In the event that planning permission is granted, the BCO advises that a condition be attached requiring an updated badger survey to be undertaken and submitted prior to the commencement of development. Owing to the transient nature of the species, this would be a reasonable measure.

Reptiles

It is noted that the submitted ecology reports were constrained due to the high number of survey tiles that were lost during the course of the survey. That said reptiles are, to the best of our knowledge, thought to be absent from this part of East Cheshire. As such, the Council's ecologist is satisfied that reptiles are not reasonable likely to be present or affected by the proposed scheme.

Water Vole and Otter

No evidence of Water Vole or Otter species were recorded during the submitted surveys. Based upon the photos included with the survey reports, it is advised that the habitat affected by the proposed development does not appear particularly suitable for these species. To ensure that the watercourses affected by the proposals remain permeable to wildlife, the proposed culverts include mammal ledges. In the event that planning permission is granted a condition should be attached requiring the design of the culvert to be agreed with the LPA.

Bats

One confirmed bat tree roost has been recorded in a tree to be lost as a result of the proposed scheme. This tree is located within the borough boundary of Stockport and is not for consideration as part of this application. A number of roosts have been recorded within buildings outside the direct footprint of the proposed development. These roosts are all minor in nature. The ES says that there is potential for noise and disturbance to affect roosts in nearby buildings. This impact would be mitigated through the implementation of measures designed to mitigate impacts associated with noise and vibration detailed in the ES. The proposals would also result in the loss of bat foraging habitat.

The submitted ES states that impacts on bats would be mitigated through the habitat creation scheme associated with the proposed link road and the felling of trees undertaken under the supervision of a licensed ecologist. Trees with bats present would be felled under a Natural England protected species license. The Council's NCO has advised that the proposed mitigation is acceptable and is likely to maintain the favourable conservation status of the species concerned.

Detailed Botanical (NVC) Survey

Additional information on the results of the detailed botanical surveys has been submitted to the Council in response to concerns expressed by the Cheshire Wildlife Trust. The results of the surveys and the interpretation of the results, particularly for grassland habitats, have taken place between the Council, Jacobs Ecologists and Cheshire Wildlife Trust. It is advised that any grassland habitats that meet the Cheshire Local Wildlife Site selection criteria should be regarded as being of County value. The ES states that only one area of semi-natural grassland would be lost as a result of the proposals and this area of habitat is located in Stockport. There does however appear to be a loss of grassland habitat from botanical survey envelope 9 which is located within Cheshire East's boundary. This habitat would meet the Cheshire Region Local Wildlife Site selection criteria and is a fair fit for 'priority grassland habitat'.

Overall, the scheme would result in the loss of 2,033 square metres of semi-improved grassland with 46,918 square metres created. Therefore considerable more grassland habitat would be created in relation to that lost. On this basis, the Council's ecologist is satisfied that the proposed mitigation would outweigh that lost.

Woodland

The ES states that the scheme would result in a total loss of 1,542 square metres of semi-natural broadleaved woodland. This loss appears to occur within Stockport. 101,740 square metres of wood planting would be provided to compensate for this loss.

Hedgerows

Hedgerows are a Local Biodiversity Action Plan priority habitat. There would be a loss of hedgerows across the whole scheme amounting to 1594 metres. To compensate for this loss the applicants are proposing to translocate a number of hedgerows and over 14,000m of new hedgerow planting is proposed.

Barn Owls

Barn owls are known to be present in the survey area associated with the proposed scheme. Overall, the proposed scheme will result in the loss of small areas of suitable barn owl habitat. The scheme may however fragment the available habitat. It is advised that the known roosts are located sufficiently far enough away from the scheme not to be directly affected by the construction phase. The new road may pose a risk to barn owls as a result of road traffic collisions which are known to be significant mortality risk for this species. The landscape specification for the scheme has however been designed in an attempt to encourage barn owls to cross the road at height in an attempt to minimise the risk of collisions.

Great Crested Newts

This protected species has been recorded at a number of ponds in close proximity to the proposed road. The proposed development would have an adverse impact upon great crested newts as a result of the loss and fragmentation of terrestrial habitat and the risk of animals being killed during the construction phase. No ponds would be lost within Cheshire East, but three ponds would be lost from the Stockport section of the proposed road.

It should be noted that since a European Protected Species has been recorded on site and is likely to be adversely affected by the proposed development, the planning authority must have regard to whether Natural England would be likely to subsequently grant the applicant a European Protected species license under the Habitat Regulations. A license under the Habitats Regulations can only be granted when:

- the development is of overriding public interest,
- there are no suitable alternatives and
- the favourable conservation status of the species will be maintained.

In order to compensate for the loss of great crested newt habitat associated with the overall scheme, eight new ponds would be created together with areas of suitable terrestrial habitat. To avoid the risk of great crested newts being killed or injured during the construction process, newts would be removed and excluded from the footprint of the proposed

development using standard best practice measures under the terms of a Natural England license. Amphibian tunnels are also proposed under the road to reduce the fragmentary effects of the proposed road.

The Council's NCO has advised that the proposed mitigation is sufficient to maintain the favourable conservation status of the great crested newt populations affected by the proposed development. As such, the proposal would be acceptable in the context of the above tests in the habitat regulations.

Other amphibians

Palmate Newt

Palmate newts were recorded at one pond during the surveys undertaken in respect of the scheme. The Palmate newt not common in Cheshire East and Poynton is probably the very edge of its range. This pond is considered to be of County importance. This pond is retained as part of the development proposals and additional ponds and an area of terrestrial habitat around the pond is proposed as part of the great crested newt mitigation scheme.

Common Toad

This priority species was recorded during the submitted surveys. The implementation of the great crested newt strategy would also address impacts on this species.

Brown Hare

Brown hare, a priority species and a material consideration is known to occur at Woodford aerodrome although there is evidence that suggests the population is in decline. The ES states that the impacts of the scheme on the brown hare population would be significant in the Local context. The landscaping of the scheme has been designed to assist hares in crossing the road in the vicinity of the aerodrome and the grassland creation associated with the scheme may potential provide additional habitat for hare. These measures are confirmed to be acceptable.

Breeding and Wintering Birds

Woodford aerodrome is known to be of value for ground nesting birds. Anecdotal evidence suggests that the number of birds present has declined since the closure of the aerodrome. The aerodrome is of County value for wintering and ground nesting birds based upon the established Local Wildlife Site selection criteria, albeit it is acknowledged that qualifying breeding birds occur in low numbers. The proposed scheme would result in the loss or fragmentation of habitat as used by ground nesting birds at Woodford aerodrome. Habitats for ground nesting birds at the aerodrome would be retained outside the footprint of the scheme, but the overall adverse impact on birds associated with open habitats is difficult to address through compensation. The ES proposes the production of a Precautionary Working Method Statement in respect of birds. It is recommended that this be secured by condition in the event that planning permission is granted.

Landscape Specification and Management Plan

Only 5 years aftercare is proposed as part of the application. The applicant's ecological consultant is of the view that grassland habitats created as part of the scheme would take five years to develop. Woodland planting would take decades to reach maturity. Therefore, based upon the current proposals there would be no commitment to the long term management of the submitted habitat creation proposals. The Council's NCO has advised that there should

be a commitment to the management of the created habitats 'in perpetuity'. This could be secured by means condition attached to the consent.

The submitted Soft Landscape Specification and Landscape management Plan includes proposals for the use of fertiliser in the woodland planting areas. The use of fertiliser in these locations should be avoided. To be successful, species rich grassland must be established on low nutrient sub-soil. A method statement for the creation of the species rich grassland should be secured by condition.

The species rich and marsh grassland created as part of the scheme are proposed to be cut every two months (section 4.3.1), although table (b) shows this habitat being cut in April and October only. October seems a bit late in the season and so this should be amended to September and that the species rich and marsh grasslands are only cut twice at these times. The submitted management plan should also demonstrate how access will be achieved to allow management of all of the habitat creation areas. To secure this, a revised Soft Landscape and Management Plan shall be secured by condition.

Residual Impacts on Biodiversity

The applicant has undertaken an assessment of the residual impacts of the proposed scheme on biodiversity. The current assessment shows an overall gain in biodiversity. There has been some discussion between the applicant's consultant, the Council and Cheshire Wildlife Trust with regards to how the assessment has been calculated. Cheshire Wildlife Trust may wish to provide further comments on the results of the calculation.

It should be borne in mind that the assessment has been undertaken on the basis of there being a long term commitment to the habitats created as part of the scheme. Therefore for the assessment to be accurate it is essential that the commitment to these habitats is extended beyond the currently proposed 5 years aftercare as discussed earlier in this report. Thus, the requirement to the duration of landscape management would meet the tests for conditions, including that of being reasonable and necessary.

Further, the success of the agreed ecological mitigation scheme would also be depend upon the effectiveness of the ecological mitigation scheme being monitored carefully and management being responsive to the results of the monitoring. It is therefore recommended that a condition be attached requiring the applicant to appoint an ecological clerk of works who is required to report to the LPA on an annual basis.

Trees

The proposed construction of the Poynton Relief Road and its associated junction improvements within Cheshire East can be implemented without the removal of any trees formally protected by a Tree Preservation Order, but other trees and hedges will be removed or indirectly impacted in order to facilitate the project.

The principal mature tree removals are associated with Adlington Golf Driving Range / Travel Lodge and within the area depicted on the Environmental Masterplan Sheet 4. Tree numbers are not extensive with only moderate, low, and unclassified specimens highlighted for removal. Additional trees associated with both the Legh Arms junction and Bonis Hall Lane

are also identified for removal. These are also moderately low specimens, whose loss is not considered to be significant.

In order to prevent indirect damage to retained trees, a detailed tree protection scheme will be required. Preliminary details have been provided with the principle established within the requirements of current best practice BS5837:2012. Should the scheme proceed this can be addressed by condition.

Various sections of hedgerow also require removal, although these don't appear to have been assessed under the 1997 Hedgerow Regulations as part of the tree survey. Given the proximity of Adlington Hall and its associated land, the possibility of the presence of 'important hedgerows' requires consideration. It's important to secure at least the linear meterage of hedging lost to construction, so there is no net loss within the project. The proposal to translocate some section of hedgerow increases the opportunity for failure. A higher degree of maintenance will be required to ensure a successful resolution which will be particularly important during dry weather, with a commitment to replace even after the maintenance period has lapsed.

In order to mitigate for the identified removals the approved landscape scheme should reflect the losses required facilitating the scheme, and the impact the road establishes within the landscape setting. Maintenance will be key to establishment, which should be reflected within the management plan.

Landscape and Visual Impact

Local Plan policy NE2 of the Local Plan seeks to conserve and enhance landscape character and protect and enhance woodland. Policy DC8 sets out the requirements of landscaping schemes for new development.

The submitted landscape assessment (LVIA) identifies some major and moderate landscape effects at construction, but these are reduced by mitigation to mainly minor adverse effects with a moderate long term effect on Adlington Golf Course. The largest number of visual impacts of the scheme varies from moderate and minor effects reduced on mitigation to minor and negligible. At Adlington Business Park and Adlington Golf Course, the Travel Lodge on the A523, Bridleway 42, LR3 Bridleway and Poynton with Worth footpath 80, impacts are major adverse falling to moderate adverse on mitigation. The Council's Environmental Planning Manager broadly agrees with these findings.

The proposed mitigation is appropriate and balanced with the ecological mitigation requirements of the scheme. The specification and 5 year management plan is appropriate for establishment of the landscaping. The Council's Environmental Planning Manager has stated that with further details of long term landscape management proposals, the scheme would be acceptable in terms of landscape impact. This detail could be secured by condition.

The proposed development will have an adverse visual and landscape impact which will remain for some receptors even in the long term. However, it is considered that overall, subject to conditions, the impacts will be mitigated to an acceptable level. The proposal is considered to comply with Local Plan policies NE2 and DC8 and advice in the Framework.

Noise and Vibration

Policy DC3 of the Macclesfield Borough Local Plan seeks to prevent development which would result in a significant injury to residential amenity, including through noise, vibration, smells, fumes and dust. Policy DC13 states that development should not normally be permitted if noise generating developments would cumulatively increase ambient noise level to an unacceptable level. Policy T1 sets out criteria for judging new transportation schemes, one of which is that noise, congestion and pollution are reduced in residential or shopping areas.

During the construction phase, significant noise effects have been predicted. Vibration impacts from the construction activities have the potential to cause significant impacts at those properties closest to the proposed road and where the more extensive engineering works would be required and in particular, piling operations.

The exact noise and vibration impacts from construction activities have not been assessed at this stage; as the exact methods and locations are not yet known. The details of this and proposed levels and mitigation should form part of a Construction Environmental Management Plan which would be secured by planning condition.

The ES assesses the potential noise impacts from the introduction of the proposed road as a new noise source. The noise assessment has used the methodology in DMRB to predict the noise impacts in the long term period at sensitive receptors. The use of 2018 for the Opening Year and 2032 as the Design Year has been agreed with CEC and SMBC as being appropriate for the scheme.

With the proposed scheme in place it is predicted that there will be an increase in significant adverse noise impacts in parts of Cheshire East, compared to without the scheme. These are located near to the proposed scheme and also alongside roads where increases in traffic flow are predicted as a result of the scheme, such as along the A523 (outside Poynton), Roundy Lane/Cawley Lane and Dickens Lane.

During the operational phase of Poynton Relief Road, mitigation measures have been incorporated into the road design: route selection, provision of a low noise road surface, siting parts of the scheme within cuttings where feasible, incorporating additional bunds into the scheme design in areas where noise mitigation would be beneficial.

In order to preserve amenity and quality of life of existing Cheshire East Borough Council's 'sensitive receptors' in proximity to the proposed Poynton Relief Road, during the various construction phases throughout the route: connecting the A6MARR and the A523 London Road. Impacts upon 'sensitive receptors' arising from noise, vibration, dust and light have been assessed via the documents submitted in support of the proposal for the Construction of Poynton Relief Road.

Construction is assumed to take place throughout 2018 and in January and February 2019. It is anticipated that the road would be fully operational from March/April 2019

There is the potential for temporary noise and vibration effects to occur during the construction phase of the scheme, both at residential properties and other sensitive receptors alongside the proposed route.

Significant noise effects have been predicted during the construction of the proposed scheme, with the most significant effects, in terms of both noise level and likely duration, predicted to be experienced during earthworks (cut and fill and formation activities), existing road surface removal and the laying of a new road surface.

Construction vibration levels may be perceptible during some phases of construction, most notably vibratory compaction. Use of low or non-vibratory compaction techniques are proposed where compaction works are to be undertaken in very close proximity to sensitive receptors. On this basis, the risk of building damage would be very low.

Construction noise levels in excess of 80 dB have been predicted during the worst case phases of construction, including road surface breaking and laying of new road surfaces night-time working is proposed at the southern tie-in during road surface breaking and laying activities, and therefore there is a potential for significant adverse noise effects at night at receptors close to the southern tie-in and at Shirdfold Farm within CEC.

The nearest CEC residential receptor to proposed vibratory compaction work is: 227 Chester Road (A5149) where the proposed Poynton Relief Road, will pass under the A5149 Chester Road near the northern end of the scheme. Significant adverse impacts are predicted. This is also 8 metres from the nearest point of the proposed northern satellite construction compound.

Significant adverse impacts above the lowest-observed-adverse-effect level LOAEL are also predicted at noise sensitive receptors further away from the proposed scheme, where there is currently no significant road traffic noise, such as at Shirdfold Farm Cottage.

Sensitive receptors close to the A5149 Chester Road Bridge are also likely to experience significant adverse noise effects during construction. Even with the adoption of Best Practicable Means (BPM) to minimise noise impacts, it is likely that residual noise effects will remain and further consideration in terms of noise insulation and temporary rehousing will not to be considered and addressed.

Consideration of noise insulation and temporary rehousing have not been assessed and are therefore, required to be assessed by the contractor during detailed design, once more information regarding the plant to be used and the way the activities will be undertaken is finalised.

The primary control to reduce impact upon noise sensitive receptors, is by restricting the hours that noisy work is carried out. All construction work is proposed to be undertaken between 07:00 to 18:30, Monday to Friday, and between 08:00 to 13:00 on Saturday morning. No construction is planned to be undertaken on Sundays or Bank Holidays, however some night-time working at the southern tie-in (on the A523 London Road) may occur.

Where prolonged periods of construction are required, there is a possibility that permission to work outside of the hours presented above would be sought from the LPA's. (Environmental

Statement, page 10). This can be completed outside the planning process via application under section 61 of the Control of Pollution Act 1974 (COPA), alternatively section 60 of COPA gives the local authority the power to impose requirements on how construction works are carried out and this includes specifying the hours of operations.

Section 10.3.1, paragraph 3: the assumed construction program does not include the detailed descriptions of construction noise and vibration impacts throughout the construction phase of the proposed scheme. Commentary has been included within the assessment regarding construction phasing and sequential noise and vibration impacts. It is stated that though all such commentary is provided is for information only at this stage and should be revisited at a later date once the construction strategy has been finalised. This can be overcome via planning condition.

The SEMMMS development within Cheshire East, has generated a number of noise complaints concerning the early morning arrival of construction site operatives parking in residential areas. In order to overcome any future issue during the construction of Poynton Relief Road, it is advised, that a condition restricting the location of parking of construction site operatives and their visitors is imposed. A condition is recommended for this purpose.

The impact of the development for some properties will be significant. Subject to mitigation measures proposed and conditions it is considered that overall the proposal will comply with policies T1, DC3 and DC13 of the Local Plan and paragraph 17 of the Framework which seeks to maintain a good standard of amenity for existing and future occupiers of buildings.

Air Quality

In respect of impacts on air quality the ES has identified the potential risks and impacts associated with this proposal. Any major new road has the potential to cause changes to air pollution due to the re-routing of traffic often at a significant distance from the scheme. In Cheshire East there are 13 Air Quality Management Areas (AQMA), with a further 6 under the process of declaration. The closest AQMA's to this scheme are; A6 Market Street Disley and the A523 London Road, Macclesfield. These have been declared for exceedances of the Nitrogen dioxide annual mean limit value. The submitted ES does not consider any potential impact within these AQMA's as they fall outside of the scoping criteria outlined in the Design Manual for Roads and Bridges.

The ES does not consider the combined / cumulative effects of the recently approved (and under construction) A555 Manchester Airport Relief Road. It is also not clear from the ES whether the off-line mitigations schemes (Leigh Arms Junction / Bonis Hall Lane) have been taken into account. The ES is based on a baseline year of 2009, and an operational year 2018 with future predictions (design year) of 2032. The ES shows there are no adverse impacts on Air Quality predicted with the scheme in each scenario. In addition there is likely to be an "insignificant benefit" provided with the scheme to surrounding roads such as the A523, and the A6.

The Council's Environmental Protection Unit accepts that the scheme is likely to provide benefits to certain areas such as the centre of Poynton, the A523 North of Adlington and to the West of Macclesfield. However there will be a worsening of air quality along the A34, A555, A523 (between Adlington and Macclesfield) and the A537 to the East of Macclesfield.

Whilst the Council's Environmental Protection Unit has identified areas where greater detail could be provided they have confirmed that it is not felt that any additional mitigation that may be needed would alter any planning permission granted. Even if it did, this could be done by way of amendments to the application moving forward and the mitigation appropriately secured by condition.

Visual Amenity

The impact on visual amenity is considered in the *landscape* section of this report. Subject to the mitigation measures proposed it is considered overall that the proposal will not significantly injure the residential amenities of the occupiers of nearby residential properties. As such it is in general accordance with policy DC3 of the Local Plan.

Highways

The PRR would measure 2.4km in length with a two way single carriageway with a combined pedestrian/cycleway on the western side of the road. It has two major junctions; the northern junction which is a signalised junction with the A6MARR; and a southern junction to the south of Adlington Business Park that links with the A523 London Road and Adlington Golf Centre. There are mitigation junction improvements proposed at two junctions on the A523 as a result of the predicted changes in traffic flow resulting from the scheme. These improvements are located at Adlington Crossroads and at Bonis Hall Lane junction. The Adlington crossroads signal junction on the A523 will be improved by the addition of a further lane on both the northbound and southbound approaches on the A523. The Bonis Hall Lane junction that is a signal controlled T-junction will have an additional ahead lane provided on the northbound and southbound directions on the A523.

A traffic model (Saturn) has been used to assess the impact on traffic flows resulting from the construction of the PRR based on the following scenarios:

2018 Opening year Do Minimum
2018 Opening year Do Something
2032 Design year Do Minimum
2032 Design year Do Something

As the A6MARR is under construction, the 'Do Minimum' scenario does assume that this scheme is in place and that the traffic flows are distributed using the links accordingly. Although the modelling impact in the 'Do Minimum' scenario was undertaken for 2018 it is now envisaged that the PRR would not be operational until 2019. The applicant has stated that this change would have a minimal difference to the results as little additional development is likely to come forward between 2018 and 2019.

The modelling results have been tabulated in the Transport Assessment as the volume of traffic using a link in the base 2018 with no PRR, 2018 with PRR and in 2032 with PRR. There have been numerous links tested within the model and the output is in the form of a either a percentage increase or decrease on that particular road link. In assessing the highways impact, The Council's Head of Strategic Infrastructure (HSI – Highways) has focused on the links that will see a forecast percentage increase or decrease in flows of more than 5% resulting from the PRR scheme.

	2018 Opening Year	2032 Future Year
No. of links with traffic volume forecast to change by less than 5%	67	68
No. of links with traffic volume forecast to increase by more than 5%	7	10
No. of links with traffic volume forecast to reduce by more than 5%	36	32

Table 7-1: Summary of SATURN Modelling Results

The model results show that there are a limited number of links that will experience more than a 5% increase as a result of the PRR. Traffic volumes are expected to increase by more than 5% on seven links in 2018 and 10 links in 2032 and in the majority of cases the additional traffic represents a small overall increase in traffic and is not considered to be material in its impact. The introduction of the PRR scheme would also see significant reductions in traffic of more than 5% on 36 links in 2018 and 32 links in 2032, with over 50% reduction in traffic using Poynton Town Centre.

However, there are links in CEC that will see significant increases in flow - the A523 London Road south of Bonis Hall Lane 17% in 2018 and 20% in 2032. The predicted increases on the A523 are as a result of the reassignment of traffic from other routes to gain access to the new PRR and A6MARR. To cater for the additional traffic using the A523 there are mitigation measures proposed at both Adlington crossroads and at Bonis Hall lane junctions. With the mitigation measures in place the capacity results indicate that the junctions will operate satisfactory in 2018 but will be over capacity in 2032.

There are a number of other complimentary mitigation measures proposed by the applicant as a result of the PRR scheme. These are:

- a) Adlington and Pott Shrigley Quiet Lane/Traffic Calming
- b) Woodford Road – Speed Management measures
- c) Butley Town (Well Lane junction) – Revised junction with right turning lane and pedestrian facilities.
- d) Prestbury Lane junction – Visibility and signing improvements

The measures proposed are subject to consultation with residents and stakeholders and it is intended that this would be undertaken post planning approval of the PRR.

Facilities for Non-Motorised Users

The PRR provides a number of facilities for pedestrians, cyclists and equestrian users in addition to ped/cycle facilities on the western side of the road. These facilities would comprise of:

- Bridges to allow grade separated crossings of all rights way severed by the PRR

- Connection to the eastern side of the PRR between the two proposed overbridges
- Connection for pedestrians and cyclists between the A6MARR and PRR
- Diversion Routes to reconnect the footway and cycleway proposals along the Woodford Aerodrome runway

It is considered that such facilities would serve as a social benefit to the scheme.

Public Transport

There are three bus services that currently run through Poynton on the A523 and on Chester Road and Park Lane. The differences between the 'Do Minimum' and the 'Do Something' scenarios has been modelled in regard to traffic flows. The results of the modelling indicates a reduction in flows on the A523 and also on the A51489 with the PRR in place. It is considered that the PRR would prove beneficial to the reliability of bus services due to the reduction in traffic and therefore this would also serve as a social benefit of the scheme.

To summarise highway matters, the Poynton Relief Road is an intrinsic part of the SEMMMS scheme to provide strategic infrastructure on the south side of Greater Manchester. It also plays an important role in linking to the A6MARR and providing access to north Macclesfield avoiding the town centre of Poynton.

The PRR scheme has been modelled using a validated Saturn model used for SEMMMS that has a considerable level of coverage that extends from central Manchester in the north to Macclesfield in the south, and from Manchester Airport in the west to Whaley Bridge in the east. The modelling results show that the vast majority of links have a traffic impact of less than 5%. There are a number of links that do have a higher percentage impact and in particular on the A523 London Road and to mitigate this impact there are junction improvement works proposed at Adlington Crossroads and Bonis Hall Lane.

There are reductions in traffic flows forecast as a result of the PRR scheme on a number of links but notably traffic passing through Poynton Town Centre is forecast to reduce by 50%.

It is considered that the Poynton Relief Road does improve the highway network as it is not facilitated by new development and the associated additional traffic any development would bring. The traffic impacts arising from the scheme are caused by some of the existing traffic flows reassigning to use the new PRR and A6MARR and these impacts have been identified and mitigation measures proposed accordingly.

Subject to conditions, it is considered that the scheme is compliant with policy T1 of the Local Plan, integrated transport policy. Significant integration and improvements to the transport system will be achieved. Non-essential traffic is discouraged from residential areas and Poynton Town Centre. Improvements are made for pedestrians cyclists and road users. Noise, congestion and pollution are reduced in residential/shopping areas and adequate protection for the environment is in place. There is some tension with criteria 4, as the proposal will also increase noise, congestion and pollution in particular areas but overall the scheme is considered in general conformity with policy T1.

Paragraph 32 of the Framework advises that consideration is given to whether improvements can be made to the transport network that cost effectively limit the significant impacts of the

development. Development should only be refused on transport grounds where the residual cumulative impacts of the development are 'severe'. In this case it is considered that whilst there are residual cumulative impacts of some magnitude, they will be limited to the extent that they are not considered to be 'severe'. On that basis a refusal on transport grounds could not be substantiated and the comments made by objectors in this respect would not sustain a refusal of planning permission.

Overall, it is considered that the highway and transportation impacts of the development are acceptable and compliant with Local Plan policy and the Framework, subject to conditions.

Impacts on Agriculture and Other Land-Uses

Concerns have been raised that the proposed scheme would involve the loss of a substantial amount of open countryside and recreational land which should be protected as well as an excess land take. It is important to acknowledge that much of the land take is required in order to facilitate the provision and enhancement of ecological and biodiversity habitats in order to make the scheme acceptable in this regard.

The comments regarding the potential impact on the adjoining Adlington Golf Course are noted. However, this application must be assessed on its own merits and the impact on the future viability of this business would not sustain a refusal or outweigh the benefits of the scheme. The golf club benefits from a recent planning approval to provide an alternative 9 hole-golf course. With respect to rights of access and land ownership, these are not material to the determination of this application.

In terms of loss of agricultural land, a total of 24.92 ha of permanent agricultural land would be required which would be split into 11.37 ha located within Cheshire East and 13.55 ha located within Stockport. Construction of the scheme would involve the temporary use of a further 6.32 ha of agricultural land within Cheshire East, which would be returned to agriculture once the construction works are completed. A further soil storage area at Adlington Golf Centre would involve the temporary use of 2.39ha of land within Cheshire East.

Most of the agricultural land which would be permanently taken for the scheme has been assessed as Grade 2 (5.22 ha, 20.9%) and 3a (6.41 ha, 25.7%). These areas (totalling 11.63 ha, 46.7%) fall within the best and most versatile (BMV) land category. The remaining agricultural areas which would be permanently taken (totalling 13.29 ha, 53.3%) are graded 3b and 4 and therefore outside the BMV category.

Paragraph 112 of the NPPF does not prohibit the development of BMV land, but applies to losses of significant areas. In these cases, the policy seeks to ensure that the possibility of locating the development elsewhere, or on low quality or on previously developed land, has been investigated. Whilst the delivery of the scheme would lead to the partial loss of grades 2 and 3a agricultural land, the proposed development within the specified corridor is considered to be the only option for route of Poynton Relief Road. Within this corridor, options for the alignment of the proposed road have been carefully considered, including junction arrangements and impacts on neighbouring communities. Thus, whilst the loss of the agricultural land carries weight, it is considered that the proposal would comply with para 112 and is therefore acceptable in this case.

Objections to the scheme have been received from interested parties whose land and/or business would be impacted by the scheme. The applicant has been in close discussions with all interested parties affected. There are, however, a number of concerns outstanding, the majority of which relate to proposals to provide continued access to land but perhaps not always to the level wanted by landowners.

It is considered overall that the loss of agricultural land and the impact on other land uses carries limited weight against this proposal.

PLANNING BALANCE & CONCLUSIONS

Whilst the provision of a road scheme can be considered to be appropriate development within the Green Belt, owing to the impact on openness that will be brought about by the associated engineering operations and cumulative landscape impact, the proposal is considered to be inappropriate development. As such, a conclusion must be made on whether very special circumstances exist to allow planning permission for inappropriate development in the Green Belt. Substantial weight is attached to this harm.

It is considered that further harm exists by virtue of impact on landscape character and visual impact. This harm is moderated to a large extent in the long term by the landscaping proposals, but will still persist for a number of receptors in the long term. It is considered that the landscape and visual impact carry moderate weight against the proposal subject to comprehensive conditions and a longer timeframe for the subsequent management of the landscape proposals.

The ecological and biodiversity impacts of the development can be mitigated for, and enhanced in some cases. The concerns expressed by the Cheshire Wildlife Trust have been appropriately addressed, as confirmed by the Council's Nature Conservation Officer. Overall it is considered that moderate weight against should be given to the ecological impact and

The localised traffic congestion and air quality concerns carry weight against the proposal. Subject to the enhanced mitigation proposed it is considered that the weight to be attributed to air quality is moderate against.

The noise impacts arising from the scheme for a number of receptors, notwithstanding mitigation proposals with the application, will be harmful to some properties, but not to an extent that would significantly injure their residential amenity. This is considered to carry moderate weight against the proposal.

In terms of climate change and sustainability it is considered that overall this should be given slight adverse weight in the balance. As a new road it will generate and encourage car travel and lead to an increase in carbon emissions, but the scheme also improves the non-motorised transport network.

The loss of agricultural land and impact on other land uses is considered to carry only limited weight against the proposal.

Against this harm there are other considerations which carry weight in favour of granting planning permission.

The need for the scheme has been identified over a long period of time and the road has a safeguarded route in the existing statutory development plan. Whilst the alignment of the road differs slightly from the road on the Proposals Map under policy T7, none of the impacts noted above would be ameliorated to any materially greater degree when compared to the adopted route in the Local Plan. Significant weight in favour is given to the need for and delivery of a long term infrastructure project aimed at meeting the SEMMMS objectives.

The socio-economic benefits of the proposal, identified in the application and summarised in this report, are substantial. Key benefits are the economic gains that will be achieved through job growth and improved connectivity. The significant social benefits also include improved journey times and journey quality through congested areas that will be relieved by the new road. It is considered that these benefits carry more than substantial weight in support of the proposal.

A scheme of this scale will result in lasting impacts, some of which are negative. A comprehensive scheme of mitigation ensures that these impacts are kept to a minimum. Taking account of the mitigation the impacts on ecology, landscape, residential amenity, noise, flood risk, air quality and traffic congestion are considered to be acceptable. The proposal is considered to be in accordance with the relevant Development Plan policies.

In conclusion, it is considered that the totality of the harm identified is clearly outweighed by the considerations in favour of the development. This is considered to be sufficient to amount to the very special circumstances needed to allow inappropriate development in the Green Belt.

The proposal is in general accordance with policies of the emerging Cheshire East Local Plan Strategy – Submission Version. Overall, subject to conditions, the proposal meets the definition of sustainability economically, socially and environmentally. Whilst it must be recognised that the proposal will result in some localised environmental and social dis-benefits, overall the proposals will lead to the creation of jobs, will provide mitigation for environmental harm over the medium-long term and will generally improve the conditions in which people live and travel.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Very special circumstances have been demonstrated to clearly outweigh the harm to the Green Belt and any other harm.

It has been demonstrated that the proposal is in general conformity with the Development Plan. Where there are tensions with the existing Development Plan it is considered that the balance of material considerations lies in favour of granting planning permission. In accordance with section 38(6) and in accordance with the presumption in favour of sustainable development planning permission should be granted.

RECOMMENDATION

Members are advised that following the recommendation of the Strategic Planning Board, the scheme will need to be referred to the Secretary of State under The Town and Country Planning (Consultation) (England) Direction 2009.

APPROVE subject to referral to the Secretary of State and subject to the following conditions:

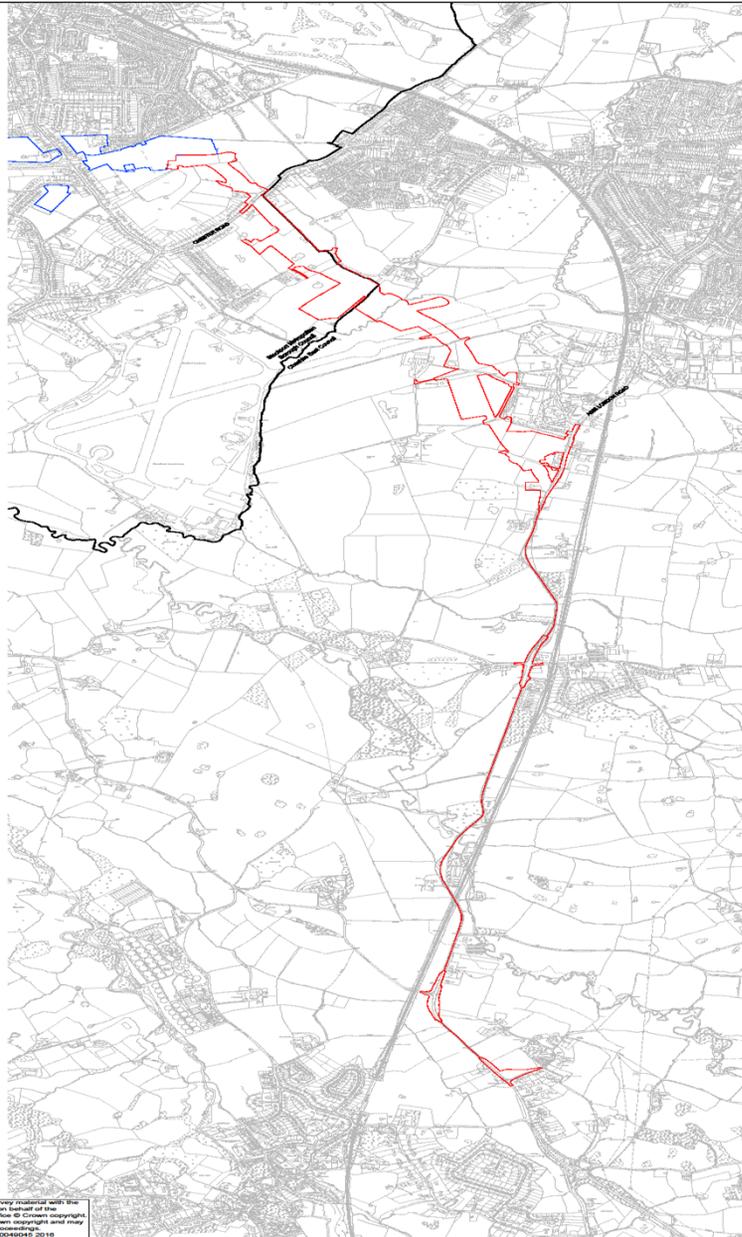
1. Development to commence within 3 years.
2. Development to be in accordance with the approved plans and documents
3. Development in accordance with Environmental Statement.
4. Details of materials for structures, lighting columns and fencing to be submitted
5. Further details of bridges, structures, underpasses, bridge wing walls, abutments and crossings to be submitted
6. Full construction details of proposed pedestrian and cycleway, footpaths and bridleways to be submitted
7. Phasing plan for the construction of the development to be submitted and agreed.
8. Highway improvement works at the Adlington Crossroads signal junction to be implemented prior to opening of the PRR unless any variation first agreed
9. Highway improvement works at the Bonis Hall Lane signal junction to be implemented prior to opening of the PRR unless any variation first agreed
10. Safety and operation of the Well Lane / A523 Junction improvement to be reviewed and be delivered prior to the opening to traffic of the Poynton Relief Road
11. Construction Environmental Management Plan and Method Statement submitted and approved
12. The acoustic mitigation scheme as outlined in the Environmental Statement shall be implemented in full, and maintained in perpetuity throughout the life of the scheme.
13. Lighting details (permanent) to be submitted
14. Lighting details (during construction) to be submitted
15. Bird hazard management plan during construction to be submitted
16. Details stating how the landscaping and ecological mitigation schemes and the drainage schemes are designed to minimise risk to aircraft to be submitted

17. Foul and surface water drainage in accordance with submitted details. Development in accordance with Flood Risk Assessment and Drainage Strategy Report.
18. Contaminated land – Further phase II investigation and remediation strategies to be submitted
19. Submission of a Precautionary Method of Working strategy in respect of nesting birds. The submitted strategy to focus on Woodford Aerodrome.
20. Submission for detailed design for the culverts which are to include mammal ledges.
21. Submission and implementation of landscaping specification and management plan. Management to be undertaken in perpetuity.
22. Submission of ecological monitoring and reporting scheme including contingency measures to be implemented as agreed with the Council.
23. Submission of methodologies for translocation of hedgerows.
24. Submission of the specification for the creation of species rich grassland habitats.
25. Submission of Construction Environment Management Plan
26. Submission of proposals for the appointment of an ecological clerk of works and annual monitoring and reporting of the effectiveness of the agreed ecological compensation to the LPA for a period of 10 years post commencement of development. Any remedial measures required to ensure the effectiveness of the agreed mitigation to be agreed by the LPA.
27. Inclusion of Elm in hedgerow planting to provide foot source for white letter hair streak
28. Implementation of all ecological mitigation and compensation measures detailed in the ES unless varied by a subsequent Natural England license.
29. Submission of updated badger survey prior to commencement.
30. Detailed design of the proposed ponds.
31. Landscaping scheme
32. Landscaping implementation
33. A 30 year Landscape and Ecological management plan, including long term design objectives, management responsibilities and maintenance schedules for all mitigation and landscape areas shall be submitted
34. Tree and hedgerow retention

35. Remediation strategy that includes to deal with the risks associated with contamination of the site shall each be submitted
36. No infiltration of surface water drainage into the ground where land contamination is known or suspected to be present is permitted
37. Details of any piling to be submitted
38. Submission of a public rights of way management scheme
39. No development within specified area until a programme of archaeological work is secured and implemented in accordance with a written scheme of investigation to be submitted and approved.

In order to give proper effect to the Committee's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning (Regulation), in consultation with the Chair (or in his absence the Vice Chair) of the Strategic Planning Board, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

Should this application be the subject of an appeal, authority be delegated to the Head of Planning (Regulation) in consultation with the Chairman of the Strategic Planning Board to enter into a planning agreement (if required) in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.



NOTES:
 1. Drawing to be printed in colour.

KEY:

- Local Authority Boundary
- ▭ Local Authority Owned Land
- ▭ Extent of Planning Application (Area= 42.2ha)

Jacobs.com | LEEDP/PA/01/1000000/00004 | Poynton Relief Road/001 - Overall Scheme Planning Application | Overall Scheme Location Plan | B1832054/PA/001 | 04/16
 1500000 10/11/11 | B1832054/PA/001 | 04/16

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 CHESHIRE EAST COUNCIL, 10004045 2016

Rev.	DATE	DESCRIPTION	BY	CHKD	APP
1	04/16	Issue for information	MB	AD	AD
2	04/16	Final for printing	MB	AD	AD


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Project:
 POYNTON RELIEF ROAD

Drawing title:
 OVERALL SCHEME LOCATION PLAN

Drawing status:
 FOR INFORMATION

Scale:	1:10,000 @ A1 - 1:20,000 @ A3 DO NOT SCALE
Client No:	B1832054
Client ref:	
Drawing No:	B1832054/PA/001
Rev:	0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.