



## Cheshire East Local Plan

# Site Allocations and Development Policies Document

Cheshire East Council Hearing Statement

### **Addendum to Matter 7: Transport and Infrastructure**

**Hearing date: Thurs 21 Oct 2021**

## Introduction

1. This addendum hearing statement has been prepared by Cheshire East Council in response to the Addendum to Matters, Issues and Questions for the Examination [INS/11] and addresses Matter 7: Transport and Infrastructure.
2. The abbreviations used in this hearing statement are as defined in the Inspector's MIQs.

## Key Documents

3. The following key document is relevant to this response:
  - Macclesfield Borough Local Plan [BD 08]

## Manchester Airport (Policy INF 4)

**Q177 Is the provision in Policy INF 4 that development and uses necessary for the operational efficiency and amenity of Manchester airport will ‘usually be permitted’ within the operational area, justified and likely to be effective in controlling and mitigating the impact of airport operational development on surrounding communities?**

4. As set out in the supporting information to Policy INF 4 (¶10.9), the definition of an airport operational area allows development to be concentrated in the most appropriate location.
5. The NPPF (¶106) requires planning policies to provide for any large-scale transport facilities that need to be located in the area, and infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.
6. In accordance with the NPPF (¶16), plans should also contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals.
7. Within the defined airport operational area, Policy INF 4 is supportive of the principle of development and uses that are **necessary** for the **operational efficiency and amenity** of the airport. It does not rule out other types of development, such as those that are desirable (rather than necessary) or not strictly related to operational efficiency and amenity reasons (e.g. expansion or ancillary development such as hotels), but the explicit policy support under Policy INF 4 is limited to development and uses necessary for the operational efficiency and amenity of the airport.
8. The development plan is intended to be read as a whole and all airport-related development proposals (either within or outside of the defined airport operational area) will be considered against all relevant development plan policies, including Policy INF 4 where relevant.

9. Within the airport operational area, the supportive approach to development under Policy INF 4 continues the current existing supportive approach set out in saved Policy T23 'Airport operational area' in the Macclesfield Borough Local Plan [BD 08], which states that the development and uses which will be permitted within this area are those which can be demonstrated to the satisfaction of the local planning authority to be necessary for the operational efficiency and amenity of the airport. This continued the approach from the 1997 Macclesfield Borough Local Plan and prior to that, the 1988 Wilmslow Local Plan, which allowed for "Development essential for the operational efficiency and amenity of the airport" within the defined operational area.
10. The provision that development and uses necessary for the operational efficiency and amenity of the airport will 'usually be permitted' in principle within the airport operational area is justified and effective.