Stockport Metropolitan Borough Council
Local Development Framework

Woodford Aerodrome Opportunity Site SPD

Consultation Document

September 2012

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METROPOLITAN BOROUGH COUNCIL

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Contents

Contents

Appendices

Figures

Contents

Tables

1 Introduction

Purpose of the Document

1.1 The Woodford Aerodrome site straddles the administrative boundary between Stockport Metropolitan Borough Council [SMBC] and Cheshire East Council [CEC] with the western part of the site being within Stockport Metropolitan Borough Council jurisdiction and the eastern part of the site being within Cheshire East Council. This SPD relates to development opportunities within the Stockport part of the site.

1.2 Aircraft were manufactured on the Woodford Aerodrome site since 1924. However, BAE Systems closed the manufacturing facility in March 2011 and it now represents a major redevelopment opportunity.

1.3 The site lies within the Green Belt, as defined by the adopted Stockport Unitary Development Plan Review [UDP] (May 2006). Two areas of the site, are allocated within the UDP as Major Existing Developed Sites [MEDS] in the Green Belt, where the principle of infilling and redevelopment can accord with national and local planning guidance. The site is identified in the Stockport Core Strategy [SCS] (March 2011) as the Woodford Aerodrome Opportunity Site and the SCS indicates that the Council will prepare a Supplementary Planning Document [SPD] to guide redevelopment.

1.4 The purpose of the SPD is to expand on national and local policies and provide detailed guidance for the future use of the site, including appropriate redevelopment, highway and accessibility requirements, improving damaged and derelict land, providing opportunities for outdoor sport and recreation, and enhancing landscapes, visual amenity and biodiversity.

Scope and Status of Document

1.5 The Draft SPD for Woodford Aerodrome Opportunity Site will be subject to a 6 week statutory public consultation and, having taken feedback from the consultation into account, will subsequently be formally adopted by SMBC. The SPD envisages that the built development will be the subject of a future planning application(s). In determining such applications, SMBC is required to have regard to the development plan and to all material considerations, including this SPD.

1.6 A Report of Survey has been prepared which provides technical detail and supports the SPD. In addition, a Sustainability Appraisal has been undertaken which has informed the SPD's content.

View towards BAE buildings with runway to foreground

1 Introduction

Flight sheds within Southern Meds Area

2 Site Context

Introduction

2.1 This section provides a brief description of the site and outlines the current land ownerships. Further background information can be found in the supporting Report of Survey.

2.2 The site is located on the southern edge of Greater Manchester, approximately 8.3km (5.2 miles) to the south of Stockport; 4.5km (2.8 miles) to the east of Wilmslow and 8.3km (5.2 miles) to the north of Macclesfield. The site lies immediately to the south of the village of Woodford and Bramhall and to the west of the town of Poynton.

2.3 The site's location is shown on Figure 2.1.

2 Site Context

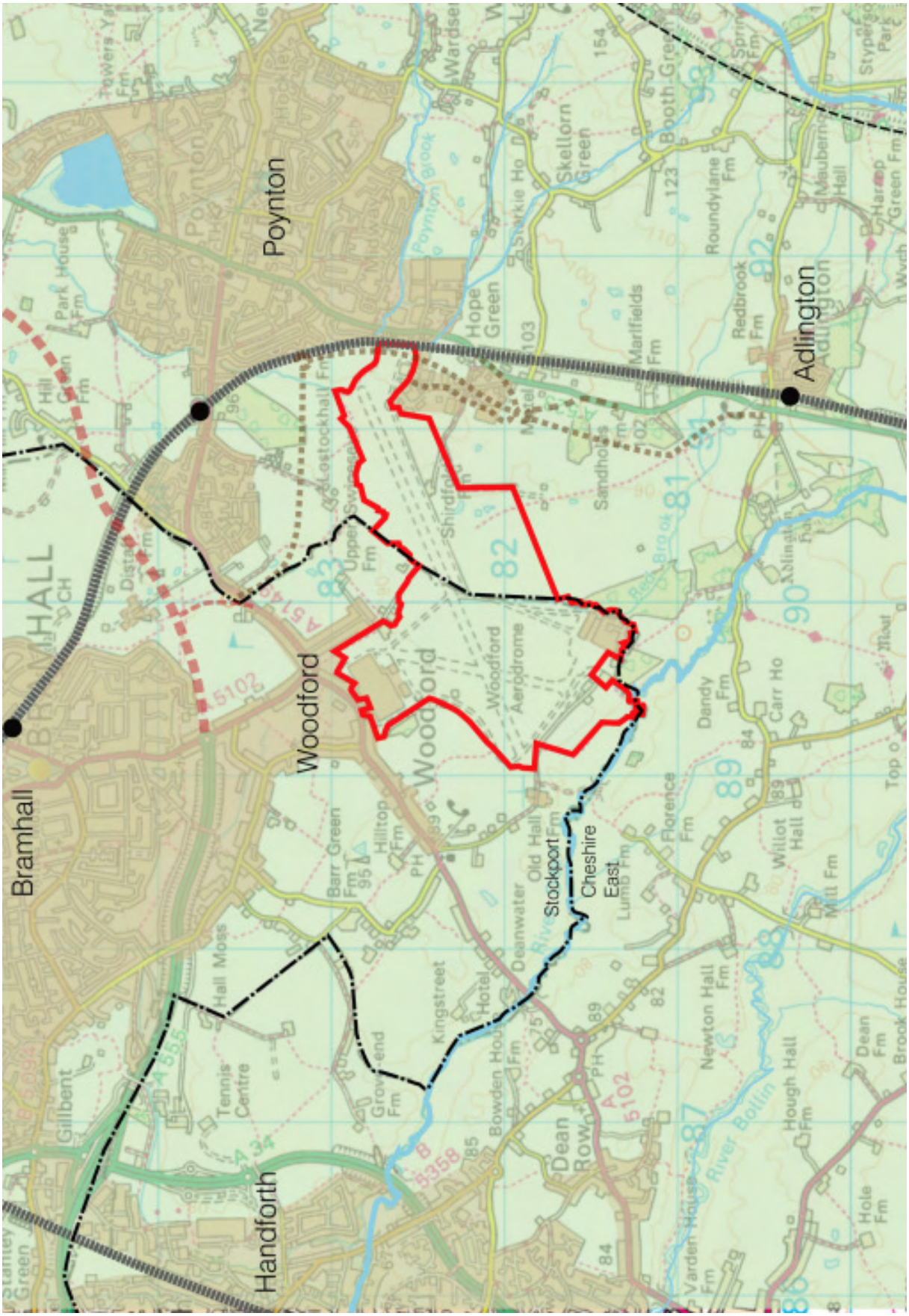


Figure 2.1 Location Plan

Site Context 2

Background

2.4 The site has a history of aircraft manufacturing dating back to the early twentieth century.

2.5 Avro purchased the land in 1924. It was selected at that time as it had excellent road access, a nearby railway line and was reasonably flat. The aerodrome initially involved the development of hangars and a clubhouse in the southern part of the existing site. The original hangars were relocated from Avro's site at Alexandra Park, Manchester. Initially aircraft used a grass strip for take-off and landing.

2.6 The aerodrome underwent significant change and development in the late 1930s. The main factory buildings in the north of the site, known as the 'New Assembly' were completed in December 1939. The airfield to the south of the New Assembly buildings was acquired by the RAF after the outbreak of WWII. The RAF constructed a new classic 'X pattern' airfield with surrounding hardstandings and taxiways.

2.7 During WWII Woodford expanded continuously and made a significant contribution to the war effort, manufacturing the Lancaster Bomber which was a principal bomber of the RAF.

2.8 After the war, military aircraft continued to be manufactured including the Avro Anson, Avro Shackleton, Avro Lincoln and the Avro Vulcan. In addition, civil aircraft were manufactured at Woodford including the Avro Tudor, BAE 146 four-jet airliner and the Avro 718.

2.9 The site became part of British Aerospace in 1977 following nationalisation. The final contract carried out by BAE Systems was the production of the Nimrod MRA.4 aircraft for the RAF and subsequently the renovation of the MK2 Nimrods. Following the Government's Strategic Defence and Security Review (October 2010), the MoD terminated the Nimrod contract and BAE Systems' operations on the site ceased in March 2011.

The Site & Surroundings

The Site

2.10 The site which is subject to this SPD extends to 205ha and is irregular in shape as illustrated on Figure 2.2.

2 Site Context

Figure 2.2 Site Plan

2.11 The site comprises the former aerodrome complex, which broadly consists of two main developed areas (i.e. the Major Existing Developed Sites) with substantial buildings, hardstandings and industrial paraphernalia; one in the north adjoining the built up area of Woodford and one to the south of the site, along with the runways, perimeter roads and open field/grassed areas.

2.12 The northern MEDS area comprises the following key buildings:

1. The New Assembly factory and Avro House which were originally constructed in the late 1930s and used for aircraft manufacture and offices;
2. A modern three storey office building to the south of the New Assembly factory;
3. A more recent, broadly diamond shaped, single storey research building to the south of the New Assembly factory;

There are extensive areas of hardstanding around these and ancillary buildings.

2.13 The southern MEDS area comprises the following key buildings:

1. Hangars 1-5 which were originally constructed in the 1920s and used for aircraft manufacture;
2. The Oxford Aviation building, which is a large, irregularly shaped building that has recently been extended. Surface car parking is provided to the north east and south of the building and the academy is set within its own secure perimeter; and,
3. The former Fire Station is positioned to the north of the Oxford Aviation building.

There are extensive areas of hardstanding around these buildings.

2.14 The airfield occupies a large central area of the site and comprises two tarmac runways set out in the classic 'X' pattern. A short runway, approximately 950m in length runs broadly north to south between the two main developed areas of the site. The main runway is 2,300m in length and runs broadly east to west. Additional hard surfaced strips provide manoeuvring and taxiing space between the runways and hangar buildings, including an extensive hard surfaced area to the south of the site. The runways are surrounded by open grassed areas.

2.15 A control tower is positioned to the north east of the intersection of the runways. It is of brick construction with a glazed observation room. A tower for communications equipment adjoins the control tower.

2.16 The Runway and Control Tower and M U Stores (part of the Adlington Industrial Estate) are considered to be of local heritage interest. The Lancashire Aero Clubhouse and the Avro Shed, the Aircraft Factory and Hangars 1-5 are individually considered as of local heritage interest, although they form the main components of the Aerodrome, which collectively is considered to be of regional heritage importance.

2.17 The site also includes:

1. An industrial building on the northern side of the Adlington Industrial Estate;
2. The Avro Golf Course on the southern side of the site; and,
3. An area of primarily agricultural land to the south of the main runway, previously associated with Shirdfold Farm.

2 Site Context

2.18 There are two main vehicle access points to the former aerodrome from Chester Road to the north of the site (see Figure 4.1). There are also a number of additional emergency access points to the site from minor roads adjoining the site on all sides.

The Surroundings

2.19 The area surrounding the site is mixed in terms of character and surrounding land uses. In general terms, the site is bounded:

1. To the north by the linear settlement of Woodford, including existing residential properties and a small group of shops and commercial premises fronting Chester Road. Other land to the north of the airfield generally comprises agricultural land. There is also a caravan storage area adjacent to the airfield;
2. To the east by further existing built-up area of Woodford, in particular the primarily residential development on Bridle Road, which broadly abuts the northern developed part of the site. Around the remainder of the eastern boundary is Poynton Brook, the London – Manchester railway line (West Coast Mainline) and the existing built-up area of Poynton;
3. To the south by Adlington Golf Centre and Adlington Industrial Estate; open agricultural land, along with some associated farm buildings; and woodland areas which generally contain the main developed area to the south of the site; and,
4. To the west by open agricultural land and associated farm buildings and a small area of woodland.

2.20 The site lies within a relatively flat landscape in its immediate context, though land rises sharply some 3-5 km to the south and west, thus affording elevated views of the former BAE Systems buildings and runway. Further reference to these features and their effects on the immediate and wider landscape character are presented in more detail within the Report of Survey.

2.21 The long-standing use of the site as an airfield has resulted in it being almost devoid of both tree planting and hedgerows, save for some along the boundaries and margins of the brook. Many of these will have been removed to create the runway and this is substantiated through the investigation of historic maps of the area.

2.22 In sharp contrast to the site, the surrounding landscape is well treed, with extensive areas of woodland to the west and south-east, and strong, mature hedgerows defining the field boundaries which are strong contributors to the landscape pattern and character.

Planning History

2.23 The planning permissions granted on the site are principally related to the manufacturing requirements of BAE (and the former constituent companies).

2.24 It should be noted that planning permission was granted in 2002 for a new hangar building and a test run area. This involved a new access road to the southern complex of buildings from an access point through Adlington Industrial Estate to the east. The development was not implemented as it was required for a contract that was not awarded to BAE Systems.

2.25 Recently the most significant planning permission relates to the extension of Oxford Aviation which is located in the southern area of the site. This planning permission has been partially implemented and remains extant.

2.26 The relevant planning history is set out in the supporting Report of Survey.

Bodycote industrial unit

Existing shops to the north of the site

3 Planning Policy

Introduction

3.1 This section outlines the planning policy context for the Woodford Aerodrome Opportunity Site SPD. In accordance with Section 38(6) of the 2004 Act, the development plan currently comprises the RS for the North West [RS], the Stockport Core Strategy [SCS] and the 'saved' policies of the Stockport UDP Review [UDP] for the western part of the site.

3.2 The National Planning Policy Framework [the Framework] is relevant to the development of the site and emphasises the importance of up-to-date development plan policies.

3.3 A list of the planning policies relevant to the development of the site is contained in Appendix 1. This SPD and the subsequent redevelopment of the site will be required to accord with the policies of the development plan, unless material considerations indicate otherwise.

Sustainable Development

3.4 The Framework [§7 & §8] states that the purpose of the planning system is to contribute to the achievement of sustainable development. The Framework identifies three dimensions to sustainable development: economic, social and environmental which should not be taken in isolation, because they are mutually interdependent. The Framework indicates that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

3.5 The SCS has sustainable development as its first objective and overarching principle. It seeks to ensure that future development of the Borough is economically, socially and environmentally sustainable, and that development meets an appropriate recognised sustainable design and construction standard where viable to do so in order to address the causes and consequences of climate change and reduce CO2 emissions [SCS Policy CS1 & SCS DM Policy SD-3]. Development should seek to achieve a high rating under schemes, such as Code for Sustainable Homes, BREEAM and Building for Life [SCS DM Policy SD-1].

3.6 The RS [Policy EM18] requires that all residential developments comprising 10 or more units should secure at least 10% of their predicted energy requirements from decentralised and renewable or low-carbon sources, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable. In addition RS Policies EM15, EM16 and EM17 seek to promote renewable energy and energy efficiency.

Development Principles

Green Belt

3.7 The site lies within the Green Belt where there is a presumption against inappropriate development except in 'very special circumstances' [UDP Policy GBA1.2].

3.8 The construction of new buildings within the Green Belt is inappropriate unless it is for a limited range of purposes, including the limited infilling or redevelopment of previously developed sites, which would not have a greater impact on the openness of the Green Belt and the purposes

of including land within it than the existing development. [UDP Policy GBA1.2 and the Framework §89].

3.9 The UDP [Policy GBA1.7] designates two Major Existing Developed Sites [MEDS] on the site where redevelopment will be permitted, provide that it would:

1. Result in environmental improvement;
2. Have no greater impact than existing buildings on openness of the Green Belt;
3. Contribute to the achievement of the objectives for the use of land in Green Belt; and,
4. Not result in the loss of buildings or features of visual, amenity, ecological, environmental or archaeological importance.

The UDP states that in the MEDS redevelopment should generally not occupy a larger area of the site than existing buildings, although small increases in site coverage may be acceptable through the use of good design and reduced building heights. Figure 3.1 provides an extract from the SCS which identifies the MEDS areas.

3.10 The Framework [§89] states that the construction of new buildings generally comprises 'inappropriate development'. Exceptions to this inter alia are:

"Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development."

3.11 The Framework is therefore positive in terms of the redevelopment potential of the site. This is because it:

1. Supports, in principle, the redevelopment of previously developed sites within the Green Belt;

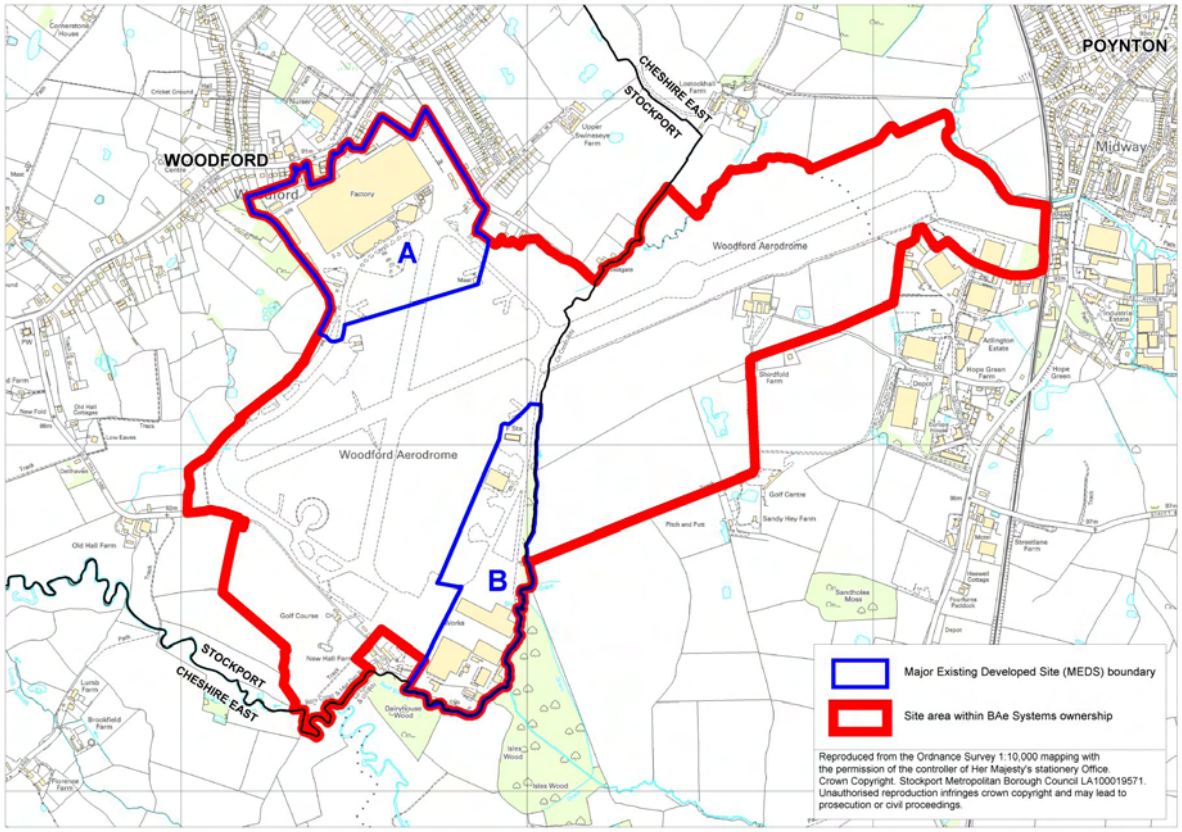
2. Does not restrict the redevelopment to defined MDS boundaries and refers to previously developed sites;

3. It enables LPAs to make their own assessment of the impact of development on the openness of the Green Belt and include policies in their Local Plans accordingly; and,

4. Does not preclude LPAs from adopting policies that establish the parameters for the types of development that would be appropriate in land use planning and Green Belt terms based on robust evidence.

3 Planning Policy

Figure 3.1 Woodford Aerodrome MEDS



Source: Stockport Core Strategy [Figure 10]

Development Form

3.12 The SCS [Section 3.3.9] provides specific guidance on the site in recognition of the opportunity that it presents for redevelopment.

3.13 The SCS [§3.542] sets out the Council's commitment to ensuring that the redevelopment of the site is sustainable, carefully planned and advantage taken of the opportunities that the site offers. A comprehensive approach should be taken to the whole site and the SCS [§3.543] sets out the Council's position that a more detailed plan for the site can best be achieved through the preparation of an SPD.

3.14 In terms of broad principles for redevelopment, the SCS [§3.544] indicates that consolidation of the two MEDS areas may facilitate a more comprehensive and cohesive development. In any event, there should be no greater impact on the openness of the Green Belt than the existing development and that development should not occupy a greater area than existing buildings, unless this would achieve a reduction in height [§3.545].

3.15 In terms of potential uses the SCS [§3.541 & §3.550] indicates that acceptable uses are housing and employment. The guidance [§3.554] indicates that retail, and other town centre uses, other than small scale uses to serve the development, are unlikely to be acceptable.

Housing Mix

3.16 SCS Policy CS3 seeks to deliver balanced communities and a sustainable mix of housing to address up to date evidence of local needs. It sets an overall strategic affordable housing target of 50%, subject to local need. In terms of developer contributions, the SCS [DM Policy H-3] sets a target of 40% affordable housing for sites in Woodford, subject to viability.

3.17 In order to make efficient use of land, SCS Policy CS3 indicates that all housing developments should achieve 30dph (with higher densities of 70dph in central locations).

3.18 The Framework [§50] urges the provision of a wide choice of home ownership and the creation of sustainable, inclusive and mixed communities.

Design and Layout

3.19 The Framework [§57] states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. However, LPA's should not attempt to impose architectural styles or particular tastes and they should not stifle innovation but it is proper to seek to promote or reinforce local distinctiveness [§60].

3.20 In the context of housing the Framework [§52] indicates that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.

3.21 In line with national planning guidance the development plan requires that proposals demonstrate the highest contemporary standard of design, which pays regard to the built and natural environment within which it is sited [SCS DM Policy SIE-1]. In addition, guidance is provided on the specific considerations to take into account.

3.22 In addition the SCS requires development to take a positive role in providing recreation and amenity open space to meet the needs of uses and occupants [SCS DM Policy SIE-2]. Where appropriate in new development landscaped amenity areas should be provided which are necessary and fairly and reasonably related in scale and kind to the proposed development. In addition, guidance is provided on the scale and nature of open space in large scale residential developments.

Highways & Transportation

3.23 The SCS [Policy CS10] and Cheshire Structure Plan [Policy T4] identify two strategic improvements to the transportation network that are relevant to the consideration of the development of the site namely:

1. A6 to Manchester Airport Relief Road; and,
2. A523 Poynton Bypass.

3.24 The development plan require proposals for new development to consider road safety, parking provision, provision for public transport services, access arrangements and the needs of disabled people [SCS Policies CS9 & CS10]. SCS DM Policies T-2 & T-3 require adequate provision to be made for vehicular access and parking.

3 Planning Policy

3.25 New development will be required to demonstrate by means of an Accessibility Assessment that it is sustainably located and accessible by public transport, walking and cycling with appropriate improvements required to transportation infrastructure to make the development accessible [RS Policies DP5, RT2 & RT9 and SCS DM Policy T-1].

3.26 Local and national policies require the provision of a Transport Assessment to accompany planning applications [SCS DM Policy T-1, Framework §32 & DfT Guidance for Transport Assessments].

Environmental Assets

Landscape & Trees

3.27 The development plans seek to protect areas of landscape value and ensure development is designed and landscaped to a high standard which makes a positive contribution to a sustainable, attractive, safe and accessible built and natural environment [SCS Policy CS8].

3.28 SCS DM Policy SIE-3 requires new development to complement their surroundings and retain trees, woodland and other vegetation which makes a positive contribution to amenity.

3.29 The western (SMBC) part of the site lies within the Woodford Landscape Character Area. UDP Policy LCR1.1 requires that development within the Landscape Character Areas should enhance the quality and character of the area.

3.30 Given the previous use of the site as an operational aerodrome there are few trees within the site boundary, with any that there are being ornamental species associated with the existing building complex within the northern MEDS area.

Ecology

3.31 The development plans indicate that development will be expected to make a positive contribution to the protection and enhancement of the Borough's natural environment and biodiversity [SCS Policy CS8]. Areas and features of identified ecological or other environmental benefit or value will be safeguarded. Developments should include mitigation measures that keep disturbance to a minimum and provide alternative habitats to sustain, at least, the current level of population [SCS DM Policy SIE-3(a)].

3.32 The Framework [§118] aims to conserve and enhance biodiversity. In particular, opportunities to incorporate biodiversity in and around developments should be encouraged and proposals where the primary objective is to conserve or enhance biodiversity should be permitted.

Heritage

3.33 The Framework [§131] highlights the desirability of sustaining and enhancing the significance of heritage assets; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and, the desirability of new development making a positive contribution to local character and distinctiveness. The effect of an application on the significance of a non-designated asset should be taken into account in determining the application; a balanced judgement will be required having regards to the scale of any harm or loss and the significance of the heritage asset [§135].

3.34 The development plans follow this approach and establish that the principal objective in relation to the historic environment is that proposals should preserve or enhance the character and setting of buildings and spaces which contribute to an area's heritage assets [RS Policy EM1(c) & SCS Policies CS8 & DM SIE -3(d)]. UDP Policy GBA1.7 reflects this objective in relation to the MEDS.

Contamination & Remediation

3.35 The development plans encourage proposals that seek to make environmental improvements and enhancements especially where derelict and contaminated land can be brought back into safe active use [SCS Policy CS8].

Noise & Vibration

3.36 The RS requires assessment and mitigation of proposed road traffic and other noise [RS Policies DP7 & RT4]. The SCS supports this approach and requires development that would exacerbate problems to identify and implement appropriate mitigation [SCS Policies CS8 & DM SIE-3(b)].

3.37 The impact of noise can be a material consideration in the determination of planning applications. Whilst the planning system should not place unjustifiable obstacles in the way of such development, local planning authorities must ensure that development does not cause an unacceptable degree of disturbance [the Framework §123] and ensure that the development is protected by approved noise mitigation measures from existing and potential noise sources.

Air Quality

3.38 The RS requires mitigation of road traffic impacts on conditions of air quality [RS Policies DP7 & RT4]. The SCS supports this approach and requires development that would exacerbate problems to identify and implement appropriate mitigation [SCS Policies CS8 & DM SIE-3(b)].

3.39 Development proposals will be expected to take appropriate measures to prevent, reduce or minimise pollution and not lead to any increase in air pollution [the Framework §124].

Infrastructure & Utilities

Water Resources

3.40 The Framework [§100] indicates that development plans should apply a sequential and risked based approach to the location of development. In addition, development that will generate increased rates of surface water run-off will only be permitted where there will be no adverse impact, for example an increased risk of flooding or damage to natural habitats or would have an unacceptable effect on groundwater quality

Existing BAE buildings on site

3 Planning Policy

3.41 The SCS supports this approach and requires development that would exacerbate problems to identify and implement appropriate mitigation [SCS Policies CS8 & DM SIE-3(c)]. In addition, developments should incorporate sustainable drainage systems to manage the water run-off from sites [SCS DM Policy SD-6]. UDP Policy EP1.7 designates an area along the southern boundary (adjacent to the Dairyhouse Wood) as a defined 'Flood Risk Area'. The development plan requires that due regard be given to flood issues in assessing the acceptability of development.

Existing watercourse running defining the edge of the county boundaries

Waste Management

3.42 The development plan states that every effort should be made to minimise waste, maximise re-use and maximise opportunities for the use of recycled material whilst promoting new sustainable waste techniques [RS Policies EM10 & EM11 and SCS Policy CS8].

The runway

4 Opportunities & Constraints

Introduction

4.1 The site represents an opportunity to create a high quality sustainable development that is integrated with existing settlements. However, as with all large sites there are constraints on the development of the land which must be considered.

4.2 This section identifies the main opportunities and constraints on future development.

Topography

4.3 In terms of topography, the site is generally flat although it slopes gently down from north to south and from west to east.

4.4 In general there are no areas of the site where the existing topography will preclude development.

Existing Land Uses & Buildings

4.5 The site was previously used for aircraft manufacturing, although there are substantial areas of undeveloped land on the site. The existing uses are illustrated on Figure 4.1.

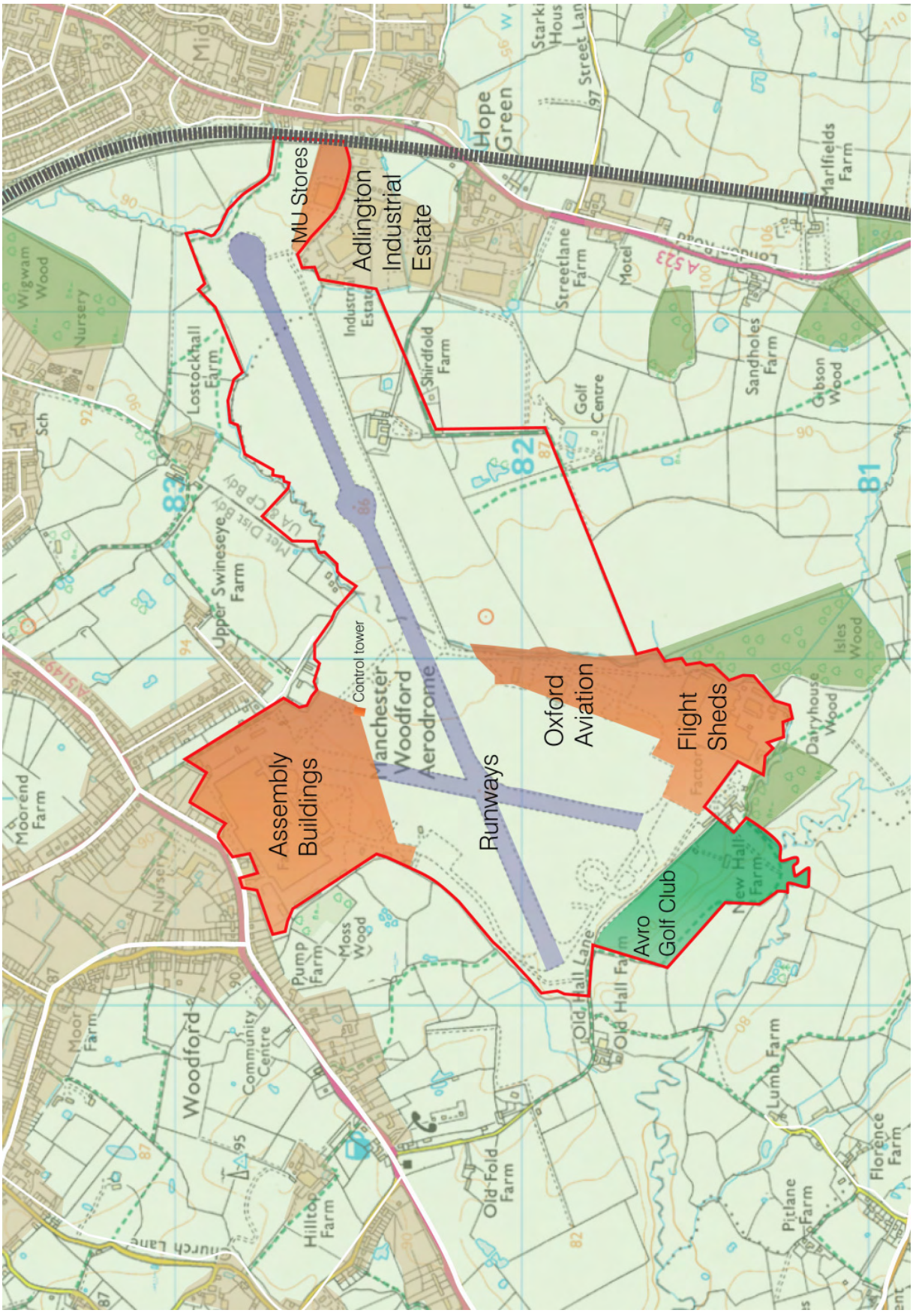


Figure 4.1 Existing Land Uses

4 Opportunities & Constraints

4.6 The two MEDS areas comprise significant development on the site to the north and south of the existing runways. The buildings have a footprint of 109,828sq.m. and range from 2.4m to 10.9m in height (internal height measurements). The two boiler house stacks within the site are 21.9m and 29m in height. These buildings, together with the runways and industrial paraphernalia, have an adverse impact on the openness and amenity of the Green Belt.

4.7 Due to conflicts with the flight path with Manchester Airport the runway is not being retained for aviation use.

4.8 A redevelopment scheme offers an opportunity to enhance the openness of the Green Belt and meet the wider Green Belt objectives, namely to:

1. Improve or repair damaged and derelict land;
2. Provide opportunities for outdoor sport and recreation;
3. Enhance the landscape, visual amenity and biodiversity of the site; and,
4. Re-establish the rights of way network through the site.

Avro Golfcourse

4 Opportunities & Constraints

Oxford Aviation and Fire Station Buildings

Context & Character

4.9 Woodford now consists of a ribbon of properties concentrated along the Chester Road and its branch roads. This form developed from a small collection of farms in open agricultural land, spread along the main road and linked by a network of country lanes. After the development of the aerodrome in the 1920s-30s, land in-between the farms became built upon, creating a near continuous building frontage along the road throughout the village.

4.10 The result is that the village today has no clear centre and no defined point of entry and exit. Any new development should aim to encourage growth towards a more compact, concentrated settlement and create a new focus to the village and its community.

Highways & Transportation

Access

4.11 Vehicular access into the site is from the A5102 Chester Road, via the two existing points of access. The junctions should be redesigned to improve access to the site, for all modes of transport and to accommodate future traffic flows. Improvements should be made to the public realm on Chester Road in the vicinity of the site access points, to reduce traffic speeds and to provide a more attractive gateway to Woodford. The road layout will need to be designed in accordance with appropriate design standards and be subject to necessary capacity analysis and safety audit.

Highway Network

4.12 The site has historically been a significant employment location serving a wide geographic area. It is close to the A555 which connects to the A34 which in turn provides access to the M60, Manchester and Congleton. The M60 provides access to the national motorway network including the M62 east-west route and the M6 north-south route (see Figure 4.2).

4 Opportunities & Constraints

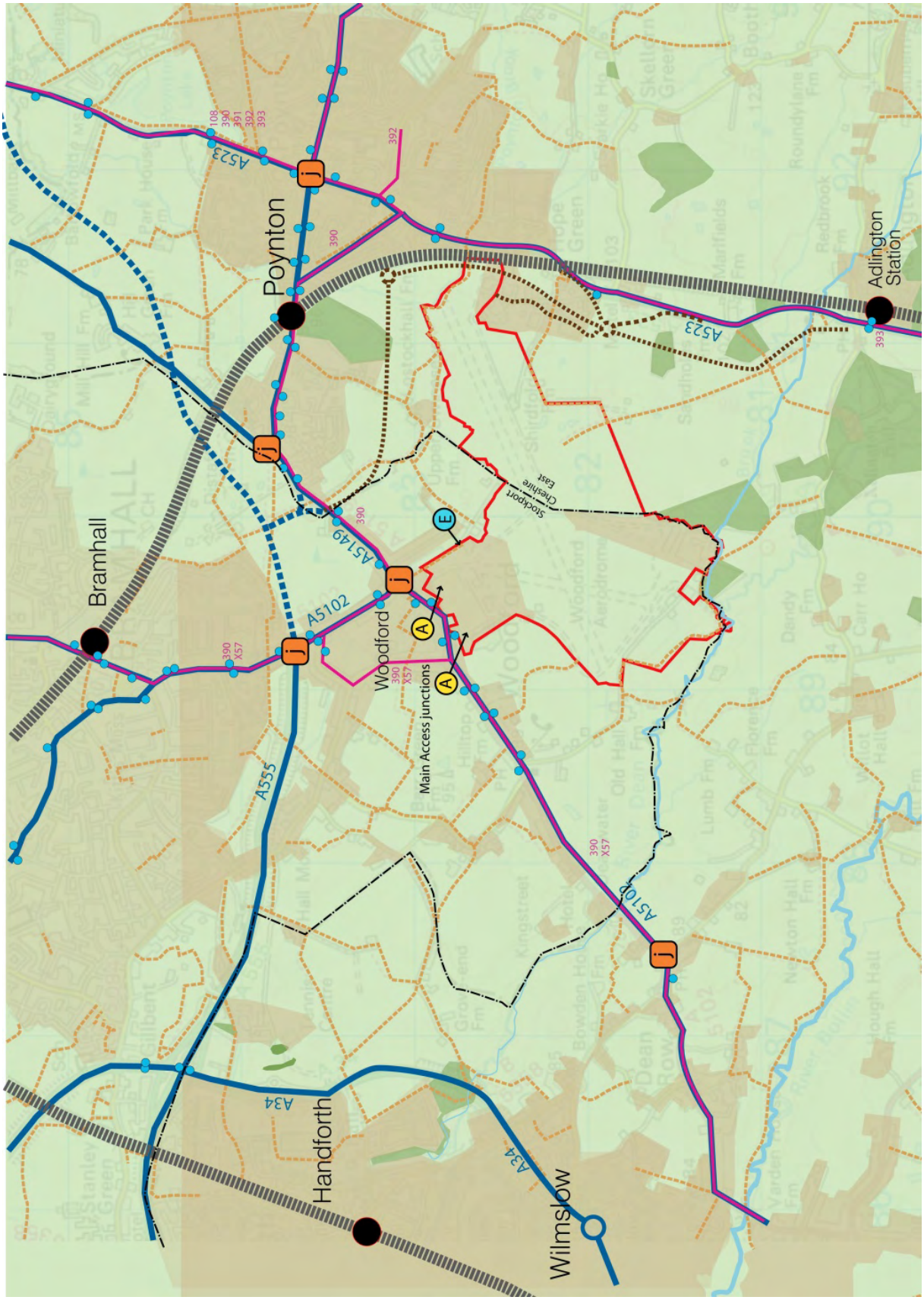


Figure 4.2 Highways & Transportation Network

4 Opportunities & Constraints

4.13 When fully operational, BAE Systems was a major generator of traffic; with large numbers of vehicles arriving and departing the site at shift start and finish times. Within existing planning permissions for the site there is significant scope for high traffic-generating employment activities to be carried out without the need for new planning permission or any requirement for improvements to access and transport provision. It is therefore important to compare traffic generation for potential future uses with the lawful use "baseline" position, in terms of how much traffic could be generated under existing permissions.

4.14 The traffic movements associated with the established use of the site represent an appropriate baseline. There is significant traffic and travel survey data available as part of the evidence base submitted by BAE Systems for expansion on the site. Traffic survey data from 2001 show that BAE Systems generated 356 two-way movements in the traditional morning peak hour (0800-0900) and 335 two-way movements in the evening peak period (1700-1800). The site generated significantly higher levels of traffic than this at shift start and end times (i.e. 06.00-07.00 and 16.00-17.00).

4.15 Analysis of local personal injury collision data has not revealed any significant local road safety concerns at the access junctions to the site, although localised issues have been identified on the immediate highway network local to the site, mostly involving more vulnerable road users (i.e. pedestrians, cyclists and motorcyclists).

4.16 The A6 to Manchester Airport Relief Road (proposed by the South East Manchester Multi-Modal Study [SEMMMS]) was included in the Government's National Infrastructure Plan. The scheme will now be subject to a Major Scheme Business Case appraisal by DfT and a full planning application. It has a high strategic priority with a planned opening date of 2017. It will help to improve strategic highways and pedestrian and cycle links towards Hazel Grove and Manchester Airport and will help to remove strategic traffic from the local highway network around Woodford.

4.17 The scheme comprises a new 10km 2-lane dual carriageway connecting the A6 to Manchester Airport, bypassing Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton, Wythenshawe, Gatley and Heald Green. It includes a spur onto Chester Road.

4.18 The scheme also includes a package of complementary and mitigation measures on the surrounding road network. In addition, there is provision for a segregated cycle/pedestrian route adjacent to the main carriageway, significantly improving cycle and pedestrian links towards Manchester Airport, Handforth Dean and Hazel Grove.

4.19 SMBC consider there is a reasonable prospect of the A6 to Manchester Airport Relief Road being delivered during the development of Woodford Aerodrome Opportunity Site and therefore the SPD is prepared on the basis of the road being completed. As a consequence, developers should prepare the Transportation Assessment for the future development of the site on this basis. However, it is not the purpose of this SPD to predetermine the planning application process for the construction of the A6 to Manchester Airport Relief Road. In the event that the A6 to Manchester Airport Relief Road is not delivered, developers will need to reconsider the implications of their development proposals on the basis of the existing highway network.

4.20 SEMMMS also recommended the provision of a Poynton Relief Road to connect with the A6 to Manchester Airport Relief Road at Chester Road. A route for a Poynton Relief Road is safeguarded in the Macclesfield Borough Local Plan, around the eastern perimeter of the site and

links in with the A523 London Road south of Adlington Industrial Estate. The scheme does not form part of the funding package for the A6 to Manchester Airport Relief Road. The absence of the Poynton Relief Road is not a material factor in the delivery of the redevelopment of the site.

4.21 Off-site highway improvements may be required in order to mitigate the traffic effects of the future redevelopment of the site. More detailed traffic modelling will be required to identify any significant highways impacts resulting from the development proposals as part of the planning application. Appropriate mitigation measures should be proposed to address such impacts, including infrastructure improvements or sustainable transport measures to reduce car trips from the site.

Accessibility

Walking & Cycling

4.22 The local topography surrounding Woodford is generally flat and relatively conducive to walking and cycling. The site is located such that access by these means to local services and facilities in Woodford, Bramhall and Poynton is possible (see Figure 4.3).

4 Opportunities & Constraints

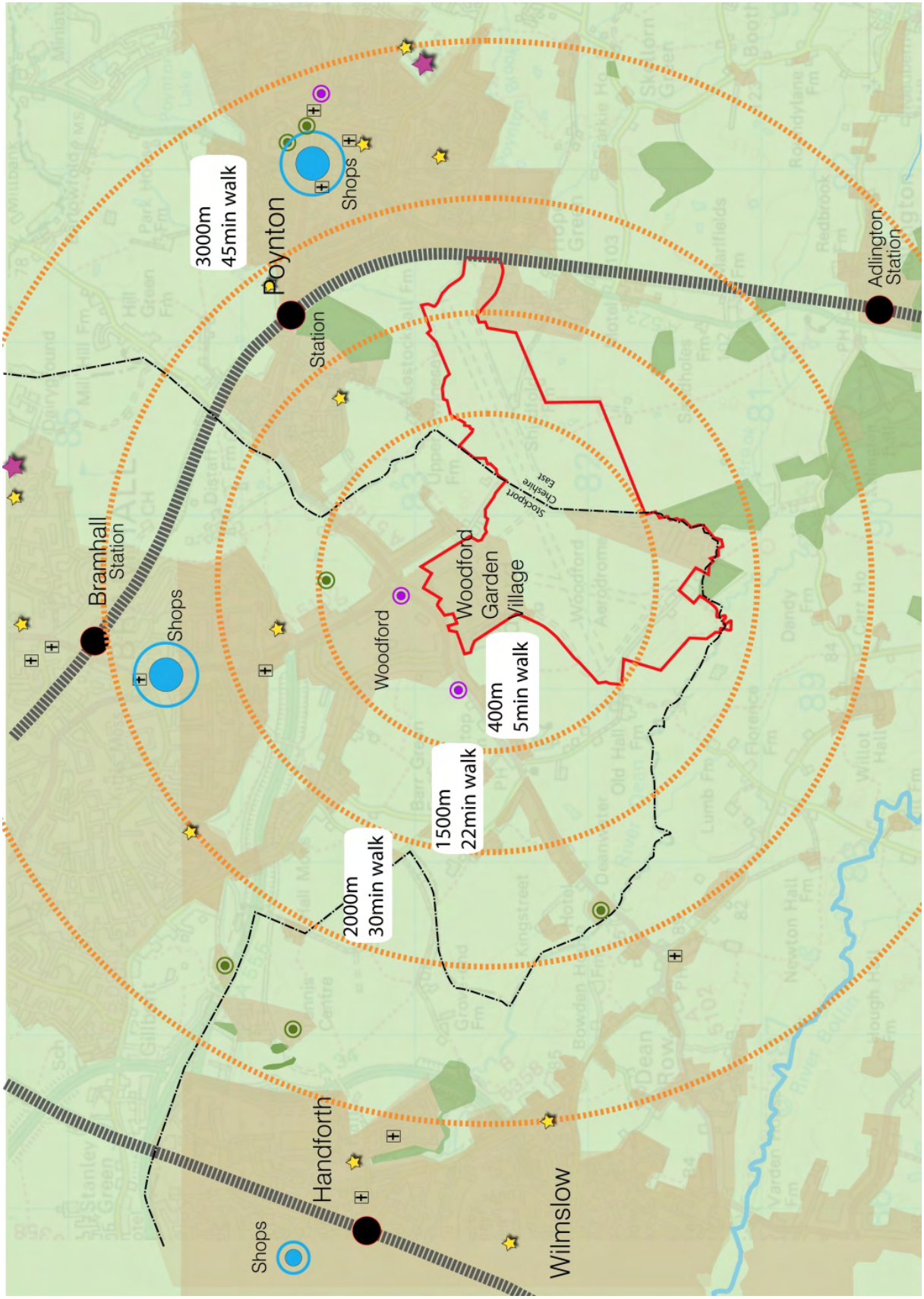


Figure 4.3 Local Services & Facilities

4.23 There is a wide range of employment, education, health, retail and leisure facilities within a 30 minute cycle distance of the site and the local topography is relatively conductive to cycling. However, there is currently limited dedicated cycling infrastructure in the local area, although the A6 to Manchester Airport Relief Road when delivered will include significant improvements to cycle links towards Hazel Grove and the Airport.

4.24 There are a number of public rights of way which currently terminate at or close to the site perimeter (see Figure 4.2). It will be important to re-establish connections from these links into and across the site to improve recreational links for walkers, cyclists and equestrians and to improve such off-site links where beneficial to sustainable access.

Public Transport

4.25 Form Monday to Saturday, Woodford is served by a half hourly daytime service to Bramhall, Cheadle Hulme and Manchester (X57) as well as the 390 bus service, which provides 2-3 services a day (Mondays to Saturdays) to Bramhall, Poynton, Stepping Hill Hospital and Stockport. Hourly X57 bus services are available in the evenings and on Sundays.

4.26 There is reasonable bus accessibility to local retail, leisure and education facilities in Bramhall, Cheadle Hulme and Manchester but relatively poor bus access to Stockport, Poynton and Stepping Hill Hospital as a change of service is required at most times of the day.

4.27 Consideration will need to be given to provision of new and additional bus services. Existing and future bus services should be brought into the heart of the proposed development to effectively serve its residents. The road layout of the site and density of the development should ensure that bus services can penetrate the site without incurring delays due to parked vehicles or inconvenient road layouts.

4.28 Local rail services from Poynton and Bramhall operate on an hourly frequency during weekdays, with more frequent services during peak hours, facilitating access to key employment centres including central Manchester, Stockport and Macclesfield. Additional services are available from Cheadle Hulme.

4.29 Consideration will need to be given to how rail services are accessed and identifying potential improvements to bus and cycle links, as well as cycle parking provision (particularly at Poynton Rail Station) and the impact of car use on park and ride facilities at Bramhall and Cheadle Hulme stations.

Landscape & Trees

4.30 In terms of landscape fabric there are no constraints within the site boundary, save for the presence of the brook, which defines the boundary between Stockport and Cheshire East Councils. There are no existing trees within the site other than those within the northern car park areas and adjacent to the boundary with Chester Road.

4.31 The previous use of the site as an airfield required it to be open and highly visible. The Zone Visual Influence[(1)] analysis has illustrated that the site is highly visible from some of the most sensitive surrounding viewpoint locations, in particular to the east from elevated viewpoints around Lyme Park and the foothills of the Pennines as well as from the south-west (Alderley Edge).

1 Zone of Visual Influence is the area from which a development is theoretically visible.

4 Opportunities & Constraints

The high visibility of the site in its current state is therefore harmful to the identified sensitive viewpoints.

4.32 Reference to historical mapping shows that re-instatement of the former field boundary structure across the site would help to mitigate the impact of the existing aerodrome development and provide a starting point for the appropriate accommodation of new development within the site.

Ecology

4.33 Whilst the ecological baseline will need to be confirmed through detailed surveys, on the basis of current information there are not considered to be any significant ecological constraints. Indeed, given the scale of the site and likelihood that there will be substantial areas which are not subject to development, the opportunities for biodiversity conservation and enhancement are significant.

4.34 In terms of utilising existing and potential biodiversity to assist in the development proposals it is considered that a number of key principles should be followed. These are to:

1. Provide a maintained and, where possible, enhanced habitat for existing species of conservation value;
2. Reduce the isolated and open nature of the site by establishing habitat corridors and linkages;
3. Ensure protection and, where possible, enhancement of locally important habitats which are adjacent to the site; and,
4. Utilise the historic landscape to guide habitat design principles.

4.35 As the majority of the identified or potential ecological interest is associated with traditional farmland species, the reinstatement of elements of the historical farmland landscape in non-developed areas would provide both for the retention and potential enhancement of local populations of these species.

4.36 There are existing locally important habitats adjacent to the site associated with Poynton Brook and Isles Wood. There are no development proposals in the vicinity of these habitats, as part of this SPD, and therefore no mitigation is required as part of the development proposals.

Main entrance to site off Chester Road

4 Opportunities & Constraints

Key existing bus route along Chester Road, with stops located within close proximity to site

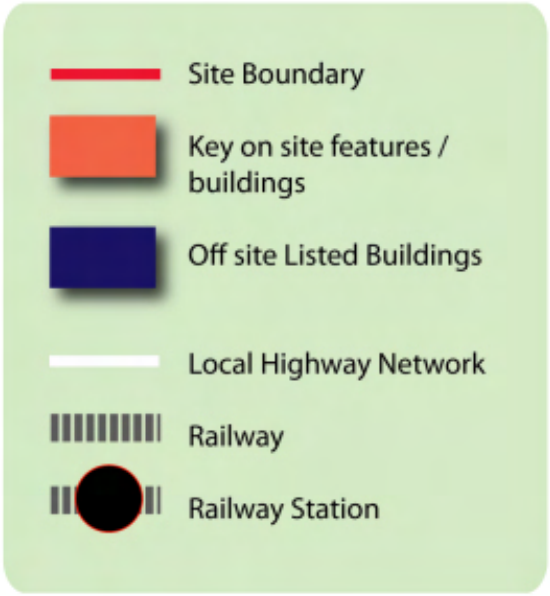
Heritage

4.37 The site does not contain any designated heritage assets. However, there are a number of designated assets located within a 1km radius of the site boundary. The vast majority of these assets are situated either a good distance from the study site or are in areas of urban development; therefore no impact on these assets or their settings is identified. However, there are one Grade II* and five Grade II Listed Buildings in close proximity to the site boundary; consideration during the master planning process will be required to protect the setting of these buildings.

4.38 The built heritage significance of the assets that comprise Woodford Aerodrome have been identified and assessed in the Heritage Assessment which is appended to the Report of Survey. The Runway and Control Tower, and M U Stores (part of the Adlington Industrial Estate) are considered to be of local heritage interest, while Lancashire Aero Clubhouse and the Avro Shed, the Aircraft Factory and Hangars 1-5 are individually considered as of local heritage interest, although they form the main components of the Aerodrome, which collectively is considered to be of regional heritage importance. This is primarily based upon their condition, construction date and association with the documentary and archival evidence maintained by the Avro Heritage Centre.

4.39 Accordingly, in order to protect the significance of heritage assets on the site, any development should secure the following safeguards:

1. A masterplan which protects the settings of nearby Listed Buildings;
2. A programme of historic building recording;
3. A programme of archaeological work customised to address the archaeological potential of the proposed development;
4. The continued maintenance of the Avro archive within a Heritage Centre on the site
5. The retention of the Vulcan bomber in association with the Heritage Centre; and,
6. A development that reflects the history of the aviation use of the site, for example, by ensuring that the line of the former runway remains legible within the proposed site layout.



4 Opportunities & Constraints

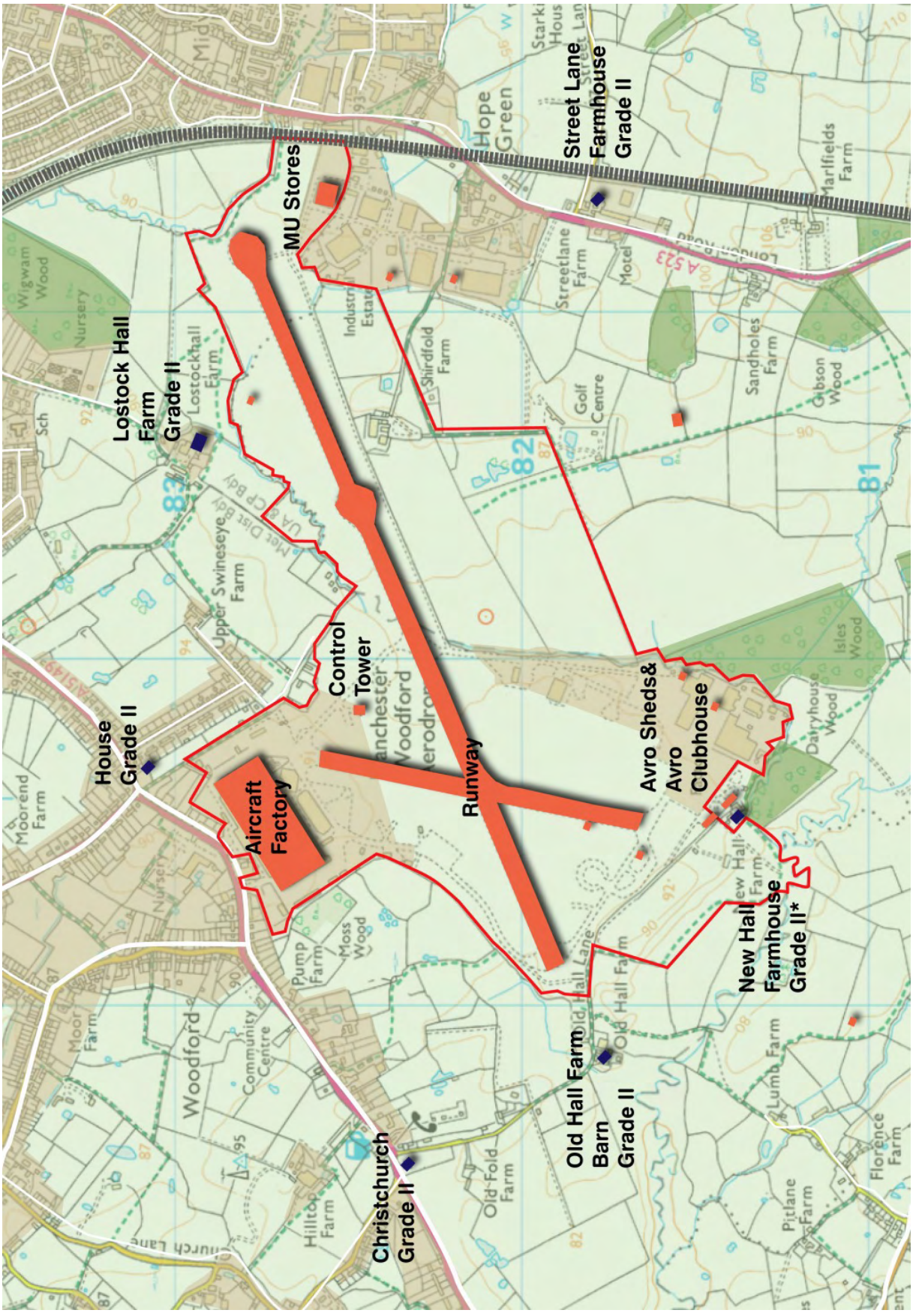


Figure 4.4 Heritage Assets and Key Buildings

Existing Runway looking towards The Peak District

4 Opportunities & Constraints

Existing BAE Control Tower

Contamination & Remediation

4.40 Data collected during partial exploratory ground investigation conducted in April 2012 was input into a Conceptual Site Model with the aim of assessing firstly, the plausibility of a pollutant linkage and secondly, its significance. This process is essential in assessing the risks with reference to potential land contamination.

4.41 Six Plausible Pollutant Linkages [PPL's] were identified on the site as significant on the basis of initial intrusive investigation data, as set out in Table 4.1. A further 5 PPL's have been identified, which require further investigation to assess their significance.

4.42 In line with processes set out in CIRIA Report C552[(2)] for assessing the level of risk associated with PPL's, the level of risk associated with any future development on site on the basis of the data available varies between very low and moderate. However, given the limited coverage of the initial exploratory intrusive site investigation, the possibility of further PPL's cannot be discounted and should be addressed as part of further site investigation intrusive works for planning application(s).

Table 4.1 Plausible Pollutant Linkages

PPL Ref	Source	Pathway	Receptor
1	Elevated concentrations of asbestos, lead, TPH, PAH, SVOC, VOC in Made Ground and natural soils.	Direct contact	Humans, current or future site workers and future residents or neighbours.
2		Ingestion	
3		Inhalation of dusts	
4	Potential gas source	Movement of elevated gas concentrations through unsaturated soil	Humans, current or future site workers and future residents or neighbours.
5	Elevated leachate concentrations of copper, lead, nickel, vanadium and zinc within the Made Ground and natural soils.	Movement of mobile contaminants through unsaturated soil	Groundwater within Glacial Deposits. Groundwater within Sherwood Sandstone. Surface water.
6	Elevated concentrations of asbestos, lead, TPH, PAH, SVOC, VOC in Made Ground and natural soils.	Direct Contact	Building materials and services if susceptible to petroleum hydrocarbons and VOCs

4.43 Ground/soil gas at a level which requires gas protection measures to buildings was identified during an initial round of six gas monitoring visits at the site between February and April 2012. A more detailed spatial assessment of the gas regime at the site which particularly targets any areas

2 CIRIA C552 – Contaminated Land Risk Assessment - A Guide to Good Practice – D J Rudland et al - 2001

of the site which will see construction of new buildings must be completed following prior discussion and assessment approval by SMBC.

4.44 Remedial works on the site will result in a positive impact on land quality. At present there is no evidence that the site in its current status has caused impact either on groundwater or surface water. Any improvement in the land quality status of the site will reduce the potential for historical contamination sources to have a negative contamination impact on water quality in the future.

Noise & Vibrations

4.45 The noise and vibration climate is likely to be suitable for residential development. Areas close to roads, the railway and existing or proposed commercial or industrial buildings will require specific noise and vibration assessment to a methodology to be agreed with the Environmental Health Officer prior to the development commencing. The assessment report will determine whether mitigation measures are required to the development.

4.46 New noise sources introduced as part of the scheme will need to be designed so as to restrict noise emissions to existing and proposed dwellings and other noise sensitive receptors.

4.47 Development proposals have the potential to cause temporary noise and vibration impacts during the demolition, remediation and construction phase, and consideration will need to be given to reducing this to an acceptable level having regard to current guidance.

4.48 Noise from development related traffic will need to be considered at the planning application stage, when detailed baseline and future traffic data is available and appropriate mitigation measures will need to be incorporated into the proposals.

Air Quality

4.49 Air quality for future residents will be assessed at the planning application stage, it is most likely to be acceptable without the need for additional mitigation as the site is not within an existing Area Quality Management Area [AQMA] and the majority of the site is set back from the closest road. One industrial source is currently being investigated by SMBC, however, based on the distance (~9km) impacts at the site are unlikely.

4.50 Redevelopment has the potential to cause temporary dust impacts during construction. However, these impacts can be effectively mitigated although specific consideration will need to be given to mitigation where contamination is present. Air quality issues from development related traffic will need to be considered at the planning application stage, when detailed traffic data is available; consideration will need to be given to the impacts on air quality at existing properties, particularly within the nearby AQMA and at the nearby SSSIs.

Hydrology & Drainage

4.51 There will be a need for water attenuation to be included in any redevelopment design.

4.52 It will be necessary to provide betterment in the form of reduced discharge rates from the site and, if possible, to de-culvert and naturalise the watercourse through the development.

Community Facilities

4.53 The provision of community facilities need to be considered as part of any redevelopment proposals for the site.

Future Land Uses

4.54 The SCS [§3.550] indicates that the two main uses on the site should be housing and employment, although the scale of either use could not be quantified. In the context of the guidance provided by the development plan the following land use options are appropriate:

1. Substantially employment development;
2. Substantially residential development; and,
3. A mix of residential and employment development.

4.55 The land can also be used for a range of land uses that are considered to be appropriate within the Green Belt.

4.56 Whilst it is accepted that a substantially employment use represents an opportunity to create new employment opportunities and attract significant investment into the Woodford area, there are concerns with this form of development, namely:

1. New employment uses require buildings of a significant scale, mass and footprint with a continuing adverse impact on the openness of the Green Belt;
2. The use of the site for offices and manufacturing is liable to encourage car commuting contrary to the principles of sustainable development and the key planning objective of the development plan of supporting economic development in accessible locations with particular emphasis on Stockport Town Centre and district centres;
3. The existing buildings are of a specialist nature and would not be suitable for modern manufacturing businesses or office uses. Whilst the buildings could be used for warehousing and distribution uses, this would generate substantial vehicular movements (especially HGVs) with a consequent impact on amenity and highway capacity; and,
4. The site is not well located in relation to the potential workforce and markets. As a consequence the prospects for attracting new commercial, business and manufacturing companies onto the site are limited and would not offer the prospect of securing a high quality development in the near future, particularly in the context of the regionally significant Airport City Enterprise Zone which seeks to attract inward investment to the south Manchester conurbation.

4.57 SMBC considers that the Woodford Aerodrome Opportunity Site SPD should focus on the development plan policies for substantially residential development which delivers a high quality sustainable community, through the creation of a place that is economically, socially and environmentally sustainable. This does not preclude other uses being acceptable on the site, and any proposals for these would need to be considered against the relevant development plan policies and subject to further supplementary planning guidance.

4.58 SMBC will seek a substantially residential development of the site that:

1. Enhances the openness of the Green Belt by reducing the scale, mass and footprint of buildings on the site. The consolidation of the existing MEDS areas also provides the opportunity to enhance the landscape setting of the area and the visual amenity of the Green Belt;
2. Provides a range of community facilities and public transport improvements to meet the needs of future residents as well as enhancing the availability of services for the existing community. This will lead to a more sustainable pattern of development as well as enhance the sustainability of Woodford; and,
3. Meets the significant need for open market and affordable housing in the borough thereby meeting one of the principal social objectives of the development plan.

5 Development Guidelines

Introduction

5.1 Development proposals will be expected to be formulated for the site in accordance with the requirements of the development plan and the contents of this SPD. This section provides guidance on the appropriate type and form of development that could be accommodated on the site.

5.2 The objectives for this SPD and the vision for Woodford Aerodrome Opportunity Site are set out in Table 5.1.

Table 5.1 SPD Objectives

Vision	Woodford Aerodrome Opportunity Site will be a leading national example of a high quality sustainable community, through the creation of a place that is economically, socially and environmentally sustainable. The development will draw from the heritage of the site, whilst restoring the lost countryside and repairing the landscape setting of the Green Belt. Adopting traditional "Garden Village" principles new buildings will be of high quality and well designed in a landscaped setting where everyone can benefit from gardens, greenspace and generous useable open spaces linked to Woodford Village ensuring permeability of the countryside. Woodford Aerodrome Opportunity Site is an exciting opportunity to build upon Stockport Borough Council's pledge to be a 'leading green borough'.

Development Objectives & Design Principles	Development Objectives	
	To encourage the creation of a high quality sustainable balanced community by providing a broad mix and tenure of housing. To integrate new development with the existing communities. To make the best use of previously developed land, whilst addressing local housing choice and demand in a manner that protects the Green Belt. To provide an appropriate range of uses including new education provision and community facilities to meet the needs of the future residents and by creating a new centre, providing convenience and a sense of belonging. To create multi-functional green space infrastructure with a well defined public realm and generous areas of open space.	To restore the lost countryside and repair the landscape setting within the Green Belt and recreate and improve rights of way. To create a sustainable and locally distinctive place through high quality architecture and good urban design. To develop a movement network which improves connectivity and focuses on the needs of pedestrians, cyclists and public transport users, in balance with the private car, to minimise impact on the existing highway network and improve accessibility to the site. To create an environmentally sustainable development.

Design Principles	
Environmentally Sensitive To enhance the openness and purposes of the Green Belt. To restore the landscape setting of the site and create a green network of landscaped spaces as a framework for the development. To set the site within a high quality landscape. To increase biodiversity. To encourage environmental sensitivity and long-term sustainability in the built fabric. Sustainably Well Connected To connect the site with the existing communities. To create a permeable layout with a hierarchy of streets. To ensure public transport integration and good access to bus routes.	Quality Place Making and Design To draw upon and reflect the heritage of site with high quality and well designed layout and buildings that maintain and enhance the character of the locality. To create an appropriate new identity for the site through high quality architecture and good urban design. To create a high quality gateway and arrival point to the site providing a positive public face. To create a well defined high quality public realm consisting of safe streets and spaces, which reflect principles of good design. To create generous areas of open space ensuring permeability of the countryside for the local community through the re-creation of links to existing rights of way network through the site.

Sustainable Development

5.3 The National Planning Policy Framework [Framework] states that the purpose of the planning system is to contribute to the achievement of sustainable development. The SCS also identifies sustainable development as its first objective and overarching principle. The creation of the Woodford Aerodrome Opportunity Site, in accordance with this SPD, will secure a sustainable development and address economic, social and environmental sustainability. In particular:

1. It must contribute to building a strong, responsive and competitive economy by providing high quality aspirational housing which is attractive;
2. It must support job creation during construction and increased expenditure in the local economy from future residents;
3. It must support the creation of a strong, vibrant and healthy community by increasing the supply of housing of types and tenure to meet the needs of the area in a sustainable development; and,
4. It must not harm the natural, built or historic environment whilst helping to improve biodiversity as well as using natural resources prudently and addressing climate change.

5.4 In preparing planning applications developers will be expected to demonstrate how the detailed proposals perform a positive economic, social and environmental role and address the objective of securing a sustainable development.

5.5 The planning application should be accompanied by an Energy Statement setting out how the development will meet the carbon management targets set out in the SCS [Policy SD3] and the objectives in the Framework.

5.6 The key energy target for the development is a 40% carbon reduction over and above 2006 Building Regulations Part L as laid out in SCS Policy SD-3. Stockport Council's Low Carbon Design Guidance sets out what is required in terms of Energy Statement content, providing guidance on how to achieve targets. The development should employ energy efficiency measures in the first instance to reduce energy demand, before deciding which renewable /low carbon energy and heat resources are most feasible and viable. An appropriate environmental design standard, such as Code for Sustainable Homes or BREEAM, can help with achieving carbon targets as well as other policy objectives, such as biodiversity. This approach is also welcomed by SCS Policy SD-6.

5.7 The development should be designed to mitigate or reduce the impacts of climate change incorporating surface water drainage design compliant with SMBC Development Management Policy SD-6 subject to the geological and hydrological constraints posed by the site. Measures may include permeable hard surfacing materials, above and below ground surface water attenuation, swales (open ditches), wetland areas and storage.

Development Principles

Land Use Principles

5.8 The planning policy context for assessing the appropriate form and scale of development on the site within Stockport is provided by the UDP [Policy GBA1.7] and the SCS [Section 3.3.9] which provides specific guidance on the site and recognises the opportunity it presents for redevelopment. The development plan highlights the following key points:

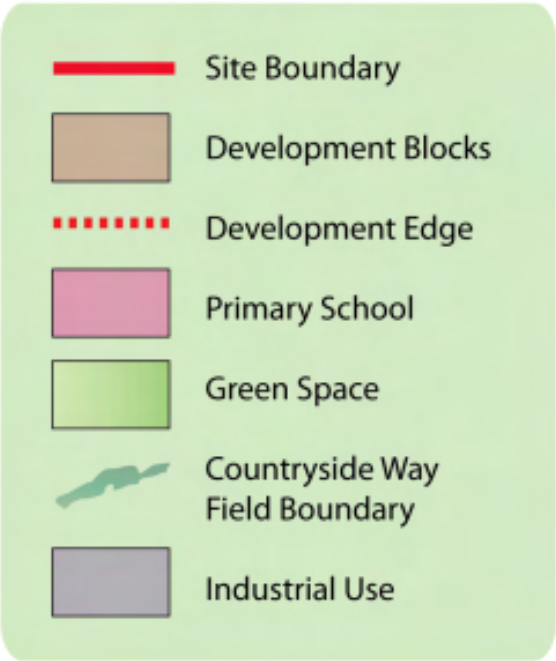
5 Development Guidelines

- A comprehensive approach should be taken to the whole site;
- The consolidation of the development area may facilitate a more comprehensive and cohesive scheme;
- There should be no greater impact on the openness of the Green Belt than the existing development and that development should not occupy a greater area than existing buildings, unless this would achieve a reduction in height; and,
- Housing development would be appropriate but retail, and other town centre uses, apart from small scale uses to serve the development, are unlikely to be acceptable.

5.9 The Woodford Aerodrome Opportunity Site Indicative Masterplan (Figure 5.1), which forms part of this SPD, defines the area within which the proposed development can take place. It is based on a detailed analysis of the landscape and visual impacts together with an assessment of the impact of the development on the openness of the Green Belt. The development proposals will involve:

- The consolidation of development on the northern area of site as a means of enhancing openness and meeting Green Belt objectives; and,
- The creation of a mixed and balanced community which is integrated with the existing settlement and has a range of ancillary facilities to meet the needs of future residents.

Detailed consideration of the appropriate land uses is set out below.



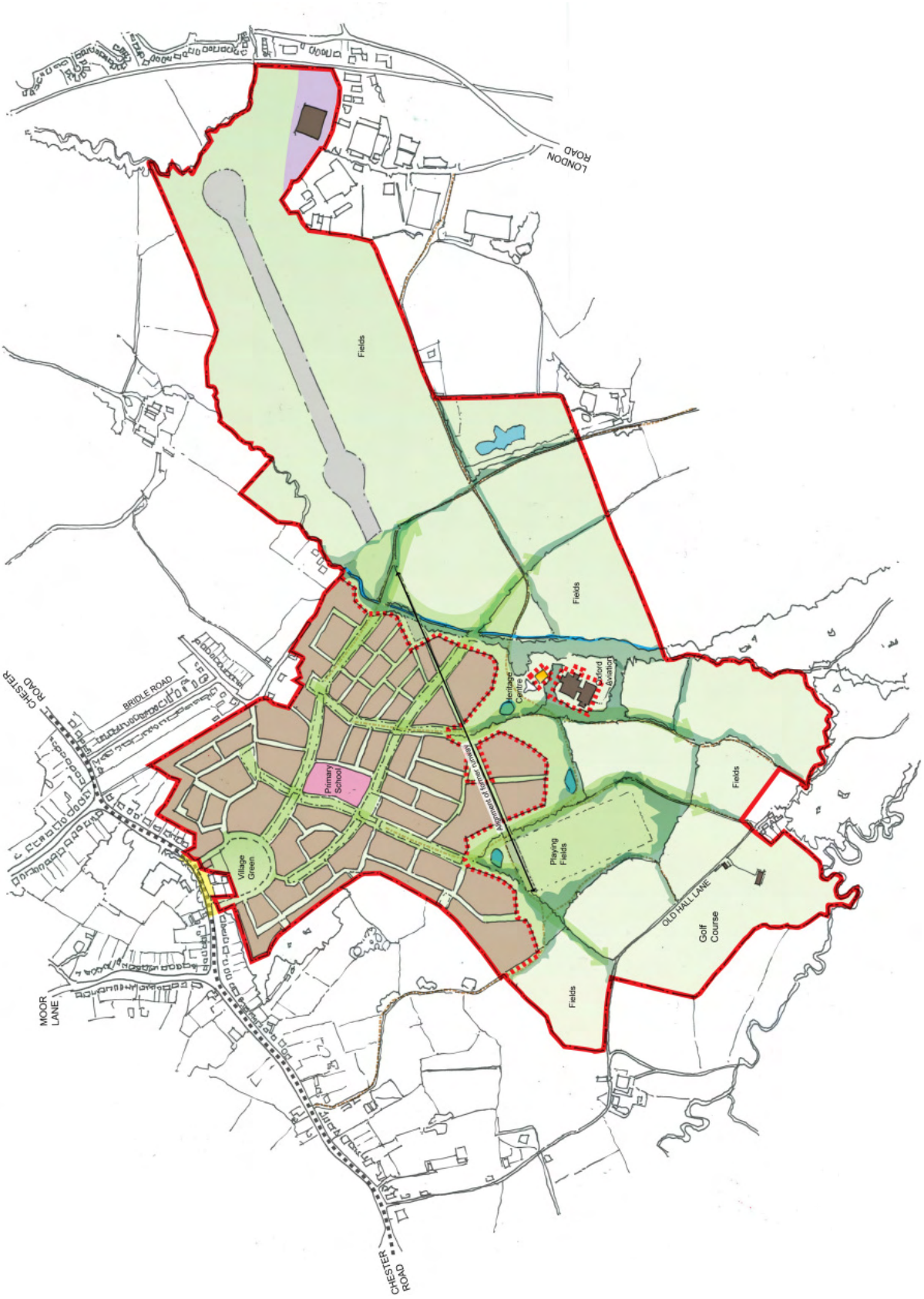


Figure 5.1 Woodford Aerodrome Opportunity Site Indicative Masterplan

5 Development Guidelines

5.10 In order for the development shown on the Indicative Masterplan to have no greater impact on the openness of the Green Belt the existing buildings within the MEDS will be demolished with the exception of Oxford Aviation which will continue to operate from their existing premises.

5.11 The land outwith the development area, defined on the Woodford Aerodrome Opportunity Site Indicative Masterplan, will be used for a range of land uses that are considered to be appropriate within the Green Belt. The policies which control the appropriate forms of development within this part of the site are set out in the UDP Policy GBA1.2. Detailed consideration of the appropriate land uses is set out below (see §5.13 to §5.19).

Views out to open countryside

5 Development Guidelines

Appropriate Land Uses – Developed Area

Residential & Ancillary Uses

5.12 A residential development in the region of 950 dwellings (Use Class C3) is considered appropriate on the site. The scheme should comprise a mixture of dwelling types and sizes to facilitate the creation of a balanced and mixed community, including the potential for elderly person accommodation and retirement homes (within Use Classes C2 or C3).

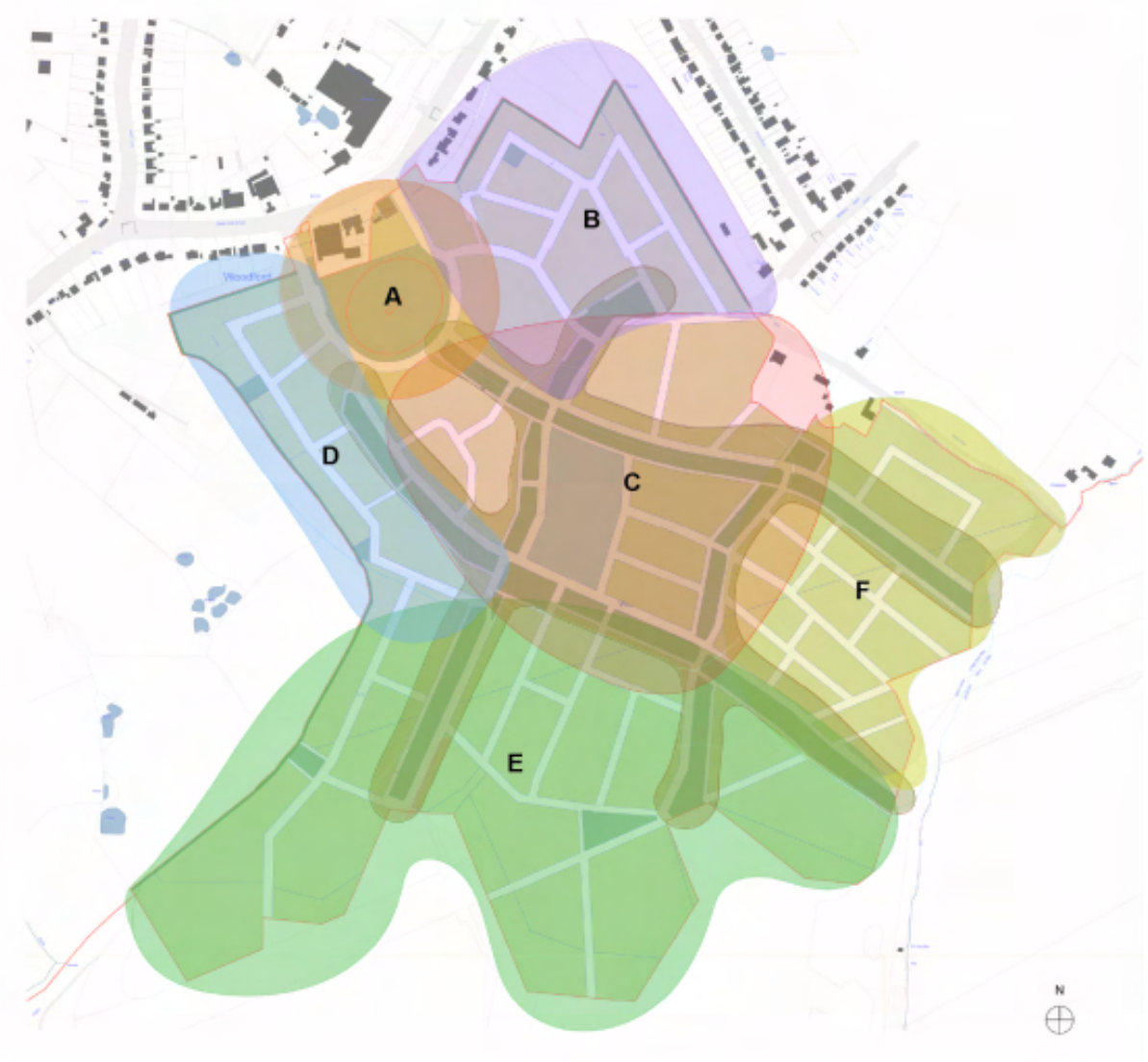
5.13 Due to the scale of the proposed development envisaged by this SPD, a variety of ancillary uses would be acceptable in land use planning terms to create a sustainable mixed-use community. These uses could be of a scale and type normally associated with an Other Local Centre (as defined in the SCS Policy CS6). Whilst there is no allocated Other Local Centre on the site, the following may be included:

- A small supermarket (Use Class A1) with a floorspace not exceeding 280sq.m. (net), where it is accessible to future residents by non-car modes of transport, provided it is satisfactorily demonstrated that it would not adversely impact on Bramhall District Centre and Poynton District Centre;
- Other smaller shops (Use Classes A1) with a total floorspace not exceeding 500sq.m. (gross), where it is accessible to future residents by non-car modes of transport, provided it is satisfactorily demonstrated that it would not adversely impact on Bramhall District Centre and Poynton District Centre;
- A public house (Use Class A4) with a floorspace not exceeding 650sq.m. (net), where it is accessible to future residents by non-car modes of transport;
- A primary school (single form entry) together with the associated playing fields, located in the centre of the proposed development where it is accessible to future residents by non-car modes of transport, which will also serve as a community hub; and,
- A day nursery and crèche (Use Class D1) located close to the shops or the primary school.

The ancillary uses outlined in 1 – 3 above should be located within the Village Green Character Area, the primary school (item 4 above) should be in the Centre Character Area whilst a day nursery and crèche (item 5 above) could be located in the Village Green Character Area or Centre Character Area as illustrated on theWoodford Aerodrome Opportunity Site Character Areas plan (see Figure 5.2).

5.14 Any planning application for retail floorspace would need to demonstrate that they are necessary to meet the needs of residents of the new development. In the event that this is achieved then the retail units may, in the future, be allocated as an ‘Other Local Centre’ in the Local Development Framework (local plan) which would safeguard them from being lost to non-retail uses (thereby ensuring that the needs of the new residential development continue to be met). Such allocation would also mean that other small scale Main Town Centre Uses (which would further assist in creating a sustainable community) would also be considered acceptable in principle within the (allocated) centre.

Figure 5.2 Woodford Aerodrome Opportunity Site Character Areas



KEY

- A — Village Green including ancillary uses
- B — East Side
- C — Centre
- D — West Side
- E — West Rural Edge
- F — East Rural Edge

5 Development Guidelines

5.15 This list is not intended to be exhaustive and other land uses and community facilities that respect the character of the site and meet the needs of the future and existing residents will be considered on their merits, having regard to relevant development plan policies.

Business & Other Uses

5.16 The Oxford Aviation building and associated car parking will remain and continue to be used as an aviation training facility (Class B1). The Phase 2 extension to the existing building remains to be completed but it may be implemented in accordance with the extant planning permission [#DC/044109].

5.17 A new Heritage Centre is intended to be located to the north of the Oxford Aviation building to explain the historic association of Woodford Aerodrome with Avro, BAE Systems and the production of several aircraft, including the Lancaster, Vulcan and Nimrod. It will comprise a purpose-built structure, with associated car parking and external display space for the Vulcan (currently parked elsewhere on the site).

Appropriate Land Uses – Undeveloped Area

5.18 Outwith the development area defined on the Woodford Aerodrome Opportunity Site Indicative Masterplan the normal Green Belt policies will apply. The construction of new buildings within the Green Belt is inappropriate unless it is for a limited range of purposes. These include:

- Agriculture and forestry;
- Essential facilities for outdoor sport and outdoor recreation;
- Uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it; and,
- Limited extension, alteration or replacement of existing dwellings.

The policies which control the appropriate forms of development within this part of the site are set out in the UDP Policy GBA1.2.

5.19 It is anticipated that the following uses will be located outwith the development area:

- The Avro Golf Course with its clubhouse and ancillary facilities will remain on the site and,
- Public open space (sports pitches) provided immediately to the south of the proposed housing development to meet the needs of the future residents.

These uses and facilities are illustrated on the Woodford Aerodrome Opportunity Site Indicative Masterplan (Figure 5.1).

Inappropriate Land Uses

5.20 SMBC considers that the following land uses would be inappropriate as part of the redevelopment of the site: -

- Main town centre uses (such as, commercial leisure) as they would conflict with the guidance contained in the Framework and SCS; and,

- Large scale retail development (i.e. above the scale of an Other Local Centre) as this would conflict with the guidance contained in the Framework and SCS.

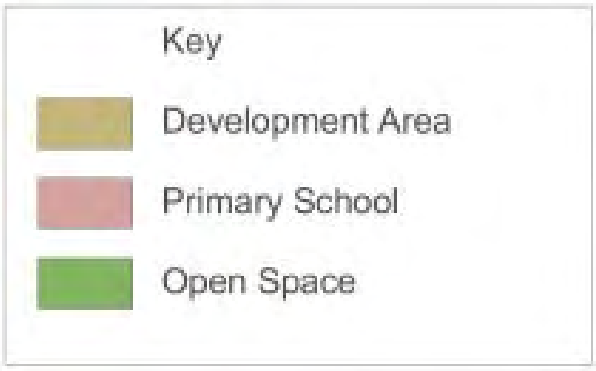
Green Belt Principles

5.21 Planning applications for the development of the site should show how they accord with the Green Belt principles set out in this SPD and those principles illustrated on the Woodford Aerodrome Opportunity Site Indicative Masterplan.

5.22 The development plan and the Framework allow for the redevelopment of the Woodford site provided it would not have a greater impact on the openness of the Green Belt or undermine the purposes of including land within it. Applications within the SPD area will be required to meet this requirement and developers must demonstrate how this objective has been addressed in the planning application submissions.

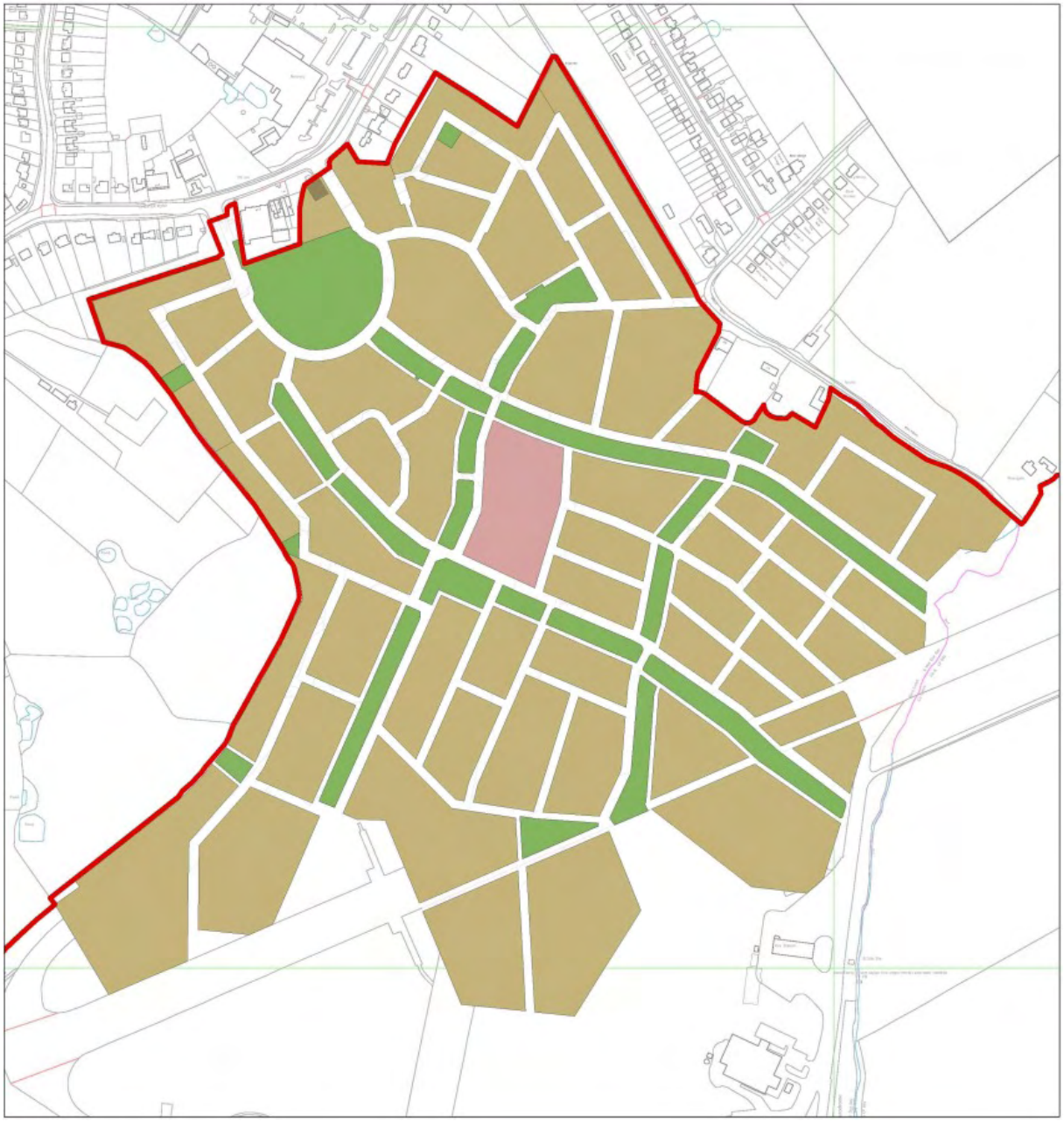
5.23 The existing MEDS boundaries for the site were established through the development plan process and take account of the impact of development on the openness of the Green Belt. The Woodford Aerodrome Opportunity Site Indicative Housing Masterplan (Figure 5.3), which forms part of this SPD, defines the area within which residential development can take place. This area is based on a robust analysis of the landscape and visual impacts together with an assessment of the impact of the potential development on the openness of the Green Belt which has developed an evidence base beyond the strategic work undertaken for the UDP and Core Strategy.

5.24 The development area defined on the Woodford Aerodrome Opportunity Site Indicative Masterplan (Figure 5.1) comprises the area of proposed residential development (excluding the significant areas of open space which contribute to the openness of the Green Belt – see §5.28 to §5.33), Oxford Aviation and the new Heritage Centre. This scale of development should substantially reduce the built footprint coverage of the site and the overall height of the development and is also likely to reduce the dominance of buildings in the landscape thereby enhancing the openness of the Green Belt.



5 Development Guidelines

Figure 5.3 Woodford Aerodrome Opportunity Site Indicative Masterplan (Housing Area)



5.25 In making an assessment of the compliance of a proposed development with Green Belt objectives, developers should note that the Green Streets, open spaces and primary school can only be excluded from the development area if they meet the following requirements.

Green Streets

5.26 To be excluded from the development area Green Streets must:

- Create a green corridor physically linking the open countryside and areas of open space within the development area;
- Be of sufficient length to create vistas through the development which achieve a sense of openness. It is not intended that there should be an uninterrupted view along the entire length

of the Green Street to meet this requirement, as it is considered desirable to create a sense of 'arrival-reveal-departure'; and,

- Be a minimum of 30m wide between plot boundaries of which a minimum of 18m should be greenspace.

5.27 The Green Street design typologies are set out in the following section of this SPD (see Figure 6.3). However, they may be used for:

- Highways, footways and shared driveways, together with the associated street furniture;
- Passive and active recreation, including children's play areas;
- Sustainable urban drainage; and,
- Tree planting and habitat creation.

Openness

5.28 To be excluded from the development area open spaces must create a sense of openness and be:

- Adjacent to the open countryside; or
- Linked to or bounded by a Green Street/Green Streets with SuDS; or
- Of sufficient size and design to create a sense of openness within the built-up area, such as the Village Green.

It is intended that these open space areas will be used for active and passive recreation and may include structures associated with this use, such as children's play equipment.

5.29 The equipped children's play areas (as set out in §5.50) should be well related to the residential properties which they serve, being integrated into the proposed residential area and would ordinarily be considered part of the development area. However, SMBC considers because of the scale of the development at Woodford Aerodrome Opportunity Site and the way in which open space permeates through it the equipped children's play areas may be provided within the Green Streets without being considered part of the development area.

Primary School

5.30 The single form entry primary school site should be approximately 1.2ha. It is accepted that the school playing field and play ground will create a sense of openness in the built-up area, provided they are contiguous (on at least two sides) with Green Streets or other open areas, in which case they should be excluded from the development area calculation. Furthermore, for the school building to be excluded from the development area it must:

- Minimise the footprint coverage of the primary school site whilst having regard to usability and good design principles;

- Be single storey with a roof profile which minimises its apparent height and bulk;
- Minimise the scale of the building through careful design and layout; and,
- Utilise building materials that minimise the visual dominance of the structure in the streetscene, whilst being respectful of the development guidelines set out in Section 5 that are being progressed for the site.

5.31 The Primary School should include car parking provision for staff and operational needs which ensures that parking does not occur on the highway to the detriment of safety, the amenity of other road users.

Development Form & Mix Phasing

Residential Uses

5.32 The development should create a balanced community, with a mix of property types and tenures distributed across the site. The aim will be to provide for both general market housing needs and the affordable housing needs of SMBC supported by an up-to-date Strategic Housing Market Assessment.

Market Housing

5.33 The aim is to provide a range of housing on the site which responds to the local context in terms of layout and design but appeals to the widest spectrum of market requirements and potential occupiers.

5.34 The precise housing mix will be dependent on market demand at the time of the planning application. However, it is anticipated that the Woodford Aerodrome Opportunity Site should accommodate a mixture of 2, 3, 4 and 5+ bedroom properties.

Affordable Housing

5.35 The exact format and type of affordable units to be provided within the development will be identified in the submission of planning application(s). However, the on-site affordable housing should include a range of sizes and tenures reflective of established needs and based on an up-to-date assessment of Housing Needs Assessment and reflecting the development mix as a whole.

5.36 The location of affordable housing should be integrated with open-market homes to create a mixed and inclusive community. The external appearance of the dwellings should be compatible with the open market homes on the development and by so doing achieve visual integration.

5.37 The types of affordable housing provision likely to be acceptable on the site are:

- Social Rented
  Housing provided by a Registered Provider, where access is on the basis of housing need, with rents no higher than target rents set by the government for housing association and local authority rents.

- Shared Ownership
  Aimed at first time buyers and key workers on average and below average incomes. Where "staircasing" of ownership is permitted, the receipts should be ring fenced for reinvestment in affordable housing within the Borough.

- Rent to buy / 'intermediate' rent
  Aimed at emerging households on average and below average incomes.

- Specialist Accommodation
  The provision of specialist and supported accommodation can also be included where justified (e.g. 'extra care' affordable provision for older people or 'accessible' wheelchair adapted housing for people with disabilities).

In addition, SMBC may consider the payment of commuted sums for off-site provision where justified and where considered the most effective means of creating a balanced, sustainable community.

5.38 The SCS [Development Management Policy H-3] seeks to secure up to 40% affordable housing on residential developments of the scale proposed in this SPD. It indicates that the affordable housing tenure split sought will be 50% intermediate housing and 50% social rented housing. However, the policy acknowledges the need to take account of economic viability but also that the requirement must be reflected in the cost of the land (see also §5.114 to §5.119 of this SPD).

5.39 SMBC has a long-established Stockport Housing Partnership which consists of seven registered providers who invest in affordable housing in the Borough. Developers should consider using the Partnership to deliver affordable housing at the Woodford Aerodrome Opportunity Site. SMBC provides guidance (updated annually) on the affordable prices for the sale of housing units to Registered Providers.

Density of Development

5.40 The Woodford Aerodrome Opportunity Site should reflect the character of existing Woodford area. It should also contribute towards ensuring the development does not have a greater impact on the openness of the Green Belt and the purposes of including land within it.

5.41 Density, height and massing should vary to help establish different character areas of the development. Higher densities should be located close to the retail and primary school. Lower densities will be particularly suitable on the Countryside Fringe of the site, in order to create a soft edge to the open countryside and minimise the impact of the development on the Green Belt (see Figure 5.2).

5.42 Woodford Aerodrome Opportunity Site will comprise five primary character areas (see §6.27). It is anticipated that the following density ranges will be accommodated to facilitate the creation of the defined character within these areas: -

- High Density 30dph – 45dph

- Medium Density 20dph – 30dph
- Low Density 15dph – 20dph

5.43 The overall density of the development should not exceed 30dwellings per hectare to achieve the objectives outlined above.

Traditional local building style

5 Development Guidelines

Local buildings, typically two story high with pitched roofs

Structural Planting

5.44 The close relationship between the site and the surrounding landscape will necessitate a clear and careful transition from development and formal landscape through to the open countryside. Strategic structural planting, including fruit trees will be required within the areas beyond the southern boundaries of the development (referred to as the Countryside Fringe in Figure 6.1), based upon the original field pattern, in order to ensure the appropriate interface and integration. This structure planting may take the form of formal hedgerows; trees along former hedgerow lines or a combination of the two.

5.45 The establishment of new woodland copses will also be appropriate within the southern portions of the site. In particular, along the line of the existing brook and towards the western extents, where small copses are an important component of the landscape fabric and a key definer of character.

5.46 It is imperative that the development of the site serves to 'repair' the damage done to the landscape (and therefore the Green Belt) through the stripping out of the prevailing field pattern to create an open landscape (for the former use of the site as an aerodrome). This should be achieved by restoring both the pattern and fabric of the landscape that is so characteristic of this part of north Cheshire.

Provision of Open Space

5.47 Woodford Aerodrome Opportunity Site should provide public open space to meet the recreational and amenity needs of the future residents in accordance with the development plan [SCS Policy SIE-2] and SMBC's Recreational Open Space Provision and Commuted Payments SPD (2006).

5.48 The SCS requires a standard of 1.7ha per 1,000 population for formal recreation and 0.7ha per 1,000 population for children's play and casual recreation should be provided. The Open Space SPD defines three types of children's play facilities which are required, namely:

- Local Area for Play [LAP] – small low-key games area with a walking time of 1min or 100m;
- Local Equipped Area for Play LEAP] – about five types of equipment and small games area with a walking time of 5min or 400m; and,
- Neighbourhood Equipped Area for Play [NEAP] – about eight types of equipment, kickabout and cycle play opportunities with a walking time of 15min. or 1,000m.

5.49 The SMBC Open Space SPD indicates that it is more important to take account of the time taken to reach play areas rather than the actual distances involved. All dwellings should be within the safe prescribe walking times of each type of playground. Whilst there are opportunities to combine LEAPs and NEAPs, LAPs and LEAPs should not be combined because of different age groups.

5.50 This SPD indicates that a development of in the region of 950 dwellings is considered appropriate as part of the Woodford Aerodrome Opportunity Site. Based on an average dwelling size of 3 bedrooms such a development would accommodate around 3,800 persons, which

generates a requirement for approximately 9.12ha of formal/informal/children's play space made up of: -

- 6.46ha for formal recreation; and,
- 2.66ha for children's play and informal recreation.

However, the actual open space requirements will need to be calculated by the developers based on the occupancy table set out in the Open Space SPD [§8.29].

5.51 Developers will be expected to meet these standards in the formulation of their proposals. In addition, developers should follow best practice guidance (such as that published by the Fields in Trust and Sport England) on the location, distribution and design of the play areas and sports provision. In particular, passive surveillance of such spaces should be secured through the careful orientation and layout of the surrounding dwellings.

5.52 The masterplan for the Woodford Aerodrome Opportunity Site proposes:

- 6.46ha for formal recreation; and,
- 11.60ha for children's play and informal recreation.

This open space provision is in excess of the normal requirement and is a consequence of the Garden Village design approach and the Green Belt Principles (see §5.23 to §5.33 of this SPD). As part of this a network of 11 LAPs, 3 LEAPs and 1 NEAP is proposed to be provided to meet the children's play needs. The formal recreational space is to be located to the south of the developed area. Planning applications for the development of the site should broadly accord with the open space principles established in the Woodford Aerodrome Opportunity Site Indicative Masterplan (see Figure 5.1).

5.53 Developers will be required to provide details of the future maintenance, management and ownership of the public open space as part of the planning application. SMBC will seek to secure these management arrangements through a section 106 agreement.

Amenity of Residents

5.54 In formulating the redevelopment scheme developers should ensure that the proposed land uses together with the layout and design of the buildings takes account of adjacent properties. The amenities of the existing properties fronting Chester Road and Bridle Road should be given particular consideration and development should not adversely affect the privacy or general amenity of adjoining occupiers.

5.55 It is expected that the proposed development will comply with the guidance set out in SMBC's Design of Residential Development SPD (2007) in relation to privacy, amenity and security (unless design considerations indicate otherwise and adequate amenity and privacy is maintained).

Phasing

5.56 Developers should submit a comprehensive phasing strategy for the delivery of the Woodford Aerodrome Opportunity Site as part of the initial planning application. It should address the following:

- The demolition of existing buildings on the site and removal of surplus infrastructure, including appropriate restoration of resultant cleared land;
- The construction of the redesigned accesses from, and highway enhancements to, Chester Road;
- The scale of development to be implemented on the site in advance of the A6 to Manchester Airport Relief Road;
- The construction of other appropriate accessibility improvements to the wider network;
- The delivery of appropriate enhancements for pedestrians and cyclists;
- The location and provision of a Heritage Centre;
- The laying out of the Village Green and open space within the housing area;
- The delivery of the primary school;
- The laying out of the areas of the playing fields to the south of the housing area and restoration of areas to open countryside, including the re-establishment of the rights of way network on site, as appropriate, to connect with existing network; and,
- The provision of on-site highways, footpaths and bridleways.

5.57 SMBC will require any individual planning applications submitted covering discrete parts of the development to demonstrate that those proposals will not prejudice the delivery of the comprehensive SPD vision.

Highways & Transportation

5.58 A detailed Transport Assessment [TA] and Travel Plan [TP] will be required in support of any proposals to develop the site, taking into account guidance in the DfT/DCLG 2007 “Guidance on Transport Assessment” [GTA] and relevant local policy and guidance.

Context for Transport Assessment

2001 Baseline

5.59 SMBC considers that the 2001 activity levels represent an appropriate baseline year. There is significant traffic and travel survey data available for the aerodrome for this year as part of the evidence base submitted by BAE Systems to support a major planning application for a new hangar building, training facilities and an additional car park.

5.60 A residential-led development on the site would typically result in a reversal of trip patterns from the site with more outbound movements in the morning peak hour, and more inbound movements in the evening peak, and a "flatter" traffic profile through the day.

Traffic Generation

5.61 Any development proposals for the site will need to be accompanied by a detailed analysis of likely person trip and traffic generation, taking into account the mix of uses on the site and likely trip patterns (including journey purpose and mode of travel). Such analysis needs to be statistically robust and use a methodology, including monitoring, that is agreed with SMBC. In line with the requirements of Guidance on Transport Assessment it will be important to identify opportunities to minimise the number of new vehicular trips as far as possible through the provision of:

- Measures and initiatives to encourage the use of more sustainable modes of transport (walking, cycling, public transport and car sharing); and,
- New local community facilities within the development to minimise the need to travel for local education, shopping and leisure activities. The timing of the implementation of these facilities will be important in setting patterns of travel and encouraging the use of non-car modes of travel.

Assessing Highways Impacts

5.62 The TA should include operational assessments of key junctions on the surrounding highway network (to be agreed with SMBC following analysis of strategic modelling of development impacts using the SEMMMS strategic SATURN highways model), to understand the impact of the development proposals (over and above the 2001 baseline position) on local roads and assuming delivery of the A6 to Manchester Airport Relief Road scheme. These assessments are to be undertaken on the basis of traffic data collected and assessed in accordance with a methodology agreed with SMBC.

5.63 Modelling of local road impacts will be likely to require use of a traffic model into which can be added local lanes and streets which were too minor to include in the main SEMMMS model. This will enable evaluation of likely traffic routing through such roads associated with the development. The extent of the modelled area and links to be tested should be agreed with SMBC prior to commencing this exercise.

5.64 Where significant highways impacts are identified, appropriate monitoring and mitigation measures should be identified and agreed with SMBC, as part of the TA process. Mitigation might include improved sustainable transport measures where these can be demonstrated to reduce car trips, or physical infrastructure improvements.

Access Arrangements

5.65 Vehicular access to the site will be from Chester Road, via the two existing access points. Any junction arrangement should be designed in accordance with appropriate design standards, be tested for capacity using computer modelling and be subject to appropriate safety audits. Development proposals should identify opportunities and proposals for public realm treatment to Chester Road in the vicinity of the site accesses to:

- Provide a more attractive gateway;
- Ensure the development is properly integrated into the existing Woodford village;
- Reduce traffic speeds on approach to the site; and,
- Improve access to the site for vulnerable road users.

5.66 The detailed design of the site accesses should ensure that they operate efficiently and safely for all road users, and appropriate operational assessments should be undertaken as part of any detailed transport assessment.

Figure 5.4 Chester Road Frontage

5.67 Emergency access onto Bridle Road may be required.

5.68 In addition to the vehicular access points, opportunities and proposals to improve pedestrian and cycle links into the site should also be identified to re-establish links into wider walking and cycling routes and public rights of way (see Figure 5.4). Emergency access onto Bridle Road may also be required.

Internal Layout

5.69 The public realm within the Woodford Aerodrome Opportunity Site should be designed to maximise walking and cycling accessibility and permeability. "Manual for Streets" principles should be followed wherever possible, with the site designed for maximum speeds to be 20mph. The aim should be to make walking or cycling the automatic and easiest mode of choice for trips within the site.

5.70 A hierarchy of streets should be identified, based on their likely function, and designed to appropriate standards to ensure that they cater for likely traffic flows but provide a safe and attractive environment for all road users.

5.71 The layout of the site should allow for access to countryside and the wider public rights of way network and should identify opportunities for allowing circular walks and cycle rides within the site.

5.72 New roads and footpaths that are to be offered for adoption by the Local Highway Authority should ideally be identified in any planning application. All new roads should be designed in accordance with a standard to be agreed with SMBC. Any path providing a through route should be offered as a Right of Way to an appropriate footpath or bridleway status.

Pedestrian & Cycle – Links and Provision

5.73 Key pedestrian and cycle desire lines should be identified within the site and to important local destinations. Good quality footway, cycleway and crossing provision made wherever feasible to make walking as convenient and attractive as possible.

5.74 Improvements will be required to the surrounding pedestrian and cycle network (see Figure 5.5). The key locations and routes that are anticipated to require improvement include:

- Pedestrian and cycle links to Poynton rail station;
- Links to facilities in Bramhall and Poynton together with Adlington Industrial Estate;
- Links to the proposed pedestrian and cycle network to be created as part of the A6 to Manchester Airport Relief Road; and,
- Re-establishing connections from the site to the existing public rights of way network and the new public rights of way to be created as part of the A6 to Manchester Airport Relief Road.

5 Development Guidelines

Figure 5.5 Woodford Aerodrome Opportunity Site Indicative Masterplan (Pedestrian & Cycle Routes)

Public Transport – Provision & Improvements

5.75 Development proposals for Woodford Aerodrome Opportunity Site should identify opportunities to improve public transport provision, focusing particularly on:

- Improvements to local bus services to key services and facilities and to local rail stations;
- Improvements to pedestrian and cycling access to rail stations and cycle parking facilities, if necessary;
- Identifying opportunities to route bus services into the site to minimise walking distances to buses for residents, generally dwellings should be within 400m of a bus stop served by frequent services; and,
- Provision of an accessible bus hub on the site, with high quality passenger waiting facilities and information.

Community Travel Planning

5.76 Development proposals for the site should seek to minimise new vehicular trips as far as possible through the provision of measures and initiatives to encourage walking, cycling, car sharing and public transport. These will need to be explored in detail as part of the travel plan, but should include offering a personalised travel planning service to all new households to provide tailored information on sustainable transport options and consider provision of incentives to use public transport. These will need to be explored in detail as part of the Travel Plan.

Car and Cycle Parking

5.77 Parking provision should be detailed in any future planning application, with appropriate levels of parking defined taking into account the accessibility of the site; land use; dwelling type; likely car ownership levels; having regard to SMBC parking standards. Car parking should be located where it is secure and will not dominate the street scene.

5.78 Secure cycle parking provision should be made available for each dwelling (either within garages or elsewhere within the curtilage of dwellings). Cycle parking provision should be a minimum of one space per dwelling. Where parking is within a garage the garage must be designed to also accommodate a car. Secure cycle parking facilities should also be provided at key destinations within the site, such as education, community and retail facilities.

5.79 The ancillary uses proposed on the site (see §5.14), should be provided with car (including disabled), motorcycle and cycle parking having regard to with SMBC adopted standards. The level and location of the parking should ensure that on street parking associated with these uses does not occur (other than in designated laybys).

5 Development Guidelines

Environmental Assets

Landscape & Trees

5.80 Whilst the site is currently devoid of almost any tree planting or shrub understorey, an objective for the redevelopment is to re-introduce historic field and hedgerow patterns, along with the planting of large numbers of native trees and shrubs.

5.81 The re-creation of these features, both within the development footprint as well as the peripheral landscape areas, will serve to break up the blocks of new buildings and also 'anchor' the new settlement within its surrounding landscape. Landscape proposals should be an integral part of any application.

Ecology

5.82 An objective for the redevelopment is to achieve a net increase in biodiversity and consequently biodiversity should be fully integrated into the design stages. In particular, consideration should be given, wherever possible, to the retention of existing and the creation of new biodiversity features within the development.

5.83 To enable biodiversity considerations to be fully understood a detailed and up to date ecological survey and assessment should be provided with any planning application(s). This should be sufficiently detailed to allow the impacts of the redevelopment proposals to be properly assessed. The survey and assessment will follow best-practice methodologies and principles as set out by the Institute of Ecology and Environment Management and should inform a structured set of proposals for enhancement of biodiversity.

5.84 Biodiversity objectives will give particular regard to those species and habitats which are identified as being national and local priorities as detailed in the UK and relevant local Biodiversity Action Plans. Habitat creation and enhancement which contributes significantly to local biodiversity targets will be particularly encouraged.

5.85 The creation and enhancement of habitats adjacent to existing biodiversity rich areas to complement and provide a buffer for biodiversity will be sought.

5.86 Proposals that meet public open space requirements which also provide new wildlife habitats with clear management objectives will be encouraged.

5.87 Within built elements of the redevelopment good design will be sought that realises opportunities to maximise provisions for biodiversity in close associate with buildings (for example, through the provision of bird, bat or insect boxes).

Potential area to improve the existing water habitat to the south of the site

Heritage

5.88 In addition to a desk-based Heritage Assessment the development proposals should be supported by a geophysical survey of those parts of the site which are not currently occupied by buildings or hardstanding and where new development is proposed. Where the geophysical or other survey results dictate, in consultation with the Council's archaeological advisor, any archaeological remains will be identified by trial trenching and, if appropriate, archaeological excavations will be phased ahead of redevelopment in these areas of interest.

5.89 The initial assessment undertaken for this SPD and similar work by specialists for BAE Systems has resulted in a general photographic and descriptive record of the Aerodrome and a preliminary phasing plan. The Greater Manchester Archaeological Officer has indicated that this record should be enhanced through a historic building recording programme, comprising a modified Level 2 survey of buildings within the site. This level of survey includes a general written record (a supplement to the record already produced), a general and detailed photographic survey (much of which exists) and the integration of this material with the BAE Systems drawing archive for buildings on the site. A complete inventory of the buildings would be produced with a more accurate building phase plan. The completed archive would be deposited in the Heritage Centre to support the collection of documents and artefacts, and could form a resource for use by the community project.

5.90 Development proposals should reflect the history of the aviation use on the site, for example by reflecting the line of the runway within the proposed site layout (as illustrated on Figure 5.1).

5.91 Archaeology and heritage present a unique opportunity to engage with the local community and residents of the new development on the Aerodrome. Options for local community involvement in archaeological excavations, historical research and the work of the Heritage Group should be promoted via links to special interest groups, schools and others.

5.92 The proposals for the Heritage Centre should provide for use by schools groups (coach parking) and the potential addition of further external exhibits. Access to the Heritage Centre

should be from Chester Road via the site access. The access route must to suitable to accommodate coaches and other service vehicles.

Alignment of existing runway to the eastern side of the site could be retained in situ

Contamination & Remediation

5.93 A comprehensive Remediation Strategy should be submitted with any planning application for the development of the site. The Strategy should maximise the re-use of soils on the site with a Material Management Plan submitted as part of the application demonstrating the management of this sustainable approach. All material that is imported or reused on site should be verified against appropriate contaminant concentration thresholds, in accordance with good practice guidelines.

5.94 A good practice approach should be employed during remediation and construction to try and prevent any accidental release of potentially contaminative substance imported onto the site or, if release does occur, to minimise its effects. For example appropriate bunded chemical / fuel stores should be employed and use of other chemicals should be controlled and use made of less toxic alternatives where appropriate. Provision of and training with spill kits, other clean-up equipment and contingency plans should be included in method statements.

5.95 Current ground condition data and the identified likely remediation requirements suggest that the site can be cleared & remediated as part of a phased approach for redevelopment. The outline remediation strategy should have regard to the following:

- Removal of asbestos, demolition and removal of other structures to ground level;
- Removal of the hardstanding and sub-surface structures;
- Remediation of soils requiring ex-situ treatment or disposal; remedial options are dependent on the nature of contamination but could include:

  a. Bioremediation or organic compounds (hydrocarbons amongst others);

  b. Ex-situ chemical treatment or stabilisation; and,

  c. Off-site disposal;

- Inspection and assessment of soils during site clearance and removal of foundations and redundant services to confirm absence of any contamination by means of on-site monitoring and confirmatory testing;
- Excavation, stockpiling and placement of topsoil and others soils following earthworks to produce required development platforms. This work should be carried out in accordance with a Material Management Plan demonstrating how site derived soils can be used in a sustainable manner;
- Placement of a capping layer in residential areas if deemed appropriate to the nature and degree of contamination. The reuse of site derived soils should be prioritised to avoid unnecessary importation of materials. A capping layer solution could include placement of final subsoil and topsoil layers in residential gardens. Soil quality should be verified against appropriate residential thresholds; and,
- Incorporation of an appropriate gas proof membrane and under slab void spaces in new residential units, if required in areas identified to have an ‘elevated’ gas regime.

5.96 This strategy should be developed as future additional site investigation data becomes available and submitted with future planning applications.

View towards the BAE buildings and existing tree cover along the perimeter of the site

Noise & Vibration

5.97 The potential for noise & vibration impacts on existing or proposed noise sensitive receptors arising from the demolition, remediation and construction phase of the development will be assessed in accordance with BS 5228:2009[3]. In particular the following should be adhered to:

- Ensuring the use of quiet working methods, the most suitable plant and reasonable hours of working for noisy operations, where reasonably practicable;
- Locating noisy plant and equipment as far away from houses as reasonably possible and where practical, carry out loading and unloading in these areas;
- Screening plant to reduce noise which cannot be reduced by increasing the distance between the source and the receiver (i.e. by installing noisy plant and equipment behind large site buildings);
- Shutting down any machines that work intermittently or throttling them back to a minimum;
- Orientating plant that is known to emit noise strongly in one direction so that the noise is directed away from houses, where possible;
- Closing acoustic covers to engines when they are in use or idling; and,
- Lowering material slowly, wherever practicable, and not dropping it.

5.98 Vibration can be more difficult to control than noise and there are few generalisations which can be made about its control. Where reasonably practicable, plant and/or methods of working causing significant levels of vibration at sensitive premises should be replaced by other less intrusive plant or working methods.

5.99 The main sources of vibration typically associated with the construction process are piling, in particular intermittent vibration derived from conventional driven piling and blasting.

5.100 It is anticipated that the appointed contractor(s) would adopt an appropriate Code of Construction Practice (CoCP) which will be agreed with SMBC prior to commencement of demolition and/or construction. This could form part of the agreed working methods with the Local Authorities under Section 61 of the Control of Pollution Act 1974.

5.101 The aim of the CoCP will be to minimise vibration as far as practicable having regard to the human discomfort criteria, which will minimise impacts on ecological species and provide protection against cosmetic or structural damage to buildings.

5.102 BS 5228-2[4] advises that blasting should only be used when there is no viable alternative. It emphasises that good public relations, such as contacting owners of sensitive properties and publicising the times when blasting will occur (and sticking to those times whenever possible), are

3 British Standards Institution, 2009. BS 5228-1:2009 Code of practice for noise and vibration control on construction and open sites Part 1 Noise. London: BSI

4 British Standards Institution, 2009. BS 5228-2:2009 Code of practice for noise and vibration control on construction and open sites Part 2 Vibration. London: BSI

likely to reassure the public that normal blasting procedures have not been found to damage property.

Air Quality

5.103 There are no formal assessment criteria for dust. The risk of dust emissions from a construction site causing health or ecological effects is related to the activities being undertaken, the duration of the activity, the size of the work site, meteorological conditions, the proximity of receptors to the activity, the adequacy of mitigation and the sensitivity of the receptors to dust.

5.104 The IAQM[(5)] guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance (2012) requires that mitigation measures[(6)], appropriate to the level of risk are adopted. The exact level of risk, and therefore the required mitigation, will need to be assessed as part of the Environmental Statement that will accompany an outline planning application for the site.

Infrastructure & Utilities

Hydrology & Drainage

5.105 The development will replace existing impermeable areas and provides an opportunity to provide further betterment through the reduction of surface water discharge rates and associated positive impact on flood risk off-site.

5.106 The site drains largely to existing watercourse features within the south of the site, although the extreme east and west of the site area do drain separately to watercourse systems on each boundary. The development can broadly retain existing discharges by maintaining existing sub-catchments, although the rates of discharge will be reduced and consequent surface water attenuation increased as a result of the development proposals, although the potential to direct all run-off from the site to new wetland (treatment) features within the public open space area to the south of the proposed housing area is also to be considered. Such an option could involve cross-catchment transfer but would need to be designed to reduce existing run-off rates, allow for long term storage and provide a more robust treatment train and thereby improving the quality of all run-off from the site.

5.107 The use of suitable mitigation measures e.g. Sustainable Drainage Systems [SuDS], in the form of infiltration (soakaway) methods, swales, ponds and wetlands, could improve the quality of run-off from the site and further protect and enhance the adjacent watercourse network. The development proposals should provide a treatment train through the use of a number of the above SuDS features in sequence but also using piped systems within the overall network where necessary.

5.108 A strategic SuDS approach could be adopted for the site, with an overarching SuDS infrastructure delivered in the initial phases of development which will allow for connections from individual phases of development as they come forward. Clear guidelines and minimum

5 Institute of Air Quality Management (January 2012), “Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance” London: IAQM.

6 As set out in The Control of Dust and Emissions from Construction and Demolition: Best Practice Guidance (published in 2006, but due to be revised 2012)

requirements for the design and incorporation of SuDS from individual phases of development should be set out as part of the initial planning application.

5.109 Further to the above, the removal of significant elements of the airfield could enable large sections of existing culverted watercourse to be opened up through the site. The 'naturalisation' of this watercourse and incorporation within a wetland area of the proposed public open space would contribute significant betterment in terms of biodiversity and water quality.

Waste Management

5.110 Foul drainage from the site will need to be pumped, as a result of the existing connection points being at a higher level on the A5102 Chester Road. Consultations are underway with United Utilities to determine the likely infrastructure requirements to facilitate the completed development and to also identify potential to accommodate phased development.

5.111 A masterplan supporting the planning application should allow for the provision of a foul pumping station compound and associated cordon sanitaire within the lower areas of the development area but outside of any area of potential flood risk associated with the opened watercourse and surface water drainage features.

Planning Obligations

5.112 The development plan does not contain any specific planning policy guidance in relation to planning obligations. However, the Framework [§204] indicates that planning obligations may be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and,
- Fairly and reasonably related in scale and kind to the development.

5.113 In addition, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled [Framework §205].

5.114 In seeking to deliver the vision for Woodford Aerodrome Opportunity Site, contributions will be necessary towards a variety of physical and social infrastructure to make the development acceptable in planning terms. These contributions will be secured through s106 agreement(s) linked to the grant of planning permission(s) and will be phased in relation to the completion of dwellings on the site.

5.115 It is acknowledged that the Woodford site is a large previously developed site with significant costs which need to be considered such as demolition, remediation and on-site and off-site infrastructure provision.

5.116 It is also accepted that the scale and nature of the contributions could have implications for the viability of the development and, in accordance with the Framework, it is therefore necessary to give priority to those elements of infrastructure which are required to make the development

safe and facilitate the creation a sustainable community with adequate facilities to meet the needs of the future residents.

5.117 SMBC will therefore give priority to the various elements of physical and social infrastructure, when negotiating the planning obligations associated with the Woodford Aerodrome Opportunity Site:

- Highway improvements required to support the land uses permitted by this SPD;
- Improvements to the public transport system required to encourage the use of non-car modes of transport for the future residents and the effectiveness of the Travel Plan;
- The provision and management of recreation and open space facilities needed to meet the needs of the future residents;
- The provision of a new single form entry primary school;
- Improvements to cycle and pedestrian facilities required to encourage the use of non-car modes of transport for the future residents; and,
- The provision of affordable housing in accordance with the requirements of SCS Development Management Policy H-3.

5.118 When assessing these priorities the SMBC will have regard to the viability of the development and any changes in circumstance which may occur over the life of the development. The Heads of Terms for the s106 are set out in Appendix 2 to this SPD. A viability assessment will be required to support any future planning application(s) in order to determine the appropriate levels of contributions that can be provided by the development. Landowners and developers must have regard to these priorities and their likely cost implications when determining and negotiating the cost of land.

6 Design & Layout Guidelines

Introduction

6.1 SMBC have prepared a Design Concept and Indicative Masterplan (Figure 5.1) for the Woodford Aerodrome Opportunity Site has been prepared which identifies a suggested land use distribution on the site together with a street hierarchy (Figure 6.2) and the principal elements of landscape and open space (Figure 6.1). In addition, the Indicative Masterplan provides a number of guidelines that should influence the form and design of the new development on the Woodford Aerodrome Opportunity Site.

Approach to Design & Master Planning

Design Concept and Masterplan

6.2 The built development should follow the principles of the Garden Village ideology. This is an early twentieth-century concept but will be updated to conform to early twenty-first century requirements. The key principles are:

- An informal layout but capable of incorporating formal areas;
- A network of green space consistently distributed throughout the area as an integral part of the infrastructure;
- The majority of dwellings on self-contained plots;
- The majority of dwellings with generous front gardens and defined boundaries facing roads and public spaces;
- Varied traditional dwellings using local materials;
- Formal green spaces forming community recreation areas; and,
- Distinctive or landmark buildings of the same general character as the area but distinguished by size, location or enhanced design detail.

6.3 The key Woodford Aerodrome Opportunity Site principles are:

- The development will be located on the north part of the site fully connected with the existing village and providing varied landscaped links to the countryside to the south. It will be a high quality development extending the existing village and providing additional facilities which will be capable of serving both the new development and the existing village.
- A Village Green of the size and proportions (but not necessarily the function) of a cricket pitch at the interface with and contributing to the character of the existing village.
- ‘Green Streets’ with functional publicly-accessible linear space connecting all parts of the layout and linking the existing and new village areas to the countryside;

6 Design & Layout Guidelines

- Landscaped secondary streets and lanes;
- Additional functional green spaces distributed throughout the area;
- Dwellings facing onto green spaces and streets with front gardens defined by private boundaries;
- Design codes to maintain consistency, control variety and indicate material palette;
- Non-residential uses fully integrated into the layout;
- Landscape enhancements, including new field boundaries within the southern part of the site; and,
- Encouraging low vehicle speeds and use of more sustainable forms of transport.

6.4 The Woodford Aerodrome Opportunity Site Indicative Masterplan (Housing Areas) (Figure 5.3) illustrates how the Garden Village principles could be secured by:

- The creation of a permeable movement network of streets and pedestrian routes through the site, centred on a network of Green Streets which create openness and provide a landscape structure;
- The establishment of a series of interconnected spaces which act as new focal points and amenity resources, as well as maintaining and enhancing the openness of the site;
- The integration of the existing landscape structure thereby creating an attractive safe pedestrian environment, with defined routes and spaces, which provide amenity and derive a new identity;
- The creation of new and improved gateways and arrival points to the site from Chester Road, including enhancements to the existing highway environment; and,
- The creation of a mixed-use focal point in the vicinity of Chester Road as a busy hub of activity drawing together the existing community and the new residential development.

6.5 Developers will be expected to provide a comprehensive approach to the development of the site following the principles contained in the Indicative Masterplan.

6.6 The built edge and treatment of the ‘countryside’ parts of the site will be dealt with very differently but with equal care and response to context.

6.7 The Woodford Aerodrome Opportunity Site should provide a new central focus for the existing village through the delivery of:

- Public realm environmental improvements to Chester Road between Moor Lane and Woodford Road, in accordance with the relevant design standards and subject to capacity analysis and safety audits;
- Local shops in the vicinity of Chester Road;

- A substantial Village Green visible from Chester Road with high-quality buildings defining the space; and,
- Gateways to 'Green Streets' connecting and providing continuous open space links to countryside.

6.8 The Woodford Aerodrome Opportunity Site should integrate with the surrounding landscape and open countryside context by:

- Repairing the lost landscape character through the reintroduction of historic field boundaries;
- Integrating development into the new field pattern linking Green Streets to open spaces with field boundaries informing block and street alignment;
- Defining a character to the western and eastern boundaries that addresses the adjoining land uses in a sensitive and appropriate manner;
- Defining a character to the southern development edge that will aid integration through a reduction in density, overlooking of public areas, naturalistic landscape treatments, return of southern areas to open uses; and,
- Providing opportunities to expand public accessibility by linking into surrounding footpath and bridleway networks, encouraging sustainable travel patterns and returning permeability to this formerly secured private site.

Creating Local Character and Identity

6.9 The surrounding area lacks specific architectural and historical character or precedents, apart from the generally pleasant suburban characteristics. These factors suggest redevelopment can be free to develop its own distinctive character and sense of place which, whilst complementary, seeks to introduce greater variety in terms of both housing choice and village character.

6.10 The existing Woodford village has grown in a linear fashion along an established road network and has a semi-rural character with no discernible centre. The existing buildings combine a nineteenth-century church, a few pre-nineteenth-century rural cottages, a number of distinctive nineteenth and early twentieth-century houses and a number of generic later twentieth-century houses. Most buildings are distributed along the street edge, leaving paddocks and fields in the spaces between made visible by gaps in the built frontage. It has an identity largely through its particular pattern of development but this could be enhanced by creating a distinct centre, increasing the critical mass and the establishment of an individual but sympathetic character in the development of the new area.

6.11 With regard to building design and character, the following design principles will guide the Woodford Aerodrome Opportunity Site development:

- The Village Green should be fronted with significant houses and other uses up to three storeys high. The buildings around the Green will be of varied but close frontage with gardens of between 2m-7m;

- All dwellings will have sight of, or be no further than 400m or 5 minutes walk from, functional green space;
- Green Streets with a minimum of 18 metres width of continuous functional green space with the road to one side and shared driveways on the other side;
- Green Streets will link the village directly to the countryside and provide a primary grid for the principal means of access;
- The SUDs system will be integrated into the new public spaces - with its nature and appearance influencing the street character;
- Encouraging low vehicle speeds (maximum 20mph) and use of more sustainable forms of transport;
- All dwellings will front onto streets or around open spaces;
- All detached or semi-detached dwellings on Green Streets will have front gardens of between 3m-10m with the exception of corner plots and key buildings which may be closer. To Garden Streets front gardens will be between 2m-10m;
- All detached or semi-detached dwellings will have defined front boundaries which should ensure adequate visibility between pedestrians using the footway and vehicles exiting curtilages;
- All buildings will use materials in accordance with their traditional construction techniques (tile for pitched roofs, masonry materials as wall facings etc.) taking account of the need to incorporate principles of sustainable design and construction; and,
- The Rural Edge will be defined by houses facing onto the surrounding green spaces and countryside, shared driveways and footways. Wide meadow verges running to new and existing field boundaries will create a buffer between the open areas and development, whilst allowing for provision of play facilities set back from housing.

6.12 The overall aim is to create a coherent character for the site, although there are opportunities to create varied and distinctive areas within this overall identity. The planning application masterplan should define specific character areas in order to provide guidance on the density and design approach within each sub-area. These character areas should be developed further through an agreed Design Code that will go on to inform future detailed planning applications.

Buildings and Village Character

6.13 The Indicative Masterplan is based upon a block layout of streets and spaces which create an easily understandable layout. It facilitates good overlooking of the street and restricts access to the rear of properties. It allows scope for gardens, parking and servicing within the block, which has the benefit of reducing on-street parking pressures and its visual consequences on the street. The size of the block has a direct correlation with the permeability of an area for pedestrians, and therefore smaller block sizes are encouraged.

6.14 In general building heights will be 2 – 3 storeys to reflect the existing character of the area. The use of a relatively constant building line and the repetition of similar building forms and elements will create a cohesive street scene and consistent character to the new development. Taller buildings should be introduced at appropriate locations to create focal points, define corners, demarcate arrival points, enclose squares, and provide natural surveillance over key spaces and generally aid the legibility of the site layout. Orientating active parts of the building toward the street frontage will also help to maximise natural surveillance. No building should exceed the height of the existing buildings on the site.

6.15 A detailed survey of the existing buildings on the site has been completed. The survey indicates that none of the buildings are of sufficient historic or architectural merit to justify listing. It is acknowledged that as part of a comprehensive redevelopment scheme most of the existing buildings can be demolished subject to a programme of historic building recording.

Open Space Hierarchy

6.16 Green Infrastructure is an interconnected multi-purpose and diverse network of greenspace, which helps to define communities, providing quality of life and engendering a sense of identity (see Figure 6.1). The network of Green Infrastructure is considered essential in giving context to the high quality built environment that any redevelopment will be required to create.. It should comprise: -

- Village Green
  Formal in character with generous central grass area, avenues of tree planting, seating and networks of paths.

- Pocket Parks
  Varying in character, shape and size depending on the nature of use, topography and setting within the urban block structure.

- Green Streets
  Network of green corridors for play, recreation, SUDS, paths, and extensive tree planting. A minimum width of 18m is defined for the central space, although this can widen to accentuate entrances/ gateways within the development.

- School Grounds
  Formal grass playing field areas within the body of the development.

- Meadow Edge
  Meadow buffer planting to the edge of the site providing the transition from open space through to open countryside with smaller meadow parks being formed at the ends of the green streets. A range of widths dictated by topography and water ranging from 15m wide to 80m in width. Reflection of the former runways as footpaths, through tree lines, planting bands and mowed strips.

- Playing Fields
  Formal grass playing field areas.

- Countryside Fringe

Characterised by naturalistic tree planting, field ponds, marginal planting and grass fields. Reinstatement of hedgerows as a key organising element, picking up alignment and scale of the historic field boundaries.

- Rights of Way
  Re-establishing rights of way network through the site and connecting into the existing off-site network.

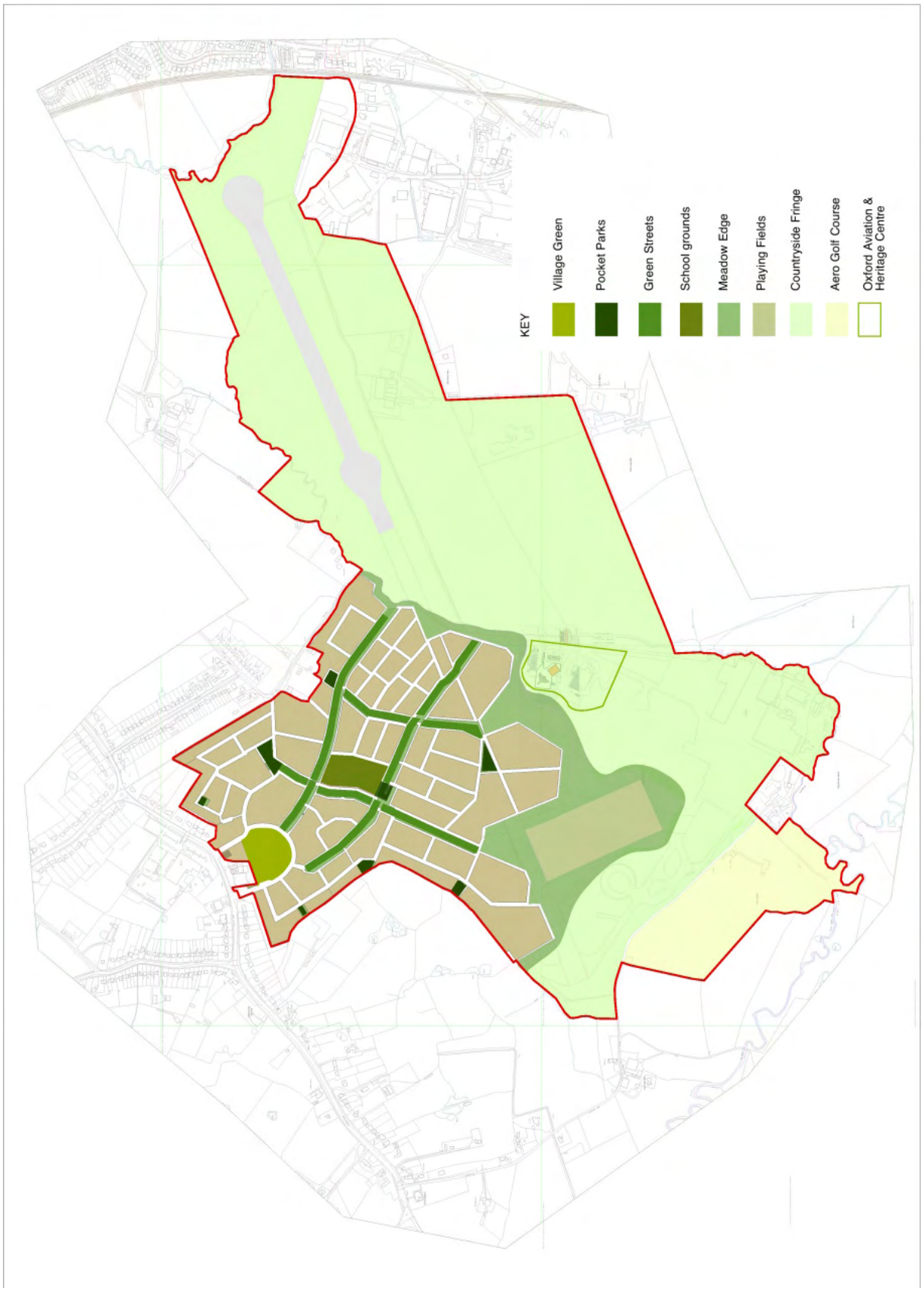


Figure 6.1 Open Space Hierarchy

6 Design & Layout Guidelines

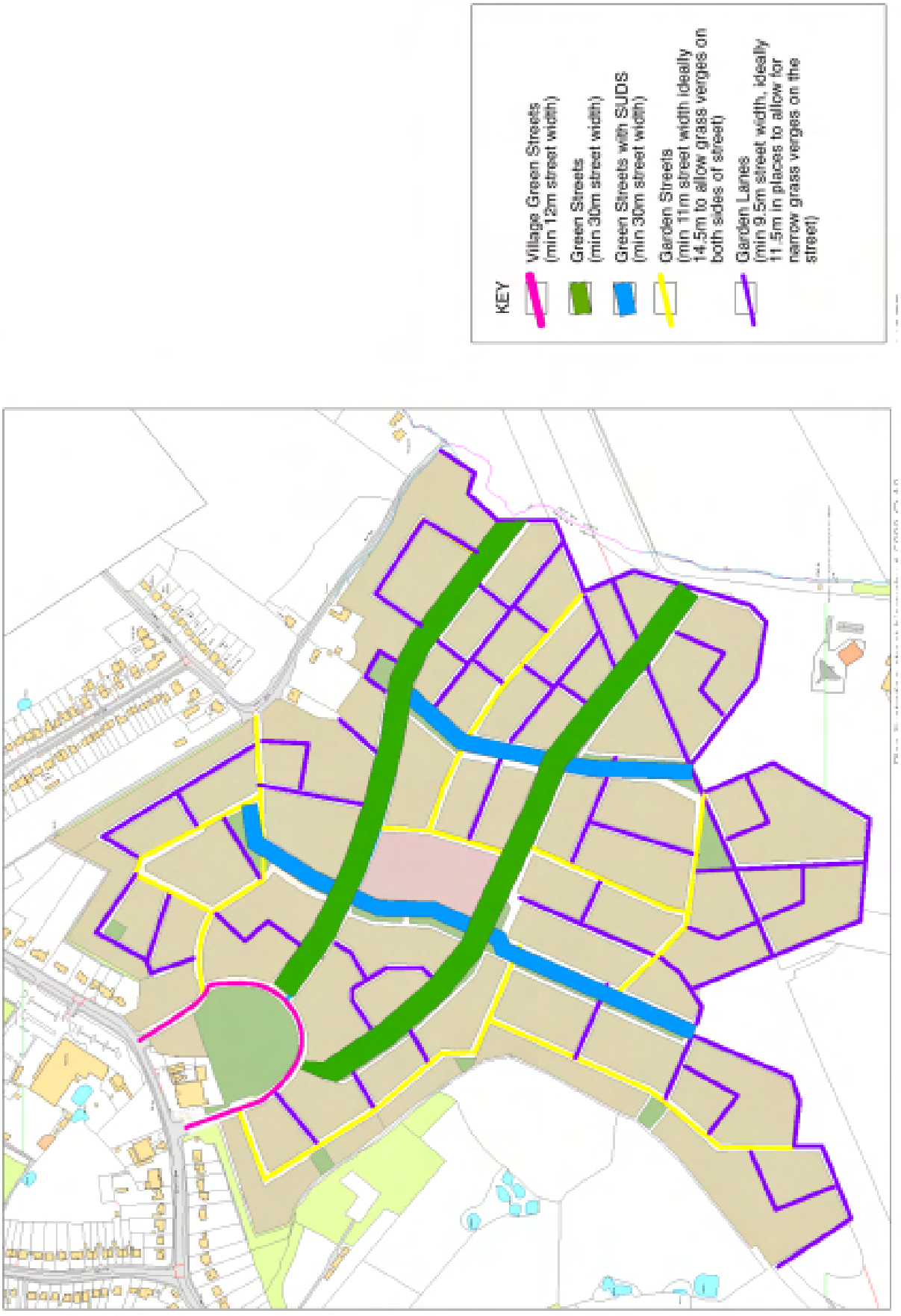


Figure 6.2 Street Hierarchy

Movement Hierarchy

6.17 The Woodford Aerodrome Opportunity Site Street Hierarchy (Figure 6.2) has been developed in accordance with best practice urban design principles and SMBC adopted standards for Residential Street Design. A permeable, legible and connected movement network comprised of enclosed and supervised streets, framed by a range of properties of a varied, yet complementary character.

6.18 Development proposals will be expected to adopt a street based approach to the layout of the development. Each of the streets should have its own identity derived from the compositions of buildings, landscape, orientation and outlook. The design of the access roads should take account of SMBC standards which, whilst restricting through movement of traffic, maximise pedestrian and cyclist permeability. Culs-de-sac will be acceptable in limited circumstances where they can be shown to achieve an efficient development as well as the delivery of design objectives. Shared driveways will be permitted to serve up to 5 dwellings.

6.19 Attention should be given to servicing and refuse vehicle access. Layouts which require such vehicles to over-run kerbs to gain access will not be acceptable. At the same time the requirements for such access should not dominate the street scene.

6.20 Streets should be places for people and not just motorised traffic. They should allow safe and easy access to facilities (e.g. safe routes to school), promote walking and cycling, be interesting and provide opportunities for personal expression, social interaction and informal play and habitat creation.

6.21 The Indicative Masterplan illustrates the following street hierarchy, all designed to encourage low speed vehicular movement, which should be adopted on the site:

- Village Green Street
  Minimum street width 12m. Primary entrance route into the development characterised by a traditional 'Village Green' feel. Intimate relationship between the Village Green and the adjacent housing. Hedgerows define the front boundary with the adjacent footpath. On-street parking provision along the perimeter of the green space is provided in the form of series of on-street bays. There will a minimum carriageway width 6.5m (exclusive of parking bays) where on a bus route or 5.5m where not.

- Green Streets
  Minimum street width 30m. Primary streets structure to the village. Attractive green character through generous 18m wide central open space and significant tree/hedge planting and wide grass verges. Houses are set back with large front gardens and a mix of lane and private drive access. Front boundaries will be defined. There will be a minimum carriageway width of 6.5m where on a bus route or 5.5m where not, with the potential to include pinch points of 3.75m over short distances but not on bus routes.

- Green Streets (with SuDS)
  Dimensions and disposition similar to Green Streets whilst also incorporating a series of landscaped swales along the central green space.

- Garden Streets

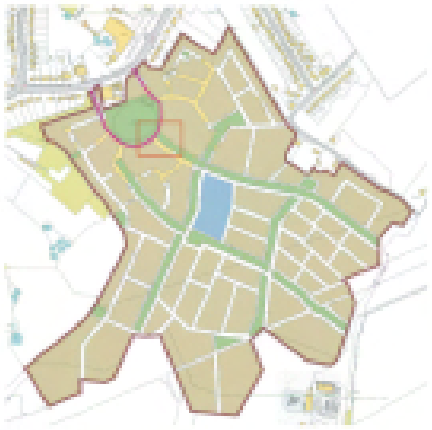
6 Design & Layout Guidelines

Minimum Street Width 11m. Secondary streets, reduced scale of street with mature tree planting, large gardens and hedgerows.

- Garden Lanes
  Minimum Street Width 9.5m – ideally 11.5m to allow for verge area. Tertiary routes, with reduced grass verges and front gardens. Tree planting within front gardens and defined boundaries.

6.22 The street typologies are illustrated on Figure 6.3.

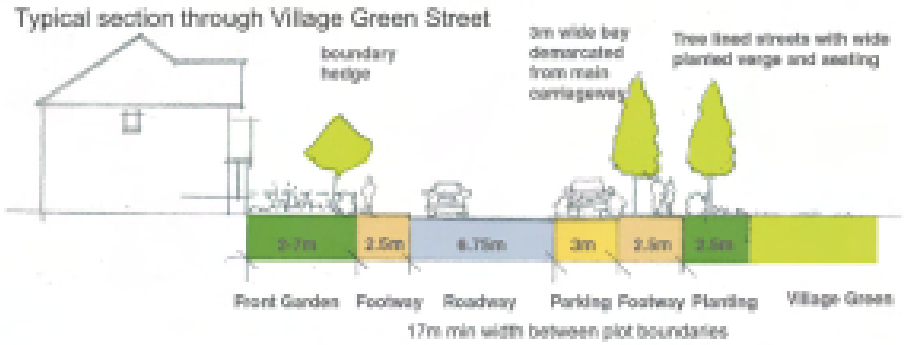
Figure 6.3 (a) Village Green Street Typology



VILLAGE GREEN STREET

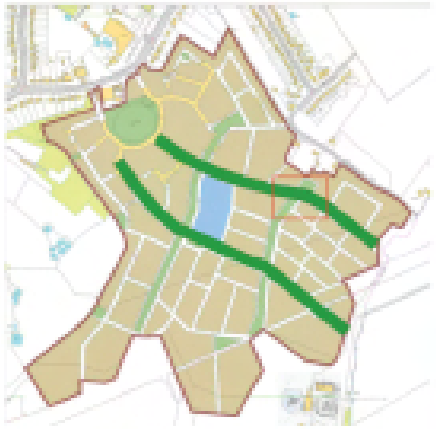
Primary entrance routes into development, characterised by village green feel. Distinctive street character, where the narrow street provides an intimate relationship between the park and the adjacent development block. With narrow front gardens and driveways, hedgerows defining the front boundary with the adjacent footpath.

Given the proximity to the park, all tree planting and verges contained within the Village Greenspace. On-street parking provision along the perimeter of the greenspace in the form of series of on-street cobbled bays.



Indicative Sketch Plan of junction of Village Green Street & Green Street
n.t.s.

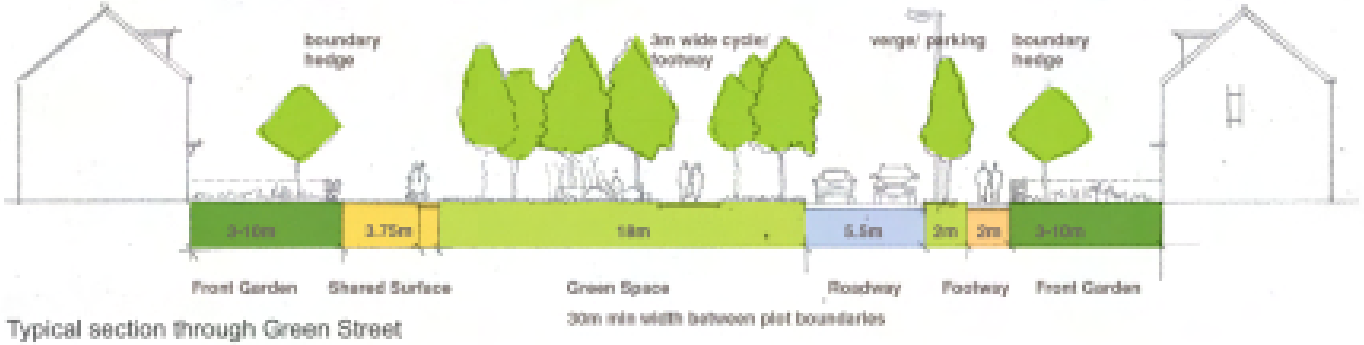
Figure 6.3 (b) Green Street Typology



GREEN STREETS

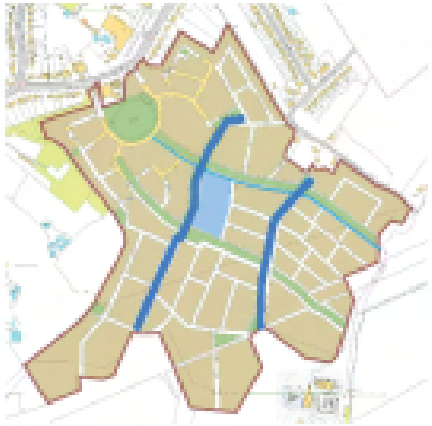
Primary streets feeding off the Village Green. Typically green feel through varying tree species, hedgerows, grass verges. Frequently broken to allow car access to driveways, houses are set back with large front gardens.

With wide central greenspace, formal in character towards the Village Green filtering along the street into Option B more organic form before leading into the open countryside.



Typical section through Green Street

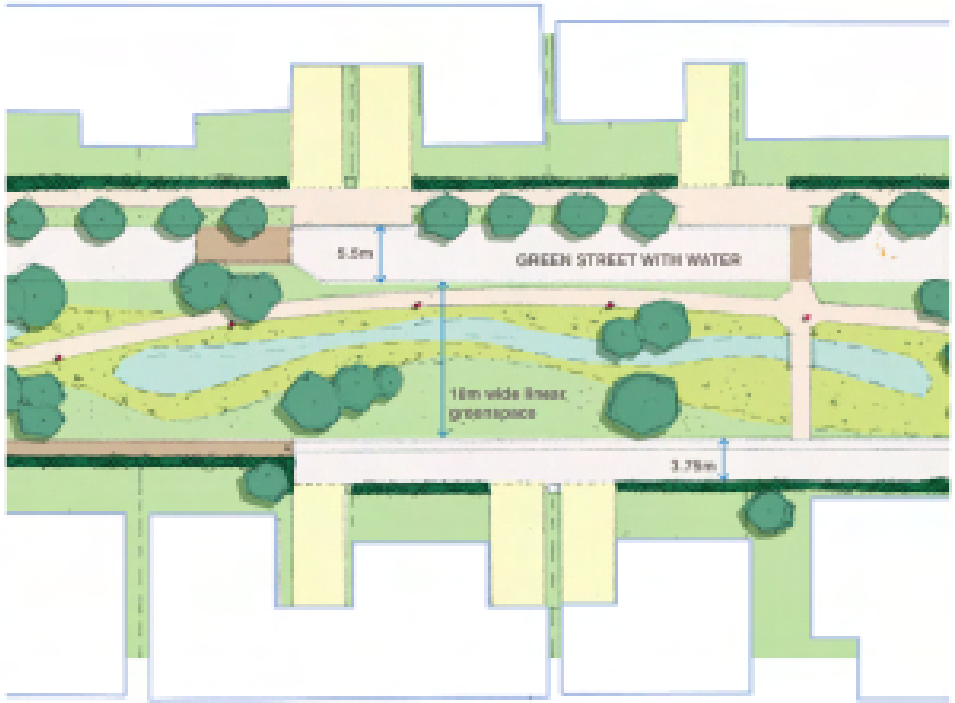
Figure 6.3 (c) Green Street with SUDS Typology



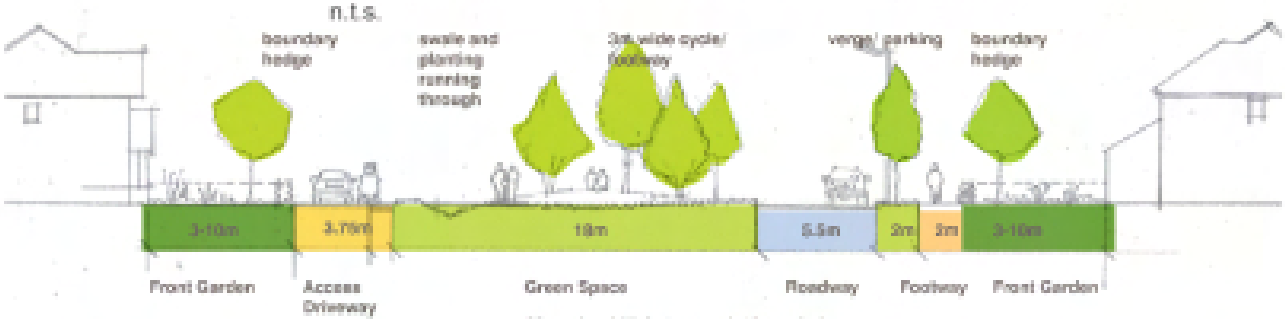
GREEN STREETS WITH SUDS

Primary north south connection routes, characterised by distinctive level change from the northern aspect down to lower lying land to the south.

Incorporating wide streets with large front gardens and verges to one side and linear greenspace designed around series of swales down the street to opposite side. Replicating a stream running through the countryside.

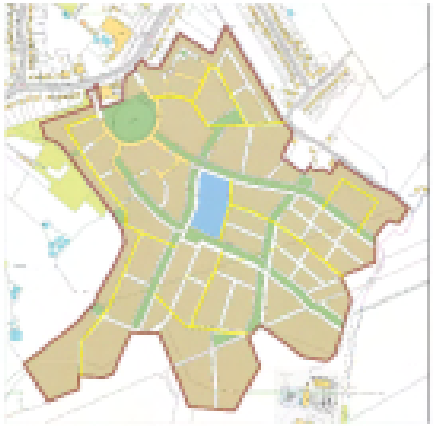


Typical plan area of a section of a Green Streets with SUDS
n.t.s.



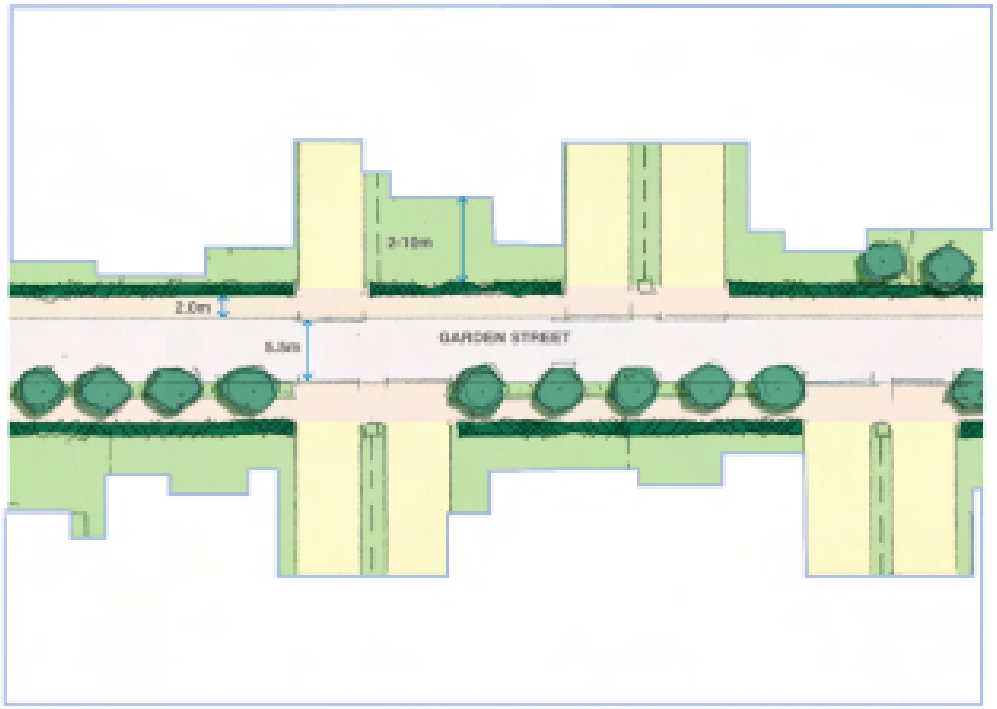
Typical section through Village Green Street

Figure 6.3 (d) Garden Street Typology

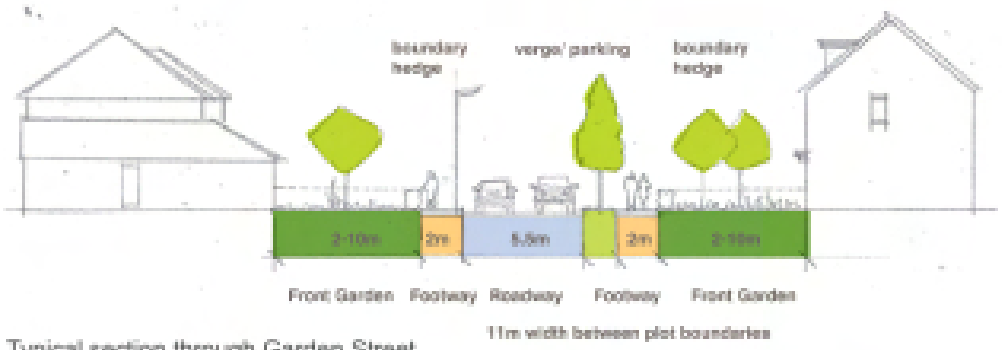


GARDEN STREETS

Secondary streets, reduced scale of street with mature tree planting. Large gardens and hedgerows.

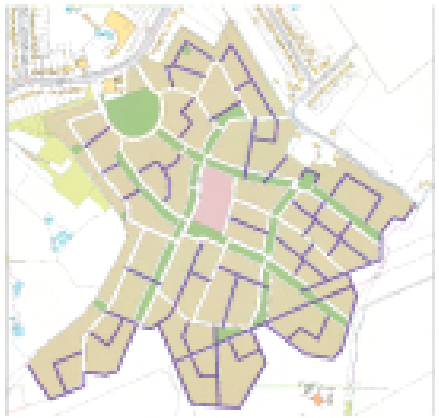


Typical plan area of a section of a Garden Streets n.t.s.



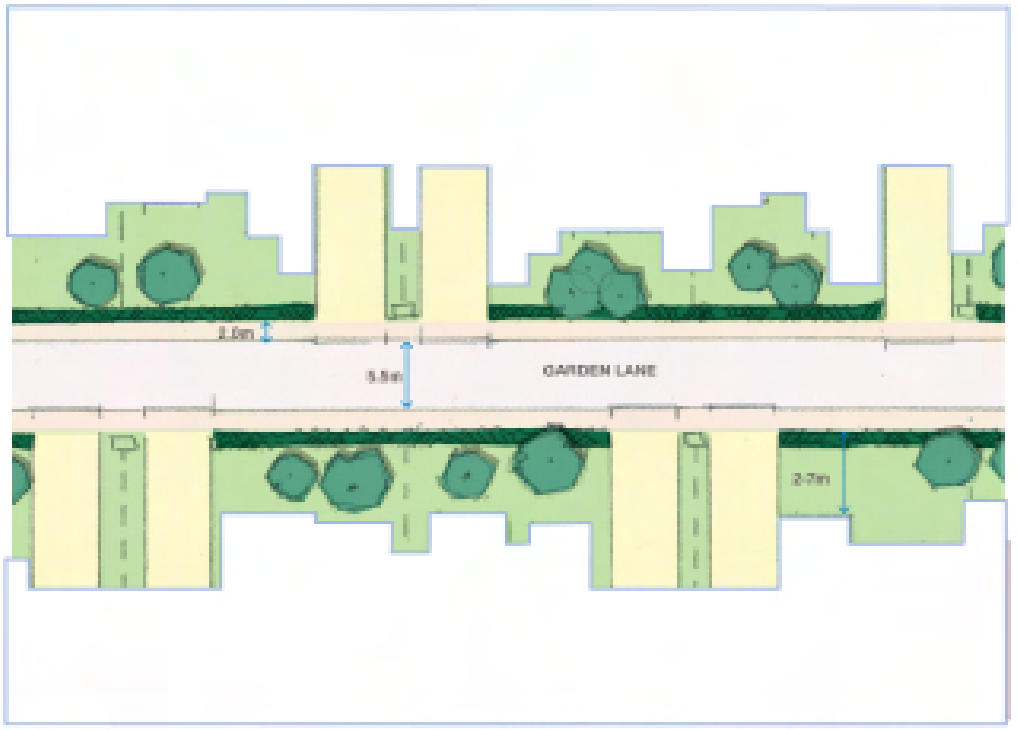
Typical section through Garden Street

Figure 6.3 (e) Garden Lanes Typology

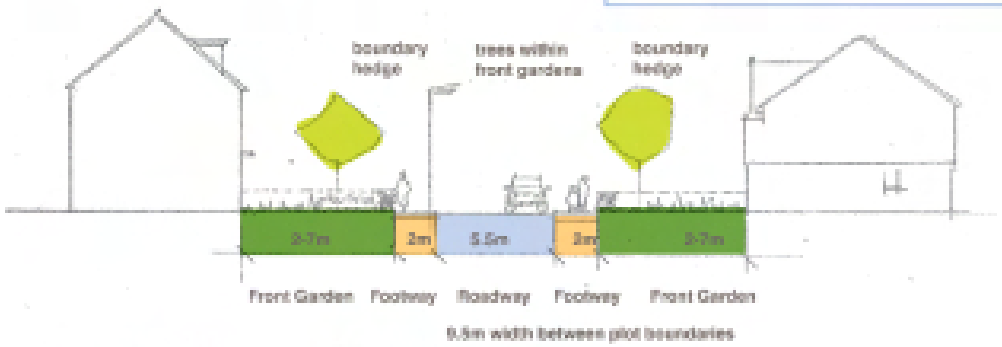


GARDEN LANES

Tertiary routes, with reduced grass verges and front gardens. Tree planting within front gardens.



Typical plan area of a section of a Garden Lane n.t.s.



Typical section through Garden Lanes

6 Design & Layout Guidelines

Car & Cycle Parking

6.23 An overarching objective for the new development is to create pedestrian friendly neighbourhoods, encouraging and assisting local people to move away from using their cars. However, cars will need to be accommodated and parking provision should be carefully considered to ensure it is sensitively integrated in the public realm.

6.24 Integrating parking successfully and seamlessly in the public realm presents many challenges and there are a number of key principles which should be incorporated, including:

- Providing parking which is convenient, safe and secure and well related to the dwelling it serves;
- Allowing a certain amount of appropriate well designed on-street parking integrated in the public realm to animate the street but not creating a character dominated by parking or causing detriment to openness of parts of the site outwith the development area;
- Preventing car parking from creating unusable and unattractive places for pedestrians and non-car users; and,
- Providing cycle parking at play and community facilities.

Garden Village Design Principles

6.25 The following village design principles should be followed by developers when they formulate planning applications for development proposals on the site.

Character and Identity

6.26 The Garden Village concept and principles will be key tools in the creation of character and an identity for the Woodford Aerodrome Opportunity Site. The development will have distinct character areas (See Figure 5.2).

6.27 A minimum of five primary character areas will prevail across the Indicative Masterplan area:

- Village Green
  A traditional village green with a generous open green space visible from Chester Road and providing both a new focus for the village and a gateway to the new area. In the vicinity of Chester Road a group of mixed-use buildings will define the new 'High Street' for the village. At least one new building will act as landmark, visible by the slight turn in the road. The new buildings and the twin entries to the Green will have space and visual permeability to allow view through. The Green will have a varied but close frontage of new buildings that can include other community or commercial uses as well as substantial dwellings. In particular these buildings will generally lie closer to the road than the rest of the development to take advantage of the open green and provide enclosure of it and create a distinctive perimeter of high quality buildings.
- West Side

A narrow area made distinctive by its double outlook – to the western farmland and dense tree belt and to the western Green Street. Entry to the Green Street from the Village Green will be through a pair of gateway buildings, thereby maintaining the coherence of the building frontages to the Green, with the open Green Street fully visible as it turns immediately to the south. The parallel street layout and the dual outlook will support lower density development, on the west side but more street orientated development on the east side to create a coherent street façade to the Green Street.

- East Side
  A discrete higher density area with open land and existing residential properties on Bridle Road beyond. Views from the east perimeter will be limited to the land between the boundary and Bridle Road. Lying behind the principal Green Street, this area will have a private and unique character. It will have a higher density with a closer pattern of Garden Streets and Garden Lanes and a greater intensity of intimate green spaces whilst having regard to the residential amenity of the occupiers of the adjacent properties. The south side will have a distinctive frontage that will express the general character of the development to the north, focused on the open green terminus to the northern east-west Green Street and acting a visual gateway to the East Side.

- Centre
  The area that will above all create the particular character of the Garden Village. It is centred on the new primary school, contains the four major crossroads of the four Green Streets and will be traversed by more people than any other area both resident and non-resident. At each crossroads there will be landmark buildings. These landmark buildings will be expressions of the Garden Village typology in a modern context. The prevalence of Green Streets in this area will establish this important open feature and its distinctive linear street facades as the primary character of the area. This will create an area of higher densities clustered around the strong green infrastructure.

- East & West Rural Edges
  An area that provides a transition between the higher density centre and the Meadow Green Edge (see §6.164). Close views and proximity to the open countryside created by the terminus of the Green Streets and the indented Meadow Parks will give this edge its distinctive character. There will be a gradual but uneven change from higher to low density at the wide meadow verges with the higher densities coming through on the perimeter of the Green Streets. As the edge crosses the line of the original runway, a reflection of the runway will be preserved in landscape form, such as straight tree-lined paths. The southern edge will be defined with tree belts, individual specimens and unbounded pathways to tie into the surrounding existing footpath networks but will be naturally varied by the irregular line and varied size of the semi-contained Meadow Edge.

6.28 These character areas are illustrated on Figure 5.2 and should be reflected in future planning applications.

Quality of the Public Realm and Landscape

6.29 The core objective is to create attractive and functional streets and spaces within an appropriate and well designed high quality public realm network. All space within the development

should have an appropriate function. Public, private and semi-private spaces should be defined by clearly distinct vertical boundaries to reinforce their roles.

Ease of Movement and Permeability

6.30 The development will be required to create a sustainable movement network that is permeable, easily navigable and encourages the circulation of people on foot, cycle and public transport.

Legibility

6.31 The development should create a legible layout, whereby the articulation and orientation of streets and buildings will enable people to easily find their way around. Variety in the scale and treatment of public spaces including streets and the creation of well defined entrances will aid legibility.

Architectural Richness and Diversity

6.32 The character of the Garden Village, a locally distinctive palette of materials, the pattern of open Green Streets and the continuity of street enclosure will provide essential coherence to the village. This coherence should afford opportunities for richness and diversity in architectural design without affecting the particular character of the place. Development proposals should show variations in density thereby adding to the diversity of the development.

Coherence and Clarity

6.33 Whilst diversity in the built fabric is encouraged, through the creation of a range of house types, the dwellings and the spaces they enclose should relate to one another in a meaningful way and should be unified through a consistent approach to public realm treatment across the site.

Safety and Security

6.34 All new development will be expected to be designed to 'Secured by Design' accreditation standards. Further detail on Secure by Design should be obtained from the local police constabulary architectural advisor and the Home Office publication 'Safer Places'.

Sustainable Urban Drainage Solutions

6.35 The integration of a comprehensive sustainable drainage network throughout the Garden Village will be an essential component of the public realm and green infrastructure fabric. The development will be expected to accord with the following principles:

- SUDS designed as an integral landscape element within the street section;
- Careful design of swale profile to not form barriers to cross movement, yet ensure efficient collection of street run-off;

- Occasional collection pools used to attenuate on street, and pipe links used to cross roadways and minimise bridges; and,
- Swales used to enrich the landscape treatments of the central spaces – integrate with seating, play and planting to form unified spaces.

Sustainability

6.36 Listed below are a series of environmental and social sustainability attributes, reflecting local planning policy on climate change and resource efficiency. Development proposals will be required to meet these as part of the master planning of the site and incorporate them in the detailed design of schemes later submitted for planning approval:

- Ensuring future flexibility in the built fabric;
- Reducing demand for energy use;
- Providing energy/heat from low and zero carbon sustainable sources.
- Reducing demand for water;
- Making recycling / reducing waste easy during construction and occupation;
- Making walking, cycling and public transport modes attractive;
- Re-using existing material as well as using sustainably resourced materials and construction techniques;
- Long-term landscape and open space management and maintenance considerations and mechanisms (including community involvement) integral to the design and planning process; and,
- Taking account of climate change adaption requirements in design through the use of green and blue infrastructure.

Appendix 1 Relevant Planning Policies

NATIONAL POLICY

The National Planning Policy Framework (2012)

DEVELOPMENT PLAN POLICIES

North West Regional Strategy (2008)

- Policy DP1 Spatial Principles
- Policy DP2 Promote Sustainable Communities
- Policy DP3 Promote Sustainable Economic Development
- Policy DP4 Make the Best Use of Existing Resources and Infrastructure
- Policy DP5 Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility
- Policy DP7 Promote Environmental Quality
- Policy RDF1 Spatial Priorities
- Policy RDF4 Green Belts
- Policy RT2 Managing Travel Demand
- Policy RT4 Management of the Highway Network
- Policy RT9 Walking and Cycling
- Policy EM1(c) Historic Environment
- Policy EM10 A Regional Approach to Waste Management
- Policy EM11 Waste Management Principles
- Policy EM15 A Framework for Sustainable Energy in the North West
- Policy EM16 Energy Conservation & Efficiency
- Policy EM17 Renewable Energy
- Policy EM18 Decentralised Energy Supply
- Policy MCR1 Manchester City Region Priorities
- Policy MCR3 Southern Part of the Manchester City Region

Stockport Core Strategy (2011)

- Core Policy CS1 Overarching Principles: Sustainable Development – Addressing Inequalities and Climate Change
- DM Policy SD-1 Creating Sustainable Communities
- DM Policy SD-3 Delivering the Energy Opportunities Plans – New Development
- DM Policy SD-6 Adapting to the Impacts of Climate Change
- Core Policy CS2 Housing Provision
- Core Policy CS3 Mix of Housing
- Core Policy CS4 Distribution of Housing
- DM Policy H-3 Affordable Housing
- Core Policy CS8 Safeguarding and Improving the Environment
- DM Policy SIE-1 Quality Places
- DM Policy SIE-2 Provision of Recreation and Amenity Open Space in New Developments
- DM Policy SIE-3 Protecting, Safeguarding and Enhancing the Environment
- Core Policy CS9 Transport and Development

- Core Policy CS10 An Effective and Sustainable Transport Network
- DM Policy T-1 Transport and Development
- DM Policy T-2 Parking in Developments
- DM Policy T-3 Safety and Capacity on the Highway Network

Stockport UDP Review (2006)

- Policy LCR1.1 Landscape Character Areas
- Policy EP1.7 Development and Flood Risk
- Policy GBA1.2 Control of Development in Green Belt
- Policy GBA1.5 Residential Development in Green Belt
- Policy GBA1.6 Re-use of Buildings in the Green Belt
- Policy GBA1.7 Major Existing Developed Sites in the Green Belt
- Policy L1.7 Recreation Routes Maintenance and Expansion of Network
- Policy L1.9 Recreation Routes and New Development

Cheshire Structure Plan (2005)

- Policy T4 Strategic Improvements to the Transport Network

Appendix 2 Template Heads of Terms for S106

Joint Covenants to be given by the Council and Landowners

Community Infrastructure Levy

CIL will only apply in the circumstances where the regulations require, having regard to the Regulation 55 of the Community Infrastructure Levy Regulations 2010 (as amended)[7] & Community Infrastructure Levy: An Overview[8] [§53].

The Regulations indicate that SMBC may grant relief from liability to pay CIL in respect of the development if:

a. it appears to the charging authority that there are exceptional circumstances which justify doing so; and,
b. it expedient to do so.

The Regulations provide that SMBC may grant relief for exceptional circumstances if:

a. it has made relief for exceptional circumstances available in its area;
b. a planning obligation under section 106 of TCPA 1990(1) has been entered into in respect of the planning permission which permits the development; and
c. SMBC:

    i. considers that the cost of complying with the planning obligation is greater than the chargeable amount payable in respect of the Development;
    ii. considers that to require payment of the CIL charged by it in respect of the Development would have an unacceptable impact on the economic viability of Development; and,
    iii. is satisfied that to grant relief would not constitute a State aid which is required to be notified to and approved by the European Commission.

SMBC considers that the exceptional circumstances are likely to apply in the case of Woodford Aerodrome Opportunity Site

In the event that the applicant is able to evidence changed circumstances as a result of CIL that affect the viability of the development, SMBC will grant relief.

Covenants to be given by the Landowners

Phasing Strategy

To submit a Phasing Strategy for the scheme prior to the commencement of development.

The Phasing Strategy shall inter alia include details of:

1. The demolition of the existing buildings on the site and removal of surplus infrastructure, including appropriate restoration of resultant cleared land;

7 As amended by the Community Infrastructure Levy (Amendment) Regulations 2011 and any subsequent revisions.
8 Published by the Department of Communities and Local Government – May 2011

2. The provision of off-site highway works;
3. The scale of development to be implemented on the site in advance of the A6 to Manchester Airport Relief Road;
4. The provision of improvements to the public transport system;
5. The provision of improvements to the pedestrian and cycle network;
6. The provision of the internal road network for the development in a phased manner in accordance with the masterplan approved as part of the planning permission;
7. The provision of the primary school on the site;
8. The implementation of the structural planting on the site to achieve a landscape framework for the development;
9. The provision of the open space (including accessible natural green space) on the site in a phased manner in accordance with the masterplan approved as part of the planning permission;
10. The provision of affordable housing on the site;
11. The provision of retail and other ancillary floorspace on the site; and,
12. A programme of archaeological assessment and, as appropriate, mitigation proposals.

To implement the development in accordance with the agreed Phasing Strategy and to agree a mechanism for reviewing the Phasing Strategy.

Highway Works

To make a Highways Contribution of [£*****].

The Highways Contribution shall be paid on a staged basis in relation to the phasing of the development and the completion of open market dwellings on the site such that facilities deemed necessary are available upon occupation of the dwellings.

Any unexpended portion of the Highways Contribution shall be returned to the Developer no later than 5 years after the payment or such reasonable time period as shall be agreed between the Council and the Developer'.

Where works to the highway are within existing public highway, on land under the control of the Council or on land under the control of the applicant works should be included on submitted plans and shall be undertaken under a Section 278 Agreement under the Highways Act 1980. All financial risk associated with delivery of these works will be borne by the developer. Where the developer is making a contribution to a larger scheme then a contribution may be considered. In such cases the timing of the contribution may be related to the availability of other funding sources or to the progress of development within the site. Works which require third party land not within the Public Highway or under the control of the SMBC or the Developer should not be proposed as mitigation measures for the development.

Public Transport Provision

To provide a Public Transport Service Improvement as shall be deemed to be necessary from the development, as agreed with SMBC.

The Public Transport Service Improvement shall be used to : -

Appendix 2 Template Heads of Terms for S106

1. Secure an appropriate level of Public Transport Provision to serve the proposed development; and,
2. The delivery of public transport improvements in accordance with a specification to be agreed with SMBC which will including details of service routes, frequencies, days and hours of operation (including for Bank Holidays) and durations of services.

Where existing commercial or subsidised services are relied on to provide part of the accessibility of the site, the impact on the viability or subsidy level necessary for the provision of these services of the provision of new services by the developer will need to be assessed and taken into account in the level of provision.

The developer shall monitor the usage of the public transport services provided and provide this monitoring information to SMBC at times and by methodology to be included within the S106 Agreement.

Pedestrian and Cycle Provision

To make a Pedestrian and Cycle Contribution of [£*****].

The Pedestrian and Cycle Contribution shall be paid on a staged basis in relation to the phasing of the development and the completion of open market dwellings on the site.-

Any unexpended portion of the Pedestrian and Cycle Contribution shall be returned to the Developer no later than 5 years after the payment or such reasonable time period as shall be agreed between the Council and the Developer.

Travel Plan

To make a Travel Plan Contribution of [£*****]

The Travel Plan Contribution shall be paid on a staged basis in relation to the phasing of the development and the completion of open market dwellings on the site.

The Travel Plan Contribution shall be used for monitoring compliance with the approved Travel Plan and for no other purpose.

To submit a Travel Plan (in accordance with the Framework Travel Plan approved as part of the planning permission) prior to the commencement of the first phase of the development.

The Travel Plan will be aimed at encouraging more sustainable transport modes for journeys to and from the uses to which it applies and shall include:

1. An assessment of the movements of vehicles to and from the uses including modes and times of travel;
2. Measures to increase the use of sustainable transport modes (buses, cycling and walking); and,
3. Monitoring to measure the effectiveness of the Travel Plan with targets.

To use reasonable endeavours to secure the objectives of the Travel Plan.

Education Provision

To submit an Education Scheme (which may be amended and updated from time to time) prior to the implementation of the development.

The Education Scheme shall include:

1. The mechanism for the delivery and funding of a single form entry primary school on the site;
2. The timing of the delivery of the primary school; and,
3. The design parameters for the primary school (in terms of size, facilities and appearance).

Public Open Space & Strategic Landscaping

To submit a Public Open Space & Strategic Landscaping Scheme prior to the implementation of the development.

The Public Open Space & Strategic Landscaping Scheme shall include:

1. The phasing of the Public Open Space & Strategic Landscaping in relation to the completion of open market dwellings on the site; and,
2. The management and ownership method(s) for securing the long-term ownership and management of the Public Open Space and Strategic Landscaping.

No dwelling shall be occupied prior to the approval of the Public Open Space & Strategic Landscaping Scheme by the Council.

The Public Open Space & Strategic Landscaping shall be owned and managed in accordance with the approved method(s).

Affordable Housing

To submit an Affordable Housing Scheme (to be updated from time to time) prior to the commencement of each phase of the development. No dwellings in that phase shall be occupied prior to the approval of the Affordable Housing Scheme by the Council.

The Affordable Housing Scheme shall include details of:

1. The proportion and location of the Affordable Housing units that will be for rent and shared ownership in the relevant phase;
2. The practical completion of the Affordable Housing in relation to the open market dwellings;
3. The Affordable Housing Provider who will provide the Affordable Housing Units;
4. The nomination rights of the Council for the Affordable Housing; and,
5. How the Affordable Housing Units shall be dispersed throughout the site.

The Affordable Housing Scheme shall also provide that an agreed proportion of dwellings on the site will be Affordable Housing. The size of unit and type of tenure will:

a. Be based on up-to-date housing needs surveys; and,
b. Take account of current market conditions and the economics of provision.

The definition of Affordable Housing is that set out in Annex 2 to the Framework.

Appendix 2 Template Heads of Terms for S106

The development shall be implemented in accordance with the approved Affordable Housing Scheme(s).

Index Linkage

Any sums payable will be subject to an appropriate index based on the date of the agreement.

Covenants to be given by the Council

Highway Works

To ensure that a receipt is provided to the person or persons who make the Highways Contribution.

To ensure that the Highways Contribution (and interest accruing) is not used for any purpose other than the one set out above.

To ensure that any unexpended sums together with interests for the period from and including the date of payment to the date of repayment shall be returned to the Owner in accordance with an agreed timescale.

Public Transport Provision

To ensure that a receipt is provided to the person or persons who make the Public Transport Contribution.

To ensure that the Public Transport Provision (and interest accruing) is not used for any purpose other than the one set out above.

To ensure that any unexpended sums together with interests for the period from and including the date of payment to the date of repayment shall be returned to the Owner in accordance with an agreed timescale.

Pedestrian and Cycle Provision

To ensure that a receipt is provided to the person or persons who make the Pedestrian and Cycle Contribution.

To ensure that the Pedestrian and Cycle Contribution (and interest accruing) is not used for any purpose other than the one set out above.

To ensure that any unexpended sums together with interests for the period from and including the date of payment to the date of repayment shall be returned to the Owner in accordance with an agreed timescale.

Travel Plan

To ensure that a receipt is provided to the person or persons who make the Travel Plan Contribution.

To ensure that the Travel Plan Contribution (and interest accruing) is not used for any purpose other than the one set out above.

To ensure that any unexpended sums together with interests for the period from and including the date of payment to the date of repayment shall be returned to the Owner in accordance with an agreed timescale.

Education Provision

To procure sufficient primary school places for the new development in accordance with government guidelines including consideration of:

1. Expanding one of Stockport's outstanding primary schools to manage the new provision;
2. Opening a competition (academy, free school) to run a new separate school; or,
3. Working with the relevant diocese to establish as a new school.

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