

Woodford Aerodrome Opportunity Site SPD

January 2013



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

1	Introduction	3
	Purpose of the Document	3
	Scope and Status of Document	3
2	Site Context	6
	Introduction	6
	Background	8
	The Site & Surroundings	8
	Planning History	11
3	Planning Policy	13
	Introduction	13
	Sustainable Development	13
	Development Principles	14
	Highways & Transportation	17
	Environmental Assets	17
	Infrastructure & Utilities	19
4	Opportunities & Constraints	21
	Introduction	21
	Topography	21
	Existing Land Uses & Buildings	21
	Context & Character	24
	Highways & Transportation	24
	Landscape & Trees	31
	Ecology	31
	Heritage	33
	Contamination & Remediation	37
	Noise & Vibrations	38
	Air Quality	38
	Hydrology & Drainage	38
	Creating a Sustainable Community	39
	Future Land Uses	39
5	Development Guidelines	43

Contents

Introduction	43
Sustainable Development	45
Development Principles	46
Development Form & Mix	63
Phasing	69
Highways & Transportation	71
Environmental Assets	78
Infrastructure & Utilities	84
Planning Obligations	85

Appendices

Appendix 1 Relevant Planning Policies	87
Appendix 2 Explanation of Housing Numbers Calculation	89
Appendix 3 Glossary	90

Figures

Figure 2.1 Wider Location Plan	7
Figure 2.2 Woodford Site Plan	9
Figure 3.1 Plan extracted from Stockport Core Strategy (Figure 10) showing the Woodford Aerodrome MEDS (areas A and B) and the (then) BAE Systems owned site area	15
Figure 4.1 Existing Site Uses	22
Figure 4.2 Highways & Transportation Network	26
Figure 4.3 Walking Times to Local Services and Facilities	29
Figure 4.4 Heritage Assets and Key Buildings	35
Figure 5.1a Concept Option A	47
Figure 5.1b Concept Option B	48
Figure 5.1c Concept Option C	49
Figure 5.2a Development Area Option Plan A	52
Figure 5.2b Development Area Option Plan B	53
Figure 5.2c Development Area Option Plan C	54
Figure 5.3 Illustration of possible Chester Road Frontage under Concept C	73
Figure 5.4 Existing and proposed walking and cycling networks in the vicinity of the site and desirable linkages within/through the site	76

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 the future of the Stockport part of the site and sets out the environmental, social, design and economic objectives which should guide development proposals which may come on that part of the site.

1.2 Aircraft were manufactured on the Woodford Aerodrome site from 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; paragraph 3.543 of the Core Strategy indicates that a Supplementary Planning Document [SPD] will be prepared in respect of the Site to guide redevelopment.

1.4 The SPD sets the Vision for the site:

Woodford Aerodrome Opportunity Site is an exciting opportunity to build upon Stockport Council's pledge to be a 'leading green borough'. Woodford will become a national example of a high quality sustainable community, through the creation of a place that is economically, socially and environmentally sustainable. Development proposals 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.

1.5 The purpose of the SPD, therefore, is to provide further guidance for the future development of the site and in particular the various objectives which should inform the way in which the site is developed and used, including the appropriate forms of 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

1.6 The Draft SPD for Woodford Aerodrome Opportunity Site was subject to a 6 week period of statutory public consultation during September and October 2012. The SPD has been modified to respond to feedback from the consultation before subsequently being formally adopted by the

1 Introduction

Council. The SPD envisages that the redevelopment will be the subject of a future planning application(s). In determining such applications, the Council will have regard to the development plan and to all other material considerations, including this SPD.

1.7 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



Flight sheds within Southern Meds Area



2 Site Context

2 Site Context

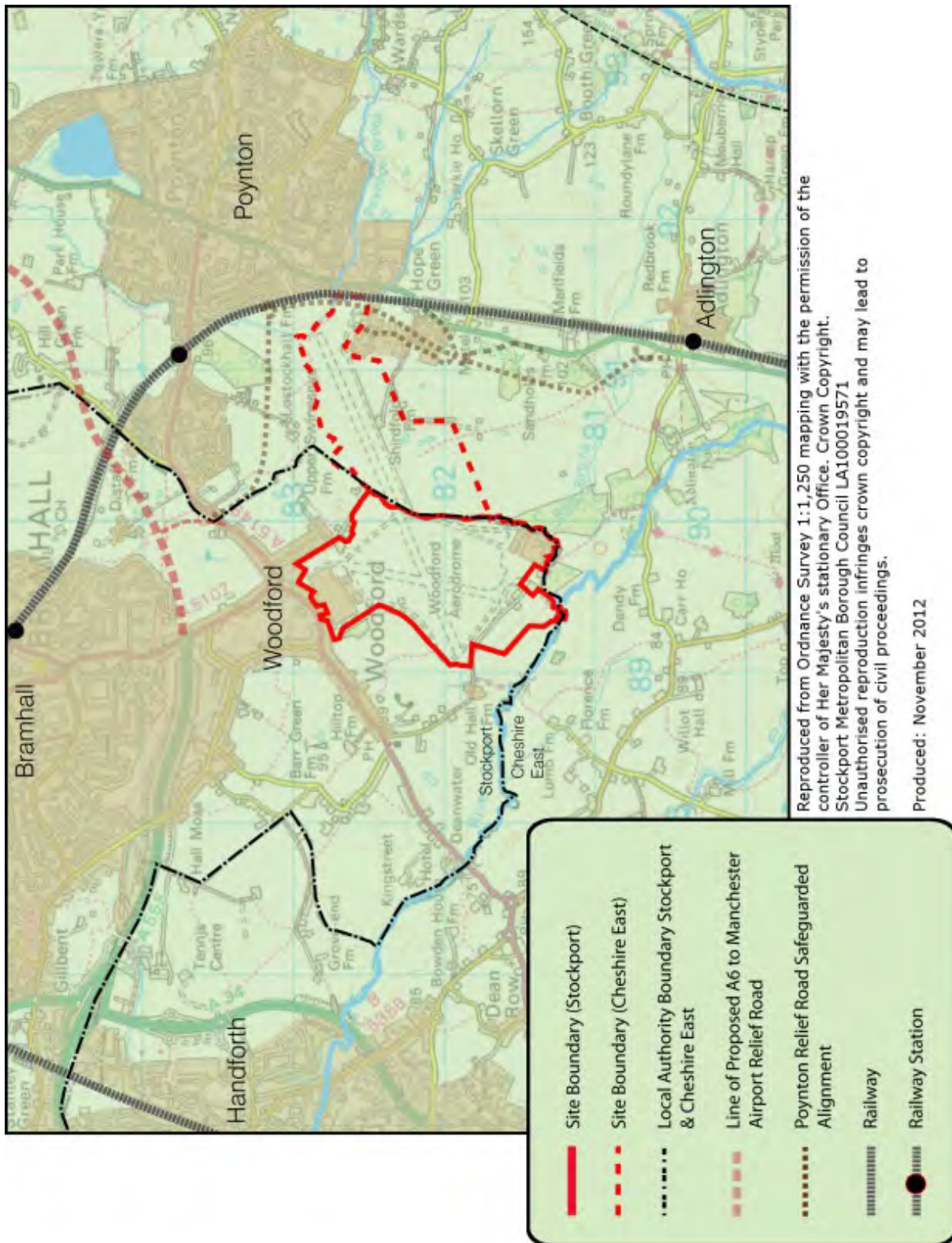
Introduction

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 'Wider Location Plan'.

Figure 2.1 Wider Location Plan



2 Site Context

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 748.

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 aerodrome site as a whole, spanning the boundary between Stockport and Cheshire East, extends to 205ha and is irregular in shape as illustrated on Figure 2.2 'Woodford Site Plan'. This SPD provides guidance on the part of the site within Stockport (approximately 122 hectares) but in order to achieve an acceptable form of development any development proposals that come forward should consider the whole site and include proposals as appropriate for the Cheshire East part which are in accordance with the relevant development plan policies which apply there.

Figure 2.2 Woodford Site Plan



2 Site Context

2.11 The site comprises the former aerodrome complex, which broadly consists of two main developed areas (i.e. the Major Existing Developed Sites totalling 42 hectares) 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 (25.21 hectares) 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 (16.79 hectares) 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.

2.18 There are two main vehicle access points to the former aerodrome from Chester Road to the north of the site (see Figure 4.2 'Highways & Transportation Network '). 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 the 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 east, 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; the permission has therefore expired.

2 Site Context

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 (for the Stockport part of the site) currently comprises the Regional Strategy for the North West [RS], the Stockport Core Strategy, the 'saved' policies of the Stockport UDP Review [UDP] and the Greater Manchester Joint Waste Development Plan Document [GMJWDPD].

3.2 The National Planning Policy Framework [the Framework] provides a broad overview with which the Stockport Core Strategy is considered to be compliant. The Framework gives additional weight to much of the policy approach required by the Core Strategy and also gives some useful guidance as to the approach to be taken in relation to matters where the Core Strategy and/or saved UDP Review policies are either silent or not entirely consistent.

3.3 Whilst this SPD provides guidance on the part of the aerodrome site that is within Stockport, it is important to note that redevelopment proposals may well need to incorporate measures on the wider site (or, indeed, off site) so as to be acceptable. The relevant policies of the Macclesfield Borough Local Plan (2004) and Cheshire Structure Plan (2005) will be applied as appropriate in the consideration of any such measures. A new local plan for Cheshire East is currently being prepared and any proposed measures outside of Stockport will be considered against its policies when they are adopted.

3.4 A list of the planning policies relevant to the development of the site is contained in 'Appendix 1 Relevant Planning Policies'. This list is not exhaustive and other policies may apply depending upon the precise proposals that are brought forward. The policies contained within this SPD are required in law not to conflict with the adopted development plan and it is considered that they do not.

Sustainable Development

3.5 The Framework [paragraphs 7 and 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.

3.6 The Core Strategy 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 [Core Strategy policies CS1 and SD-3]. Development should seek to achieve a high rating under schemes, such as Code for Sustainable Homes, BREEAM and Building for Life [Core Strategy policy SD-1].

3.7 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

3 Planning Policy

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

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

3.9 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 paragraph 89].

3.10 The UDP [policy GBA1.7] designates two Major Existing Developed Sites [MEDS] on the site where redevelopment will be permitted, provided 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.

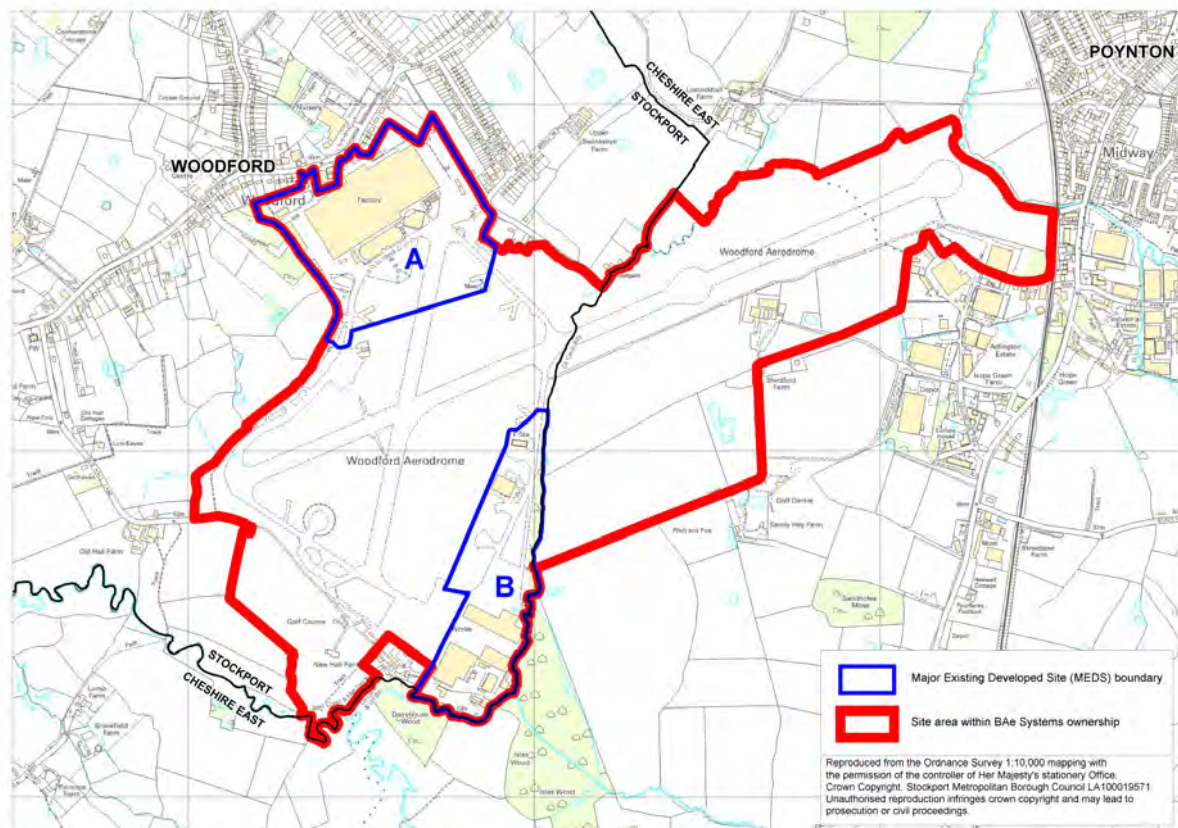
3.11 The UDP states that in the MEDS redevelopment should generally not occupy a larger area of the site than existing buildings, although small increases in site coverage may be acceptable through the use of good design and reduced building heights. Figure 3.1 'Plan extracted from Stockport Core Strategy (Figure 10) showing the Woodford Aerodrome MEDS (areas A and B) and the (then) BAE Systems owned site area' provides an extract from the Core Strategy which identifies the MEDS areas.

3.12 The Framework [paragraph 89] states that the construction of new buildings within the Green Belt 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."*

3.13 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 MEDS 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.

Figure 3.1 Plan extracted from Stockport Core Strategy (Figure 10) showing the Woodford Aerodrome MEDS (areas A and B) and the (then) BAE Systems owned site area



Development Areas and Uses

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

3.15 The Core Strategy [paragraph 3.542] sets out the Council's commitment to ensuring that the redevelopment of the site is sustainable, carefully planned and takes advantage of the opportunities that the site offers. A comprehensive approach should be taken to the whole site and the Core Strategy [paragraph 3.543] sets out the Council's position that more detailed guidance for the site can best be achieved through the preparation of an SPD which is based on the Principles of Development set out in the Core Strategy.

3.16 In terms of broad principles for redevelopment, the Core Strategy [paragraph 3.544] indicates that consolidation of the two MEDS areas may facilitate a more comprehensive and cohesive development. However, whether the development area is combined or split, there should be no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, development should not occupy a larger area of the site than existing buildings (unless this would achieve a reduction in height which would benefit visual amenity), it should not exceed the height of existing buildings and it should result in environmental improvement [paragraph 3.545].

3.17 In terms of potential uses the Core Strategy [paragraphs 3.541 and 3.550] indicates that acceptable uses are housing and employment. The guidance [paragraph 3.554] indicates that uses which are unlikely to be acceptable include retail uses, other than some small-scale

3 Planning Policy

development as a part of a wider development of the site, and indoor leisure uses such as cinemas or bowling alleys. In both cases the preferred locations for these uses are town and district centres, in line with national and regional guidance.

Housing Mix

3.18 Core Strategy 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 Core Strategy [policy H-3] sets a target of 40% affordable housing for sites in Woodford, subject to viability.

3.19 In order to make efficient use of land, Core Strategy policy CS3 indicates that all housing developments should achieve 30 dwellings per hectare (dph) (with higher densities of 70dph in central locations).

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

Design and Layout

3.21 The Framework [paragraph 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, Local Planning Authorities 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 [paragraph 60].

3.22 In the context of housing, the Framework [paragraph 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.

3.23 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 [Core Strategy policy SIE-1] and that housing design and build standards should be high quality, inclusive, sustainable and contribute to the creation of sustainable communities [Core Strategy policy H-1]. Guidance is also provided on the specific considerations to take into account in two separate SPDs on the Design of Residential Development and on Sustainable Design and Construction.

3.24 In addition the Core Strategy requires development to take a positive role in providing recreation and amenity open space to meet the needs of uses and occupants [Core Strategy policy SIE-2]. Where appropriate within new development landscaped amenity areas should be provided which are necessary and fairly and reasonably related in scale and kind to the proposed development. Guidance is also provided on the scale and nature of open space in large scale residential developments.

Highways & Transportation

3.25 The Core Strategy [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.

3.26 The development plan requires proposals for new development to consider road safety, parking provision, provision for public transport services, access arrangements and the needs of disabled people [Core Strategy policies CS9 and CS10]. Core Strategy policies T-2 and T-3 require adequate provision to be made for vehicular access and parking.

3.27 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 and RT9 and Core Strategy policy T-1].

3.28 Local and national policies require the provision of a Transport Assessment to accompany planning applications [Core Strategy policy T-1, Framework paragraph 32 and DfT Guidance for Transport Assessments].

Environmental Assets

Landscape & Trees

3.29 Development Plan policies 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 [Core Strategy policy CS8].

3.30 Core Strategy policy SIE-3 requires new developments to complement their surroundings and retain trees, woodland and other vegetation which makes a positive contribution to amenity.

3.31 The western (Stockport) 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.

3.32 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

3.33 Development Plan policies indicate that development will be expected to make a positive contribution to the protection and enhancement of the Borough's natural environment and biodiversity [Core Strategy 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 [Core Strategy policy SIE-3(A)].

3 Planning Policy

3.34 The Framework [paragraph 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

3.35 The Framework [paragraph 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 [paragraph 135].

3.36 The development plan follows this approach and establishes 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) and Core Strategy policies CS8 and SIE-3(D)]. UDP policy GBA1.7 reflects this objective in relation to the MEDS.

Contamination & Remediation

3.37 Development Plan policies encourage proposals that seek to make environmental improvements and enhancements especially where derelict and contaminated land can be brought back into safe active use [Core Strategy policy CS8].

Noise & Vibration

3.38 The RS requires assessment and mitigation of proposed road traffic and other noise [RS Policies DP7 and RT4]. The Core Strategy supports this approach and requires development that would exacerbate problems to identify and implement appropriate mitigation [Core Strategy policies CS8 and SIE-3(B)].

3.39 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 paragraph 123] and ensure that the development is protected by approved noise mitigation measures from existing and potential noise sources.

Air Quality

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

3.41 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 paragraph 124].

Infrastructure & Utilities

Water Resources

3.42 The Framework [paragraph 100] indicates that development plans should apply a sequential and risk-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



3.43 The Core Strategy supports this approach and requires development that would exacerbate problems to identify and implement appropriate mitigation [Policies CS8 and SIE-3(C)]. In addition, developments should incorporate sustainable drainage systems to manage the water run-off from sites [policy SD-6]. UDP policy EP1.7 designates an area along the southern boundary (adjacent to 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.

3 Planning Policy

Existing watercourse running defining the edge of the county boundaries



Waste Management

3.44 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 and EM11 and Core Strategy policy CS8]. Appropriate facilities for the storage of waste/recycling and suitable access arrangements for waste collection should be included in the design of redevelopment proposals. The Council's Environmental Services should be consulted on proposals at the earliest opportunity to ensure that such considerations are satisfactorily addressed.

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 which impinge upon the environmental, social, design and economic objectives which should inform the development of the site.

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.

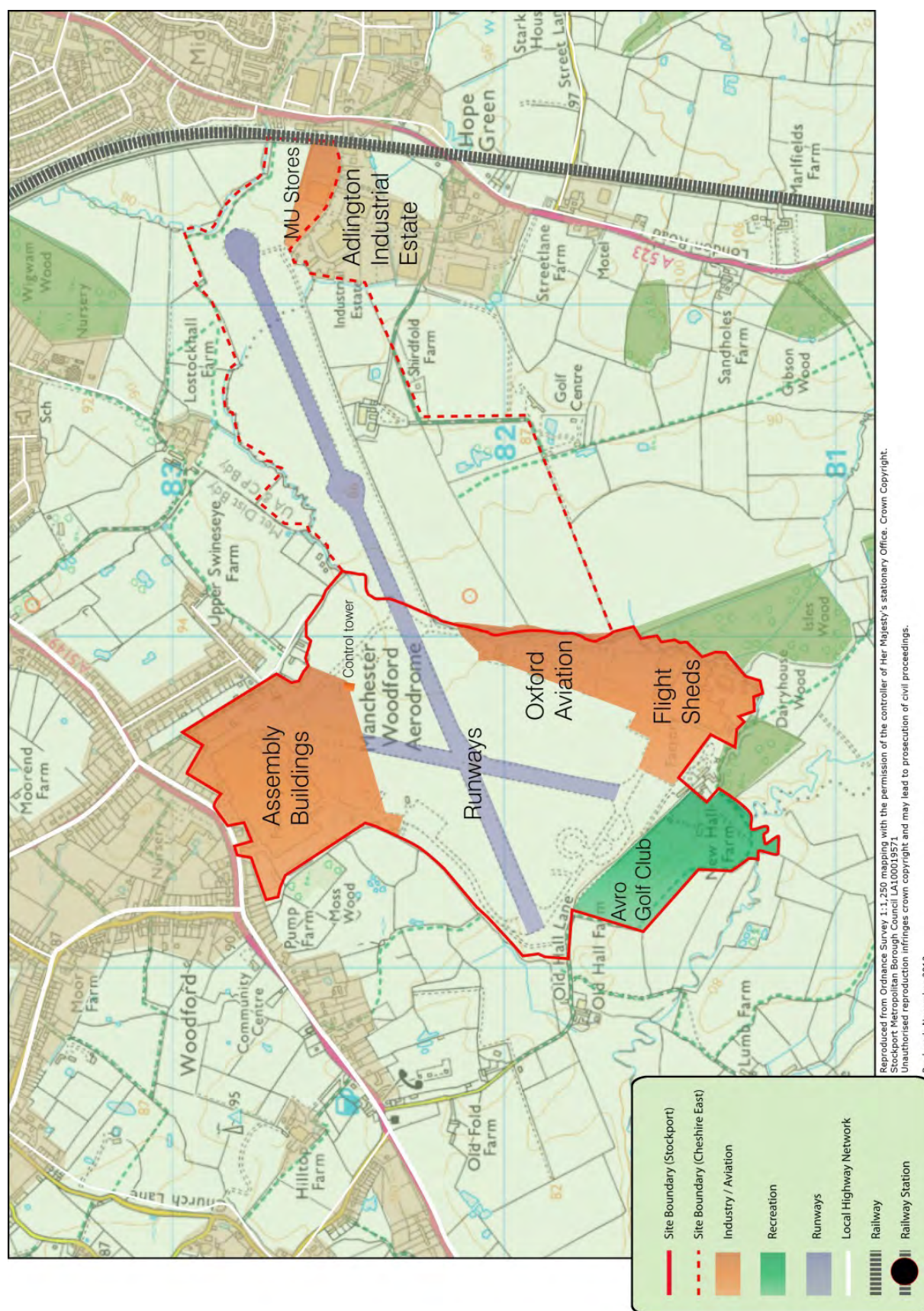
4.4 In general there are no areas of the site where the existing topography will preclude development.

Existing Land Uses & Buildings

4.5 The site was previously used for aircraft manufacturing, although there are also substantial areas of runway infrastructure and undeveloped land on the site. The existing uses are illustrated on Figure 4.1 'Existing Site Uses'.

4 Opportunities & Constraints

Figure 4.1 Existing Site Uses



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 enhance its beneficial use, for example by:

- Improving damaged and derelict land;
- Providing opportunities for outdoor sport and recreation;
- Enhancing the landscape, visual amenity and biodiversity of the site; and,
- Providing access to the countryside (including re-establishing the rights of way network through the site so as to support future use of sustainable transport modes).

Avro Golfcourse



4 Opportunities & Constraints

Oxford Aviation and Fire Station Buildings



Context & Character

4.9 Woodford now consists of ribbons of mostly residential properties located 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. Overall the density of residential dwellings is very low, in the order of 9-12dph (although there are some small blocks of development with a density above that).

4.10 The result is that the village today has a very linear form with no clear centre or defined point of entry and exit. Any new development provides an opportunity to encourage growth which (in environmental and design terms) would result in a consolidated core as well as creating 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, enhance pedestrian and cycling connectivity with external networks 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, safety audit and COPECAT⁽¹⁾

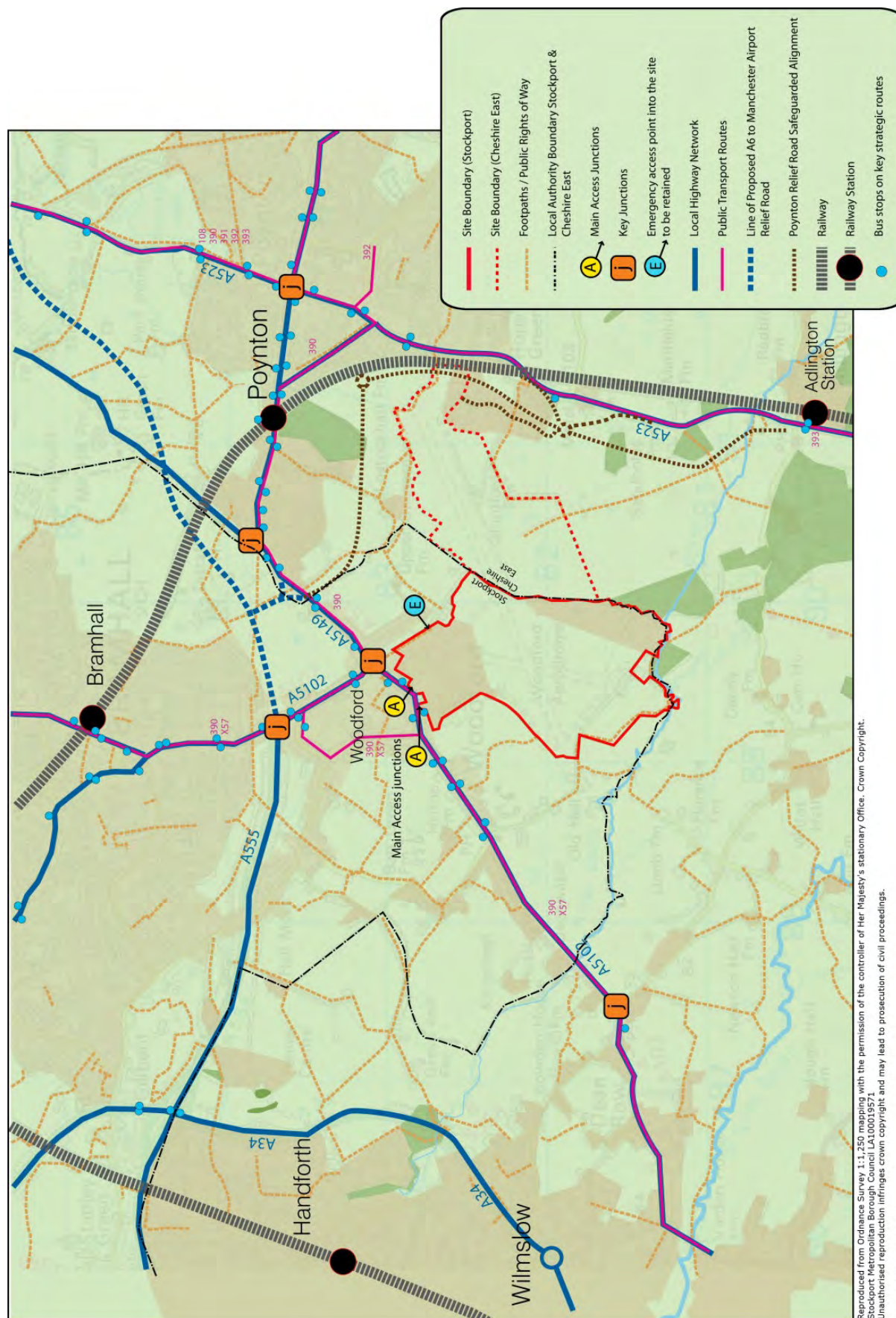
Highway Network

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 (see Figure 4.2 'Highways & Transportation Network '). The M60 provides access to the national motorway network including the M62 east-west route and the M6 north-south route.

1 COPECAT is a checklist for ensuring that pedestrian and cycling schemes follow best practice (Concise Pedestrian and Cycle Audit).

4 Opportunities & Constraints

Figure 4.2 Highways & Transportation Network



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. As a consequence of the established use of the site and the extant planning permissions for development within it there is 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. The approach to the relevance of these matters and their impact is addressed later in this SPD. This will be a material consideration in the determination of any future planning application(s).

4.14 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 shows 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 should 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 The Council considers there is a reasonable prospect of the A6 to Manchester Airport Relief Road being delivered during the development of the Woodford Aerodrome Opportunity Site. It is not, however, the purpose of this SPD to predetermine the planning application process or other decisions concerning the construction of the A6 to Manchester Airport Relief Road. As a consequence developers submitting planning applications for redevelopment in advance of a formal commitment to SEMMMS will need to assess the transport impacts of their proposals and give consideration to mitigation and phasing strategies based upon scenarios both with and without the road scheme.

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

4 Opportunities & Constraints

form part of the funding package for the A6 to Manchester Airport Relief Road. Modelling undertaken to date does not highlight the need for the Poynton Relief Road to enable the delivery of development on the site and so its absence is not considered likely to be a material factor in the delivery of the redevelopment of the Stockport part of the site unless more detailed traffic modelling and evaluation of the traffic impact of development proposals demonstrates otherwise.

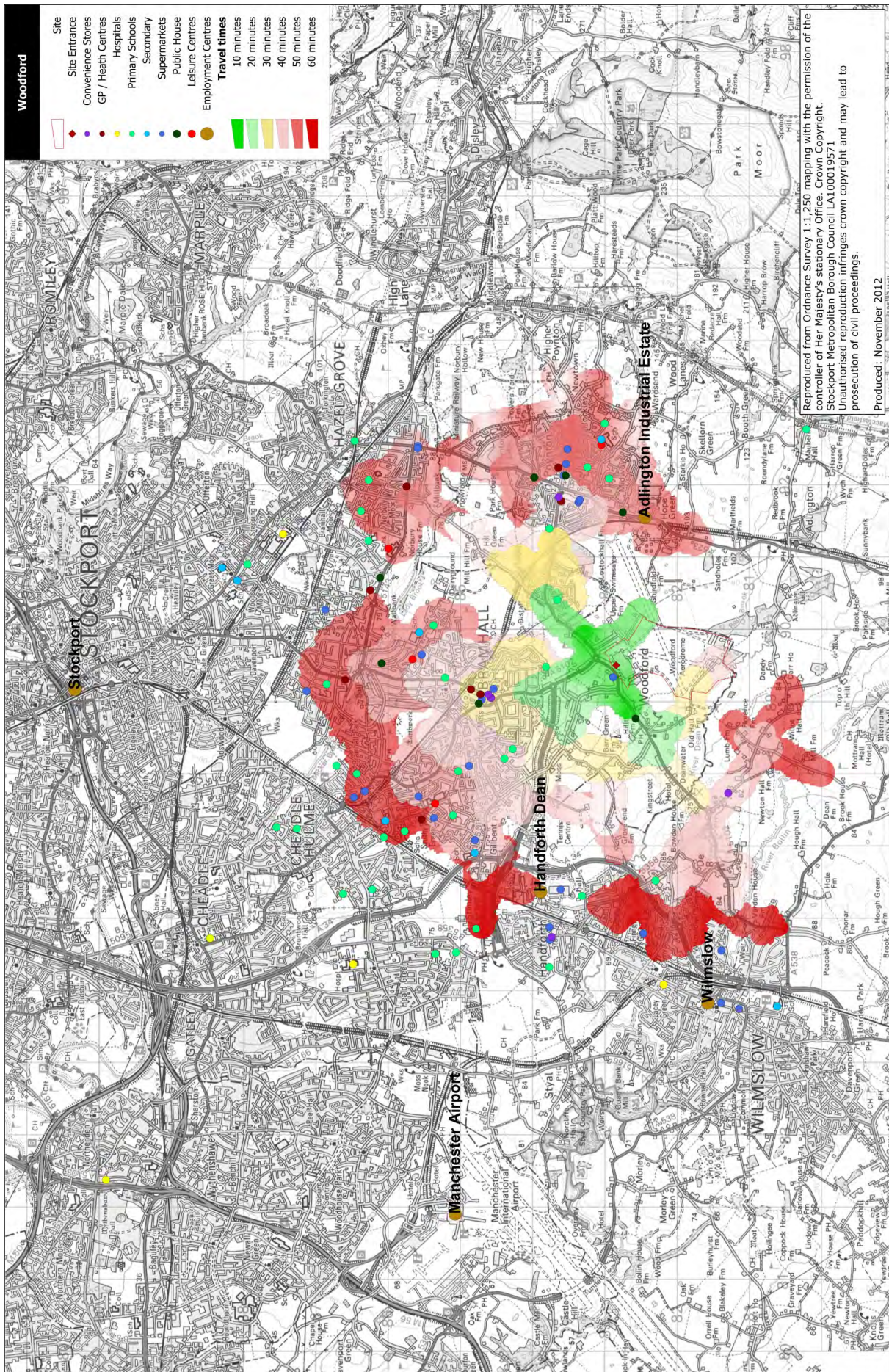
4.21 Off-site highway improvements will be required in order to mitigate the traffic effects of the future redevelopment of the site. More detailed traffic modelling and evaluation will be required to identify any significant highways impacts resulting from the development proposals as part of the planning 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. This is likely to include but not be limited to improved crossing facilities on Chester Road, local junction improvements, measures to assist cyclists and traffic speed reduction measures on local roads in Woodford.

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 'Walking Times to Local Services and Facilities').

Figure 4.3 Walking Times to Local Services and Facilities



4 Opportunities & Constraints

4.23 There is a wide range of employment, education, health, retail and leisure facilities within a 30 minute cycle distance of the site. 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. Existing routes along main roads are generally unattractive for cyclists due to narrow carriageway widths and high traffic flows.

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 'Highways & Transportation Network '). It will be important to re-establish connections from these links into and across the site to improve links for walkers, cyclists and equestrians and to improve such off-site links where beneficial to sustainable access. Such links are of use not only for recreational purposes but also for people wishing to walk to work, school or to local facilities such as shops. Ideally re-established and new connections should be given the legal status of bridleways which means they can be lawfully used by walkers, cyclists and equestrians.

Public Transport

4.25 From Monday to Saturday, after the morning peak hours, Woodford is served by a half hourly service to Bramhall, Cheadle Hulme and Manchester (X57) as well as the subsidised 390 bus service, which currently provides 2-3 services a day (Mondays to Saturdays) to Bramhall, Poynton, Stepping Hill Hospital and Stockport (the subsidy for this, however, is under review). Hourly X57 bus services are available in the evenings and on Sundays.

4.26 There is limited bus accessibility to local retail, leisure and education facilities in Bramhall, Cheadle Hulme and Manchester and 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. These may be necessary to make the site sustainably accessible which is a requirement of all new development in Stockport under Core Strategy policy T-1 (Transport and Development) and, specifically in relation to housing development, under Core Strategy policy H-2 (Housing Phasing). 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, Cheadle Hulme and Wilmslow stations. Such improvements may be necessary to make the site sustainably accessible which is a requirement of all new development in Stockport under Core Strategy policy T-1 (Transport and Development) and, specifically in relation to housing development, under Core Strategy policy H-2 (Housing Phasing).

Landscape & Trees

4.30 There are limited landscape features of note 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 of Visual Influence⁽²⁾ analysis has illustrated that the site is highly visible from some of the most sensitive surrounding viewpoint locations, in particular the east from elevated viewpoints around Lyme Park and the foothills of the Pennines as well as from the south-west (Alderley Edge). 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 structures 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. This is required to ensure consistency with Core Strategy policy SIE-3 (Protecting, Safeguarding and enhancing the Environment)

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 Local Planning Authorities are required to have regard to the requirements of the EC Habitats Directive when determining a planning application, as prescribed by the Conservation of Habitats and Species Regulations 2010. Such due regard means that planning authorities must determine whether the proposed development meets the requirements of the Habitats Directive before planning permission is granted.

4.36 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.

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

4 Opportunities & Constraints

4.37 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



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



Heritage

4.38 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 seven 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.

4.39 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.

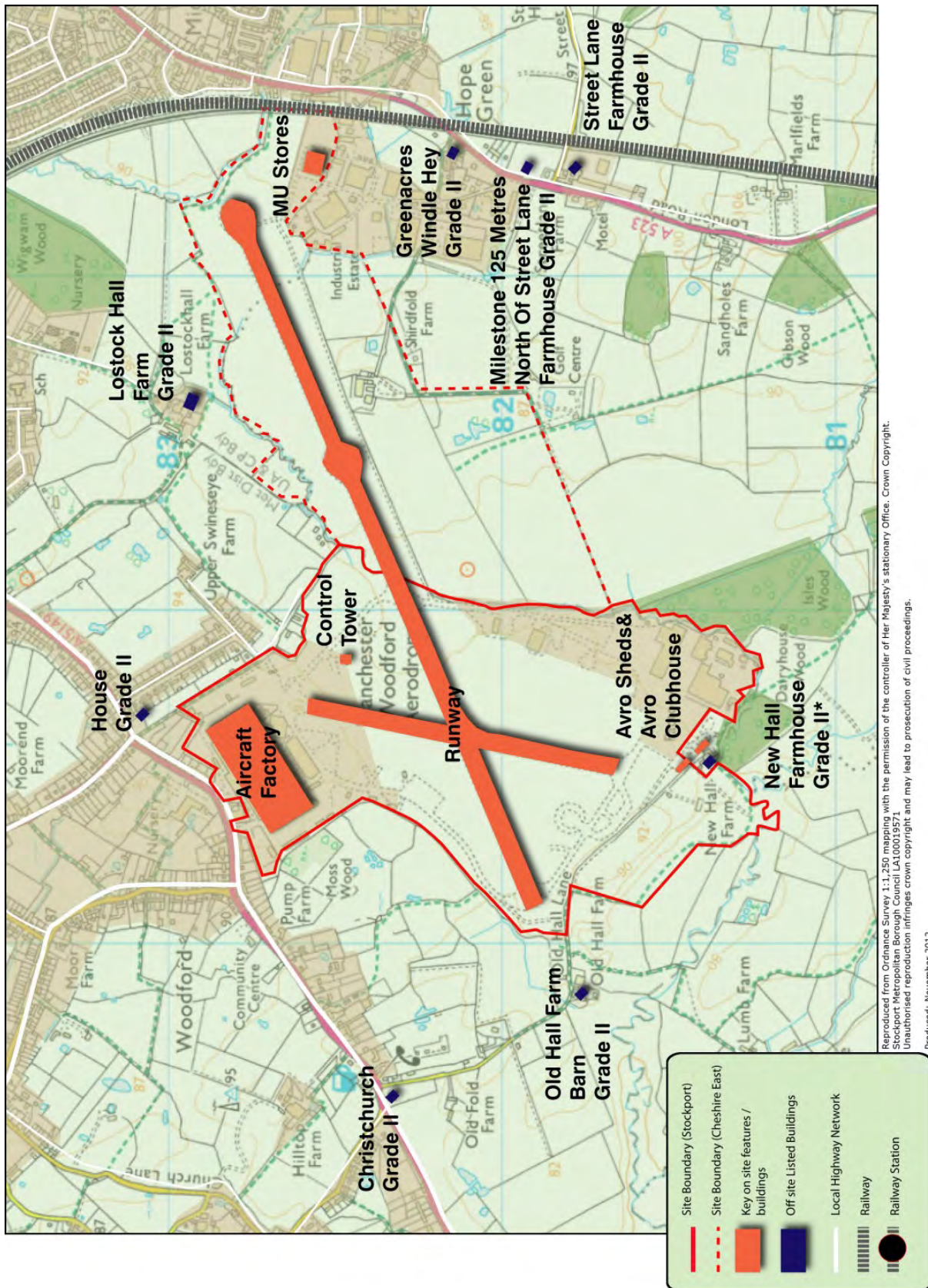
4.40 Accordingly, in order to protect the significance of heritage assets on the site, any development should secure the following safeguards:

1. A masterplan which protects the settings of nearby Listed Buildings;
2. A programme of historic building recording;

4 Opportunities & Constraints

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 taking account of the 'X' pattern of the former runways within aspects of the proposed site layout and/or landscaping.

Figure 4.4 Heritage Assets and Key Buildings



4 Opportunities & Constraints

Existing Runway looking towards The Peak District



Existing BAE Control Tower



Contamination & Remediation

4.41 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.

4.42 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.

4.43 In line with processes set out in CIRIA Report C552⁽³⁾ 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

4.44 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

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

4 Opportunities & Constraints

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

4.45 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

4.46 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 submission of a planning application.

The assessment report will determine whether mitigation measures are required to the development.

4.47 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.

4.48 Development proposals have the potential to cause temporary noise and vibration impacts during the demolition, remediation and construction phases. Measures to reduce this to an acceptable level having regard to current guidance will be required.

4.49 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

4.50 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.

4.51 Redevelopment has the potential to cause temporary dust impacts during construction. 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 (Lindow Common and Alderley Edge – although these are both more than 5km away).

Hydrology & Drainage

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

4.53 It will be necessary to provide betterment in the form of reduced discharge rates from the site (as set out in Core Strategy policy SD-6 (Adapting to the Impacts of Climate Change)). SD-6 requires that all development incorporate Sustainable Drainage Systems (SuDS) so as to manage the run-off of water from the site. Additionally, if possible, redevelopment should de-culvert and

naturalise the watercourse through the site. Particular regard should be had to the (predominantly medium but some high) flood risk area adjacent to Dairyhouse Wood to the south of the site.

Creating a Sustainable Community

4.54 To facilitate the creation of a mixed and balanced community, the provision of (and/or enhancement of existing) community facilities and accommodation for people of all ages should be considered as part of any residential-led redevelopment proposals. This might include education, small-scale retail and health services to meet the day to day needs of the new resident population, local employment opportunities and elderly person accommodation and/or residential care homes (within use Classes C2 or C3). Ancillary uses to serve residential development on the site are expressly envisaged within the Core Strategy (paragraph 3.553). Core Strategy policy SD-1 (Creating Sustainable Communities) sets out that favourable consideration will be given to development schemes which seek to achieve a high rating under schemes such as Lifetime Homes⁽⁴⁾.

4.55 Community facilities should be provided in accordance with saved UDP Review policy CTF1.1 Development of Community Services and Facilities.

Future Land Uses

4.56 The Core Strategy [paragraph 3.550] sets out that the two main uses on the site should be housing and employment. It does not quantify the scale of either use and specifies that that will be done at a later stage of the Local Development Framework (LDF) process; that stage is this SPD.

4.57 Whilst substantial employment use represents a chance to create new employment opportunities and attract significant investment into the Woodford area, there are concerns with this form of development, namely:

1. Significant new employment uses may require buildings of a significant scale, mass and footprint which may have a continuing substantial impact on the openness of the Green Belt;
2. Redevelopment 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. This would likely be the case even with the provision of high-quality traffic-free links both within and external to the site;
3. The existing buildings are of a specialist nature and may not be suitable for modern manufacturing businesses or office uses. Using the buildings for warehousing and distribution uses would be likely to 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 significant 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 See <http://www.lifetimehomes.org.uk/>

4 Opportunities & Constraints

4.58 Notwithstanding the concerns outlined above, employment use of the type and scale accommodated on the site previously (predominantly B2 (general industrial) use but with ancillary buildings and infrastructure relating to both B1 (business) and B8 (storage or distribution) uses) could be acceptable with appropriate measures to mitigate any detrimental impacts were a proposal for such to come forward. Given those concerns, however, it is considered there may be potential, depending upon viability and marketability, to seek some small-scale employment opportunities accommodated within a predominantly residential development. Indeed, it is considered that an approach of this sort would assist in creating a balanced, sustainable residential community and would, therefore, be more in line with the commitment to sustainable development in Core Strategy Objective 1 and to the delivery of the Woodford Aerodrome Opportunity Site Vision (see Table 5.1). Such small-scale employment opportunities might include B1 business uses (which includes offices, research and development and light industrial uses where they can be carried out within a residential area without causing detriment to the amenity of that area) or ancillary uses of a scale and type normally associated with an Other Local Centre (as defined in the Core Strategy policy CS6) (see paragraphs 5.15-5.24 below). The potential for 'live-work' units should also be explored.

4.59 Core Strategy policy AED-6 requires it to be demonstrated that a site is no longer viable as an employment use if development proposals will result in the loss of that use. AED-6 applies to employment sites which are not allocated as employment areas within the development plan. The policy is particularly pertinent regardless of the concerns set out above because of the clear preference to maintain some employment uses set out in Core Strategy section 3.3.9. Because of the scale of the Woodford Aerodrome Opportunity Site it is considered that, in this case, demonstration should include evidence looking at the long term viability of employment uses, including whether they may viably be part of later redevelopment phases.

4.60 The Council considers that a wholly residential scheme would not meet the Core Strategy policy commitment to sustainable development or its requirements relating to the aerodrome (Core Strategy section 3.3.9), nor would it deliver the Vision for Woodford to become a leading example of a high quality sustainable community. Some element of non-residential uses (including those set out in paragraphs 5.16-5.21) is therefore considered necessary.

4.61 Core Strategy paragraph 3.542 establishes that including employment uses within a mixed-use redevelopment would maintain a significant employment presence in the area and the wider borough. Inclusion of the non-residential uses as mentioned above in 4.60 and detailed in paragraphs 5.16-5.21 as well as Appendix 2 is (following Homes and Communities Agency guidance⁽⁵⁾), estimated to create the following job numbers:

5 <http://www.homesandcommunities.co.uk/employment-densities-guide-2nd-ed>

Table 4.2 Estimated job numbers

		Area (ha)	Floorspace m2 (gross)	Floorspace m2 (Net Internal Area - NIA)	Employment (full time jobs)
Existing Oxford Aviation (to be retained)		2.53			40 (existing)
Other B1 Sites		2	5,000	4,250	425
Local Centre uses	Foodstore	0.5		280	15
	Other Retail		500	425	22
	Public House		400	340	19
Total					521
Assumptions:					
• Other B1 sites assumed to be 2ha @25% floorspace ratio • Retail floorspace based on figures in SPD • Gross to net floorspace of 85% • B1 Business Park uses at 10 sq m / person • Retail uses at 19 sq m / person • Public house at 18 sq m / person (A3 figure) and assuming 400sq m gross floorspace					
Note that following the methodology established within the Homes and Communities Agency guidance the area currently occupied by Oxford Aviation (2.53 hectares) has the potential to generate 538 jobs (with a gross floorspace of 6,250 sq m and NIA of 5,313 sq m) (assuming the same 25% floorspace ratio applied to the other B1 sites). This would give a total (potential) employment number of 1,019 full time jobs. This assumes, however, that a) Oxford Aviation's use of the site ceases and b) that such employment development could be accommodated within the constraints of Green Belt / MEDS policy.					

4.62 Additionally, the Homes and Communities Agency guidance sets out the benefits of residential development in terms of jobs created in the wider area (for example as a result of increased patronage of retail facilities). This suggests that outside of London around 150 jobs would be created per 1,000 increase in population. Based on the calculations shown in relation to open space provision (set out in paragraph 5.80) this would suggest that between 450 and 525 jobs may be created in the wider area.

4.63 In 2001 there were 1,780 people employed at the aerodrome. It has to be acknowledged that additional jobs may have been created in the wider economy which it is not possible to account for. Given that Core Strategy paragraph 3.542 allows for residential development as a primary part of a mixed-use development the Council considers that it would be unrealistic to seek to maintain a level of employment as high 2001 levels when the site was solely in employment uses. The level of employment likely to be generated by the mix of development envisaged within this

4 Opportunities & Constraints

SPD is therefore considered to be consistent with the “significant employment presence” required by Core Strategy paragraph 3.542. Any planning application for the redevelopment of the site will need to demonstrate that it does not conflict with this requirement (based on the assumptions above or different, justified and evidenced assumptions).

4.64 The Council, therefore, considers that the Woodford Aerodrome Opportunity Site SPD should focus on the development plan policies for substantially residential-led redevelopment which delivers a high quality sustainable community, through the creation of a place that is economically, socially and environmentally sustainable and includes ancillary uses and the scope for local employment opportunities. This does not preclude other approaches being acceptable on the site and any proposals for these would need to be considered against the relevant development plan policies.

4.65 A residential-led redevelopment of the site is envisaged which will:

1. Enhance the openness of the Green Belt by reducing the scale, mass and footprint of buildings on the site;
2. Enhance the landscape setting of the area and the visual amenity of the Green Belt;
3. Provide a range of community facilities, local employment opportunities and car-free transport improvements to meet the needs of future residents as well as enhancing the availability of services for the existing community (leading to a more sustainable pattern of development as well as enhancing the sustainability of Woodford); and,
4. Contribute to meeting the significant need for open market and affordable housing in the borough thereby addressing one of the principal objectives of the development plan.

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

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 to reflect and be informed by the contents of this SPD. This section provides guidance on the various objectives which are intended to inform the developer of development 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 'Woodford Aerodrome Opportunity Site Vision, Environmental, Social and Economic Objectives and Design Objectives'.

5 Development Guidelines

Table 5.1 Woodford Aerodrome Opportunity Site Vision, Environmental, Social and Economic Objectives and Design Objectives

VISION	
Woodford Aerodrome Opportunity Site is an exciting opportunity to build upon Stockport Council's pledge to be a 'leading green borough'. Woodford will become a national example of a high quality sustainable community, through the creation of a place that is economically, socially and environmentally sustainable. Development proposals 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	
ENVIRONMENTAL, SOCIAL AND ECONOMIC OBJECTIVES	DESIGN 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 prioritises the needs of pedestrians, cyclists and public transport users, above that of the private car where it is safe to do so, to minimise impact on the existing highway network and improve accessibility to the site. •To create an environmentally sustainable development.	<i>Environmentally Sensitive</i> •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. <i>Sustainably Well Connected</i> •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. <i>Quality Place Making and Design</i> •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 Core Strategy 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 as well as, in the longer term, increased expenditure in the local economy from future residents and local employment opportunities;
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;
4. It must provide a range of local ancillary and supporting community facilities; and
5. 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 Planning applications should be accompanied by an Energy Statement setting out how development will meet the carbon management targets set out in the Core Strategy [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 Core Strategy 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 Core Strategy 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 Core Strategy 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.

5.8 The following series of environmental and social sustainability attributes reflecting local planning policy on climate change and resource efficiency should be incorporated into the detailed design of any redevelopment proposals:

- Ensuring future flexibility in the built fabric;
- Reducing demand for energy use;
- Providing energy/heat from low and zero carbon sustainable sources.

5 Development Guidelines

- 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.

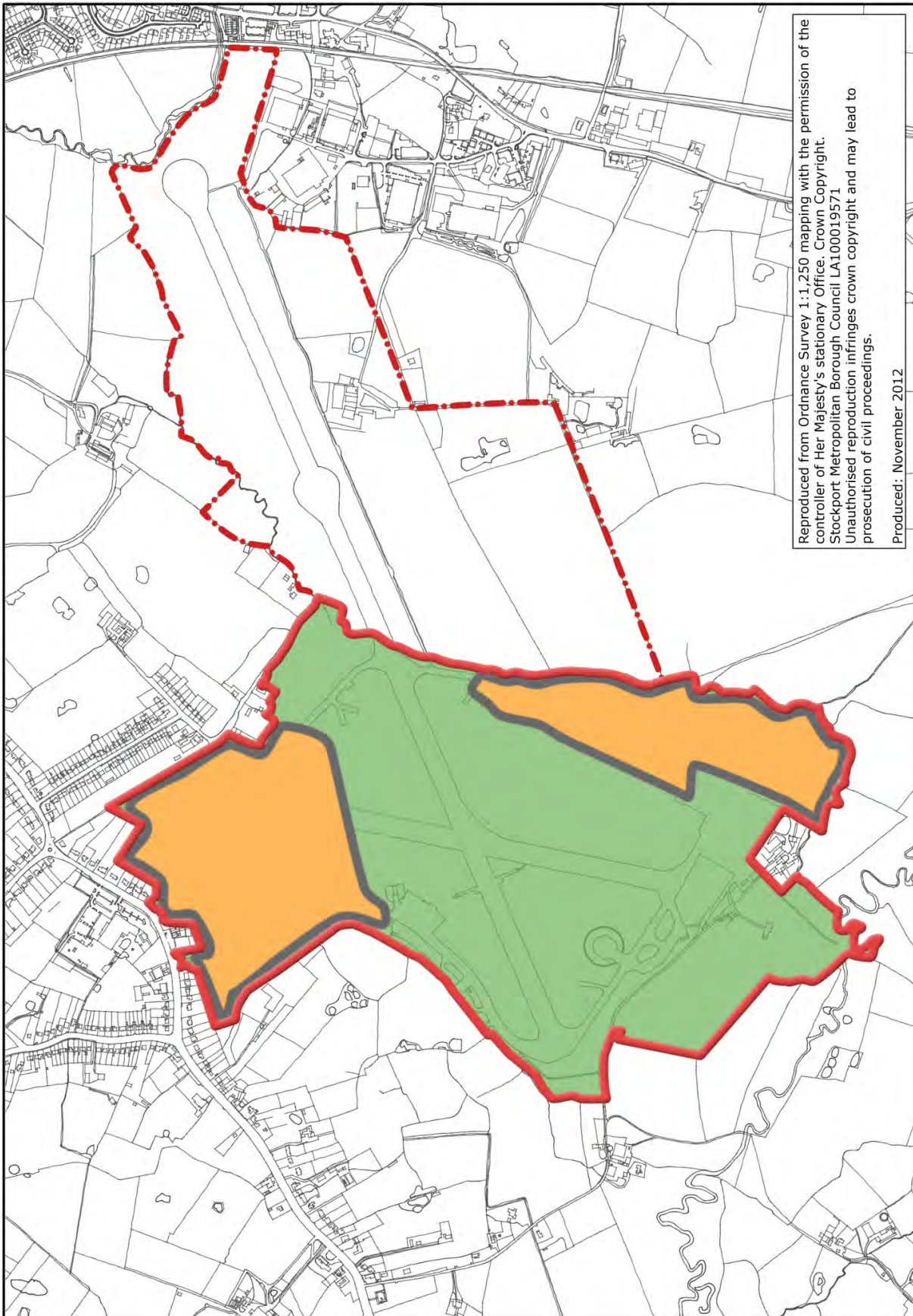
Development Principles

5.9 The planning policy context for the form of development on the site within Stockport is provided by the UDP [policy GBA1.7] and the Core Strategy [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:

- 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 than the existing development on the openness of the Green Belt and the purposes of including land in it, development should not occupy a larger area of the site than existing buildings (unless this would achieve a reduction in height which would benefit visual amenity), it should not exceed the height of existing buildings and it should result in environmental improvement; and
- Housing and employment 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.

5.10 The Council has considered three principal options for the approach to the distribution of development on the site each of which could be delivered in accordance with relevant development plan policies so as to meet identified needs in terms of, for example, housing mix, density, open space and play provision. Any pattern of development proposed in a planning application will be required to demonstrate that it is in general conformity with all relevant development plan policies or that other material considerations exist which justify a departure from these policies. The options are represented diagrammatically as the following three concepts:

Figure 5.1a Concept Option A



5 Development Guidelines

Figure 5.1b Concept Option B

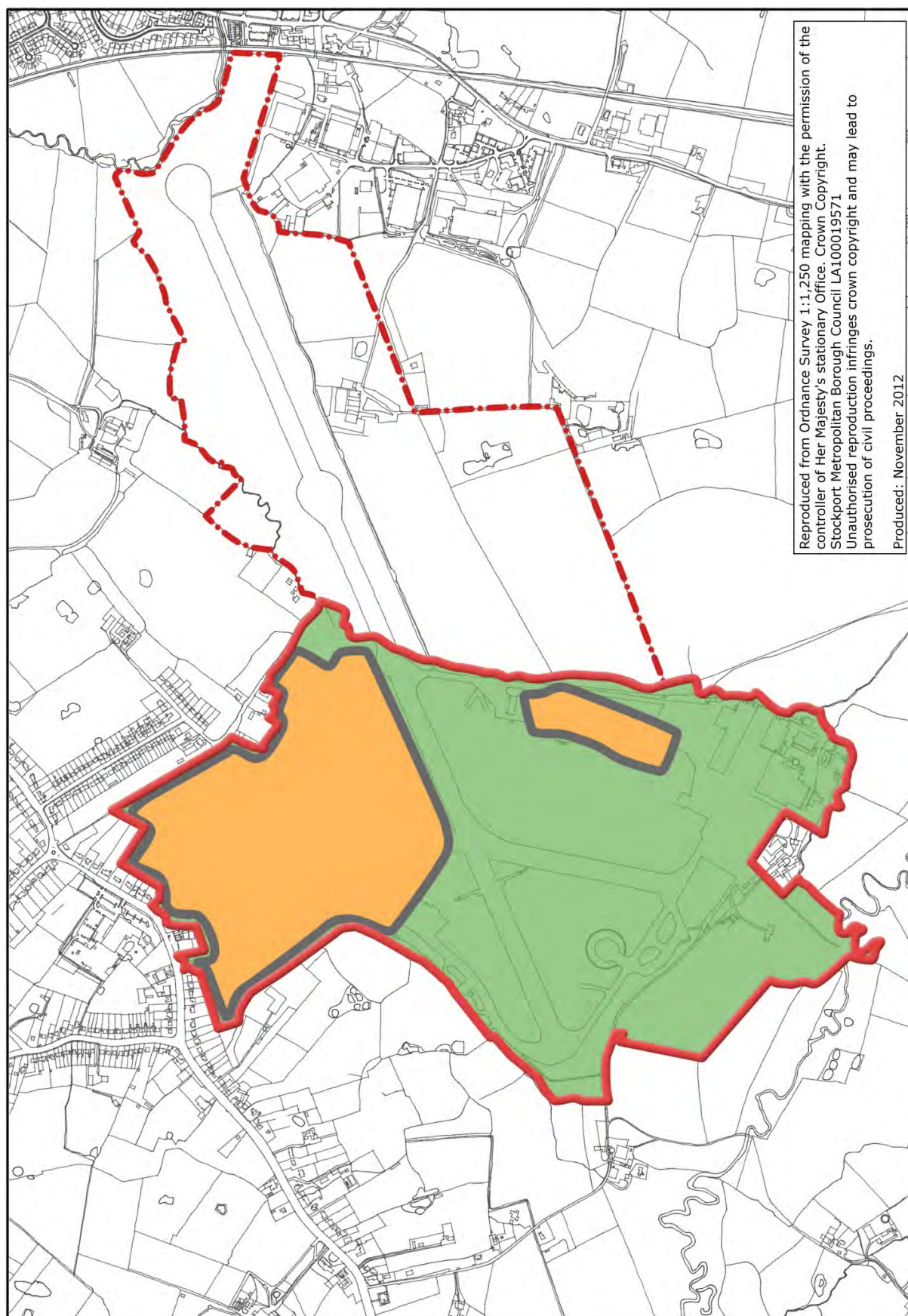
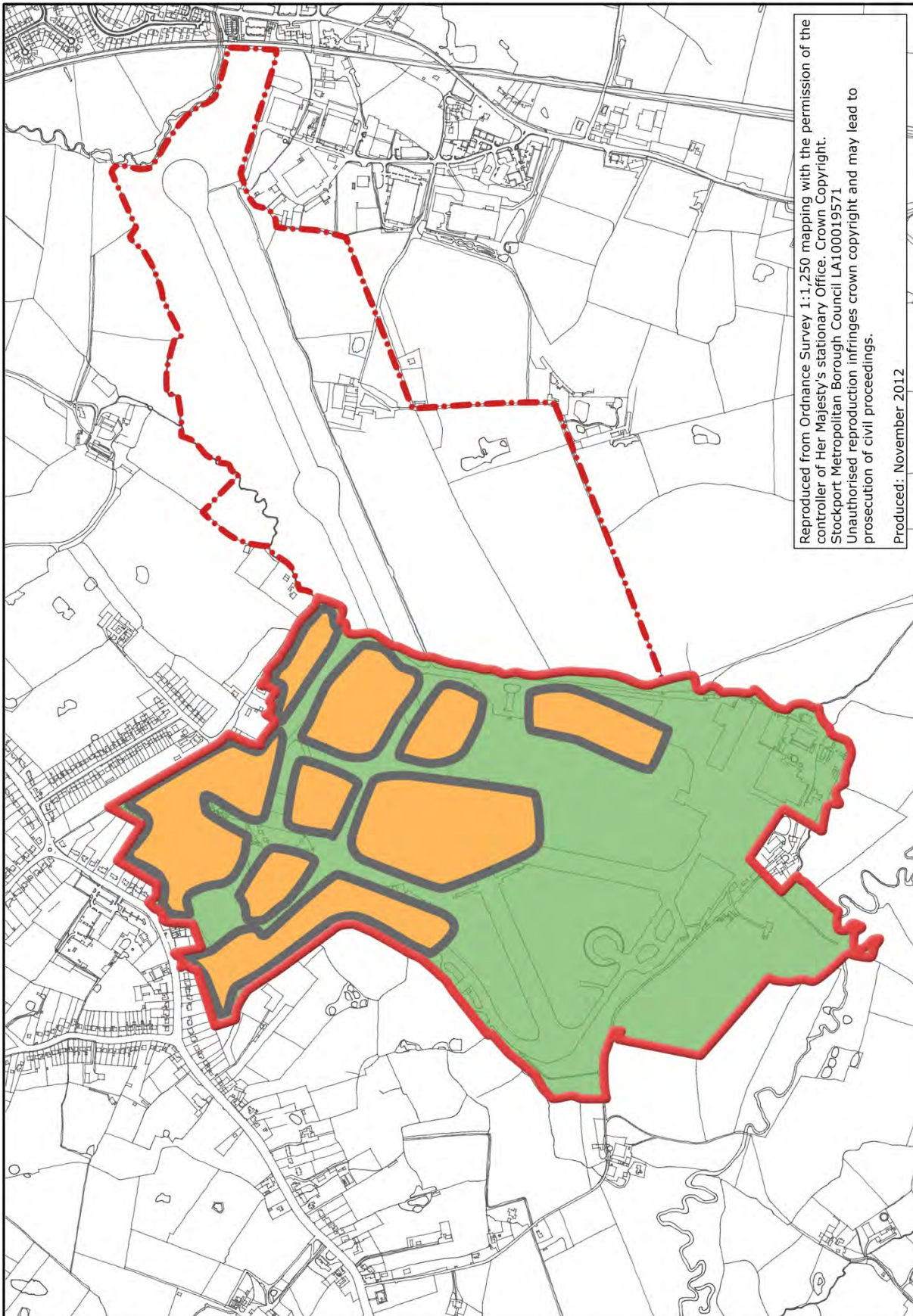


Figure 5.1c Concept Option C



5 Development Guidelines

5.11 An evaluation has been undertaken of each of the concept approaches against the Environmental, Social and Economic Objectives and Design Objectives set out in Table 5.1 which are considered critical elements of achieving the overall Vision for the redevelopment of the Woodford Aerodrome Opportunity Site (see Table 5.2 'Evaluation of Concept Approaches against Environmental, Social and Economic Objectives and Design Objectives'). A series of Development Area Option Plans (Figures 5.2a – 5.2c) have been prepared to illustrate how redevelopment might appear under each of these concepts.

Table 5.2 Evaluation of Concept Approaches against Environmental, Social and Economic Objectives and Design Objectives

ENVIRONMENTAL, SOCIAL AND ECONOMIC OBJECTIVES - To what extent does the concept offer the opportunity to achieve the following objectives?	CONCEPT A	CONCEPT B	CONCEPT C
•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 prioritises the needs of pedestrians, cyclists and public transport users, above that of the private car where it is safe to do so, to minimise impacts on the existing network and improve accessibility to the site.	✓	✓✓	✓✓
•To create an environmentally sustainable development.	✓	✓✓	✓✓
DESIGN OBJECTIVES To what extent does the concept offer the opportunity to meet the design principles relating to...	CONCEPT A	CONCEPT B	CONCEPT C
...an environmentally sensitive redevelopment?	✓	✓✓	✓✓
...a sustainably well connected redevelopment?	✗	✓	✓✓
... quality place making and design ?	✓	✓	✓✓

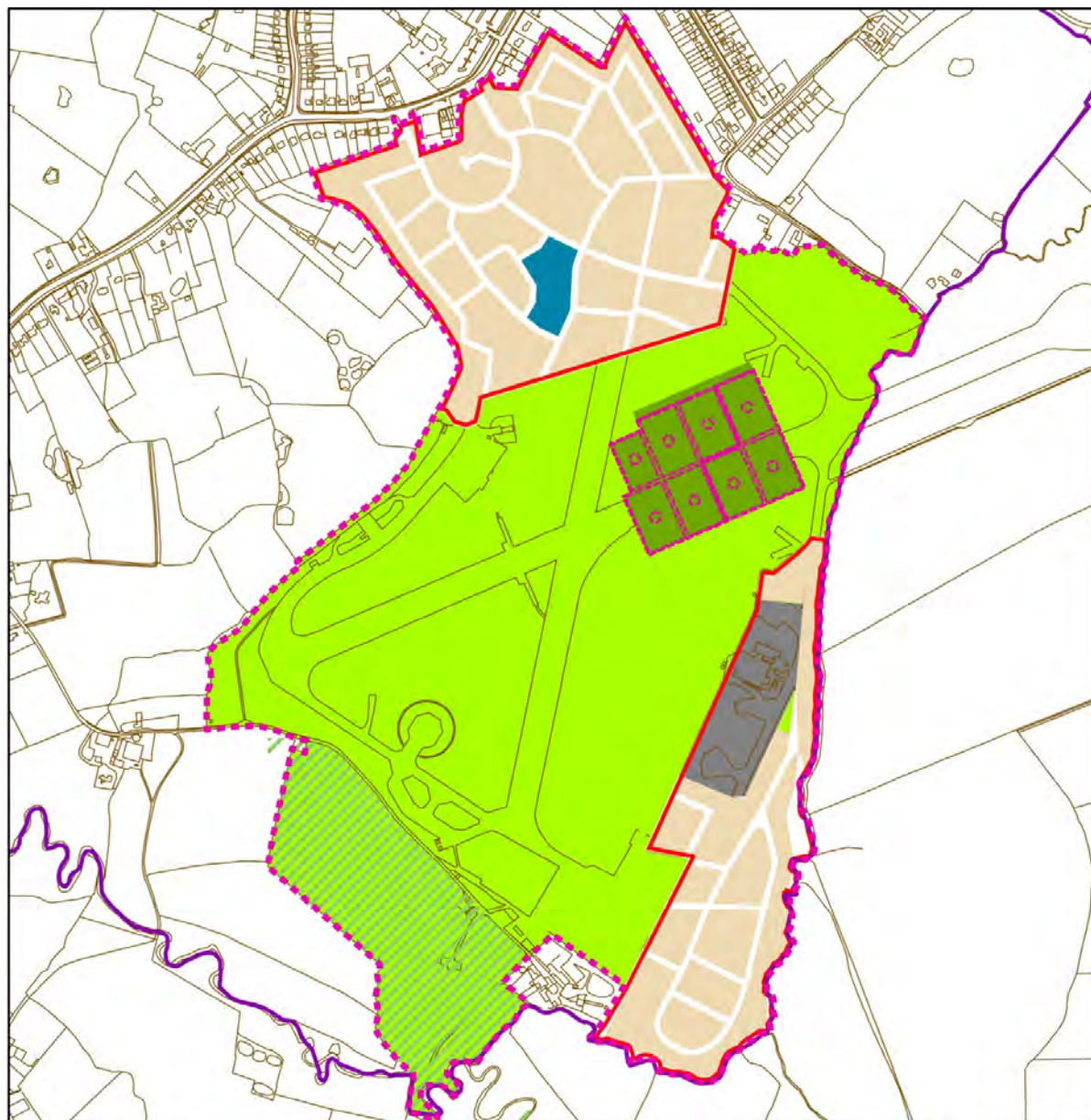
✗ = concept has no potential to meet objective

✓ = concept has some potential to meet objective

✓✓ = concept has definite potential to meet objective

5 Development Guidelines

Figure 5.2a Development Area Option Plan A



-  **Woodford Aerodrome Opportunity Site Boundary**
-  **Development Area, including Local Open Space (development area total 42 Ha)**
-  **Oxford Aviation & Proposed Heritage Centre (included with the development area)**
-  **Formal Sports Provision**
-  **Open Areas**
-  **School With Playing Field**
-  **Avro Golf Course**

Reproduced from Ordnance Survey 1:1,250 mapping with the permission of the controller of Her Majesty's stationary Office. Crown Copyright.
 Stockport Metropolitan Borough Council LA100019571
 Unauthorised reproduction infringes crown copyright and may lead to prosecution of civil proceedings.

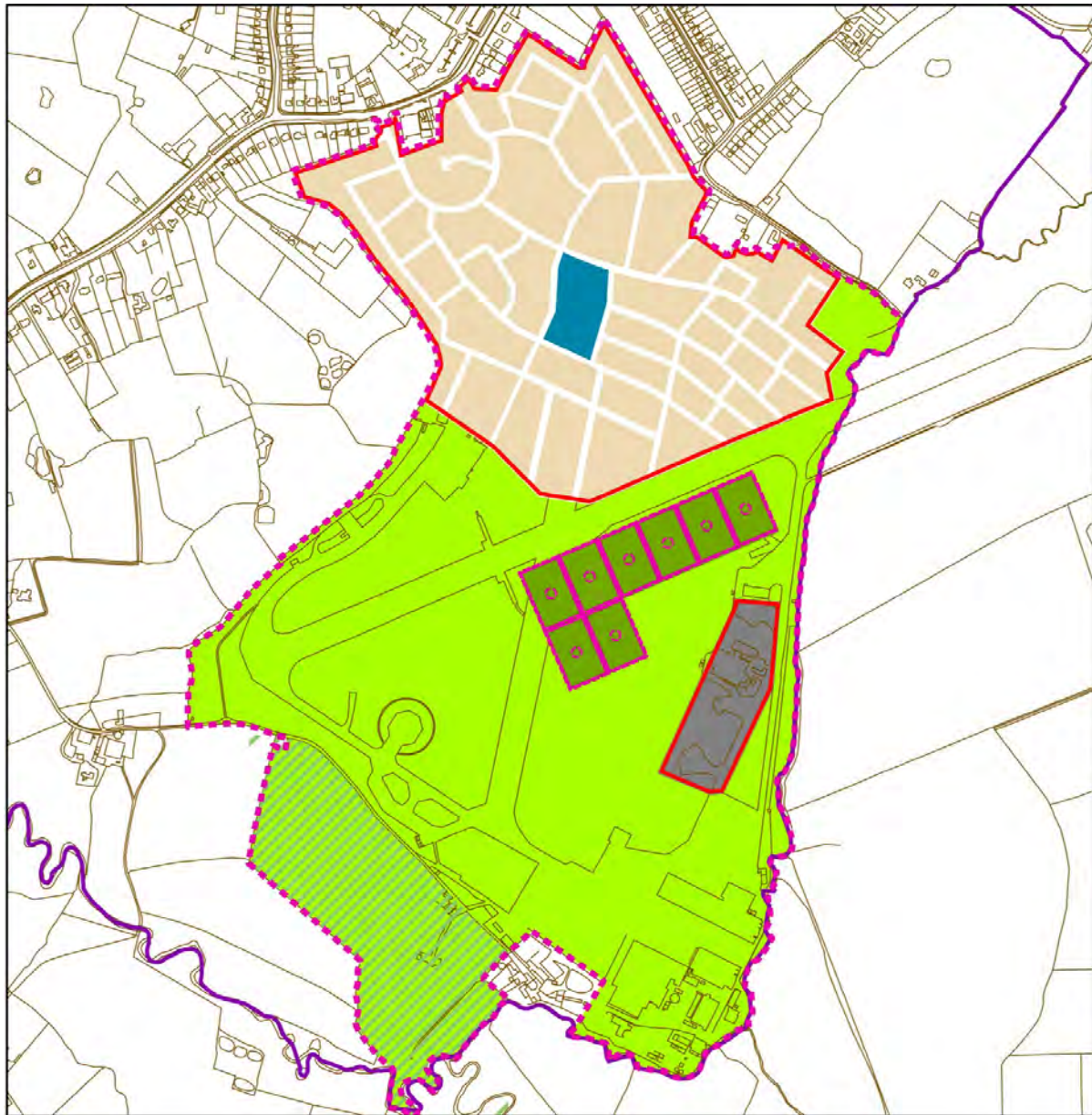


Prepared on behalf of Stockport Council by

IBI TaylorYoung

Produced: November 2012:
 Not to scale

Figure 5.2b Development Area Option Plan B



-  **Woodford Aerodrome Opportunity Site Boundary**
-  **Development Area, including Local Open Space (development area total 42 Ha)**
-  **Oxford Aviation & Proposed Heritage Centre (included with the development area)**
-  **Formal Sports Provision**
-  **Open Areas**
-  **School With Playing Field**
-  **Avro Golf Course**

Reproduced from Ordnance Survey 1:1,250 mapping with the permission of the controller of Her Majesty's stationary Office. Crown Copyright.
 Stockport Metropolitan Borough Council LA100019571
 Unauthorised reproduction infringes crown copyright and may lead to prosecution of civil proceedings.



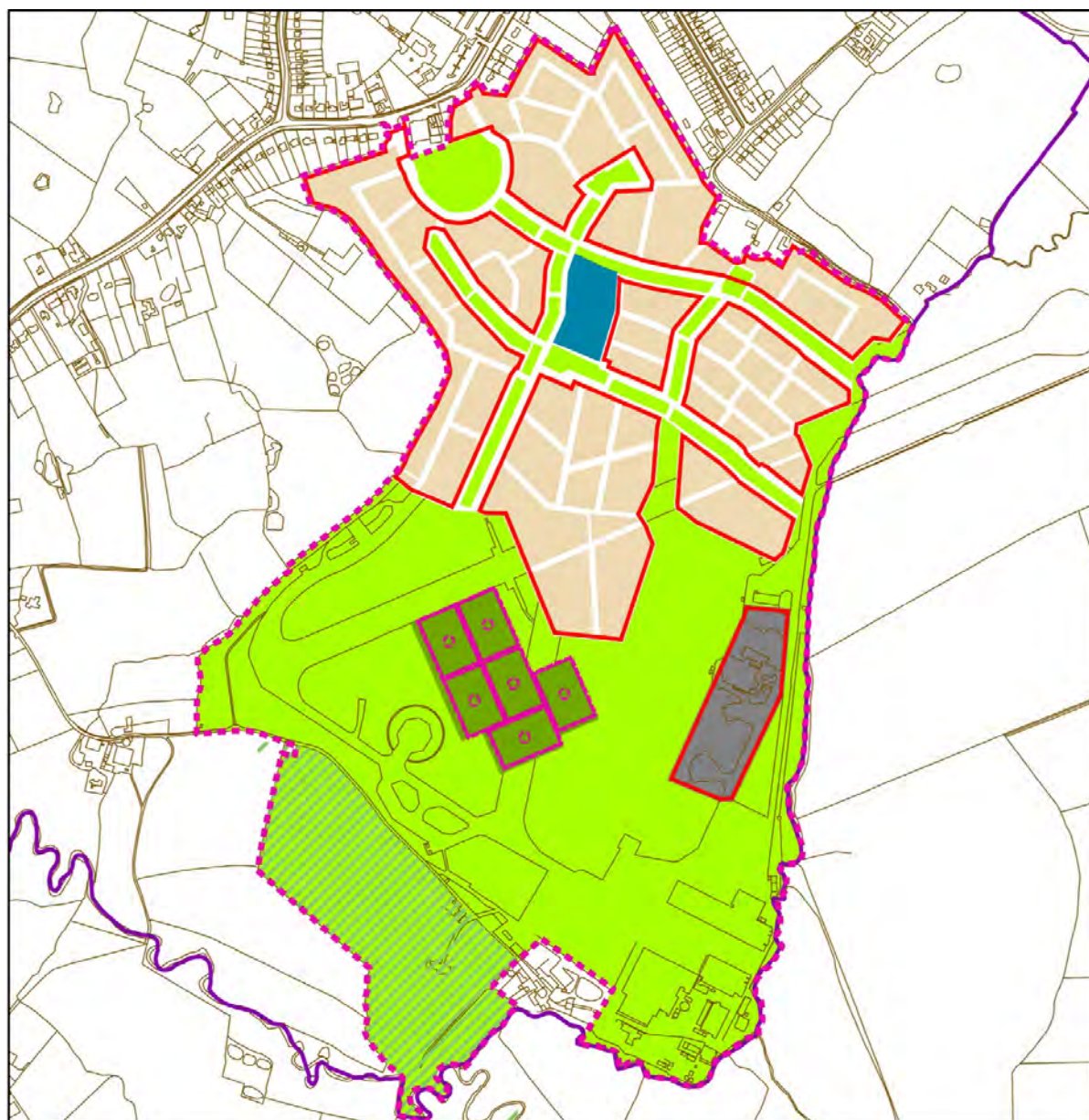
Prepared on behalf of Stockport Council by

IBI TaylorYoung

Produced: November 2012
 Not to scale

5 Development Guidelines

Figure 5.2c Development Area Option Plan C



-  **Woodford Aerodrome Opportunity Site Boundary**
-  **Development Area, including Local Open Space (development area total 42 Ha)**
-  **Oxford Aviation & Proposed Heritage Centre (included with the development area)**
-  **Formal Sports Provision**
-  **Open Areas**
-  **School With Playing Field**
-  **Avro Golf Course**

Reproduced from Ordnance Survey 1:1,250 mapping with the permission of the controller of Her Majesty's stationary Office. Crown Copyright.
 Stockport Metropolitan Borough Council LA100019571
 Unauthorised reproduction infringes crown copyright and may lead to prosecution of civil proceedings.



Prepared on behalf of Stockport Council by

IBI TaylorYoung

Produced: November 2012
 Not to scale

5.12 Redevelopment proposals under any of these concepts would be expected to result in an overall net gain of openness to the Green Belt. In order to achieve this the existing buildings within the MEDS would have to be demolished with the exception of Oxford Aviation which would continue to operate from their existing premises.

5.13 The land outwith the development area 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 paragraphs 5.25 to 5.27).

5.14 Under any of these concepts redevelopment proposals should not exceed the 42 hectares of the existing MEDS.

Views out to open countryside



Appropriate Development - Within the Development Area

5.15 A residential-led redevelopment is considered appropriate on the site. The scale of such a redevelopment would be determined by considering it against all relevant policy requirements and other material considerations including the current lawful use of the site and the likely density of development (see paragraphs 5.68 to 5.72). Assuming an average density of 22-24 dwellings per hectare it is calculated that this may amount to a redevelopment which includes in the region of 750 to 850 dwellings (see Appendix 2 for explanation of this calculation). Any redevelopment scheme should comprise a mixture of dwelling types, sizes and tenures to facilitate the creation of a balanced and mixed community, including the potential for elderly person accommodation

5 Development Guidelines

and retirement homes (within Use Classes C2 or C3)⁽⁶⁾. Any planning application for the redevelopment of the site will need to follow this approach or provide justification and evidence as to the alternative assumptions that it is based upon.

5.16 The scale of any redevelopment will require a variety of ancillary uses to be provided so as to allow the needs of the new community to be served sustainably. Such uses would need to be consistent with the scale and type normally associated with an Other Local Centre (as defined in the Core Strategy policy CS6). In addition it is considered that an element of employment use will be required so as to be consistent with Core Strategy paragraph 3.542 (see paragraphs 4.59 to 4.63 above). Whilst there is no allocated Other Local Centre on the site, the following may be included in a location and using detailed design that enables and encourages access to all future residents by non-car modes of transport:

- a. A small supermarket (Use Class A1) with a floorspace not exceeding 280sq.m. (net) ;
- b. Other smaller shops (Use Class A1), small-scale financial/professional services (Use Class A2) or small restaurants/café's (Use Class A3) with a total floorspace not exceeding 500sq.m. (gross)⁽⁷⁾;
- c. A public house (Use Class A4);
- d. Small-scale B1 business uses (offices, research and development and light industrial uses where they can be carried out within a residential area without causing detriment to the amenity of that area) located close to (or potentially above) the shops or adjacent to the existing (retained) Oxford Aviation building (see Future Land Uses (paragraphs 4.56 to 4.66) above);
- e. Small-scale clinic / health centre facilities (Use Class D1) located close to (or potentially above) the shops⁽⁸⁾;
- f. A primary school (single form entry) together with associated playing fields, located in the centre of the proposed development (as shown on each of the Development Area Option

6 Registered Care Homes provide a significant resource for adult social care provision within the borough of Stockport. Desirable elements in care home provision would be:

- Developments that increase the capacity for care incorporating nursing for the 'elderly mentally infirm' (EMI), particularly those with dementia related conditions.
- Larger purpose built homes with 60+ places replacing older converted provision.
- Affordable care provision that will meet the financial challenges for both those currently in need and to meet the costs of long-term care in the future.

In all cases care home provision should be located to maximise sustainable access by residents, employees and visitors to key facilities as well as the home itself. Care home provision should be in accordance with saved UDP Review policy CDH1.3 Care and Nursing Homes.

- 7 This limit on A1/A2/A3 uses would result in the centre being similar in scale to the borough's existing Other Local Centres. Core Strategy policy AS-3 (Main Town Centre Uses, Hot Food Take Aways and Prison Development Outside Existing Centres) precludes A5 Use (Hot Food Takeaway) within 300m of any school or park; such use is therefore not considered likely to be acceptable given the desirable inclusion of a primary school in close proximity to shops as part of a residential-led redevelopment scheme and the suggested approach of incorporating public green space (akin to parkland) permeating through any such development. The limitation on A5 uses may be relaxed in the future were the centre to be formally allocated as an Other Local Centre within the borough's statutory Development Plan.
- 8 At the time that this SPD is being prepared there would appear to be contradictory evidence as to the need, or otherwise, for new NHS healthcare facilities in the Woodford area. This matter will need to be reviewed in the light of responsibility for commissioning new facilities passing from the current Primary Care Trusts (PCTs) to new GP-led commissioning boards (Clinical Commissioning Groups / CCGs).

Plans (figures 5.2a-5.2c). A school would provide for the primary education needs of existing and future residents of the area and could also serve as a community hub; and,

- g. A day nursery and crèche (Use Class D1) located close to the shops or the primary school.

5.17 Use classes A1 to A5 would only be acceptable provided it is satisfactorily demonstrated that it would not adversely impact on Bramhall District Centre, Poynton Town Centre or other nearby centres.

5.18 The uses outlined in a. to e. above should ideally be located within the centre of the development, between the primary school and the interface with the existing village (except that small-scale B1 business uses (d.) may alternatively be located close to the existing (retained) Oxford Aviation building).

5.19 Any planning application for retail floorspace would need to demonstrate that it is 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) may also be considered acceptable in principle within the (allocated) centre.

5.20 Parking and servicing for the school, retail, employment development and other ancillary uses should be carefully designed so as not to be detrimental to the safety and of residents of the site or other users of the highway.

5.21 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 and other material planning considerations.

5.22 The existing Oxford Aviation building and its 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]. If needs be, cycle parking for the facility should be brought up to the standard required across the rest of the development if any of its operational area (established by the extant permission) is part of redevelopment proposals.

5.23 To reflect the aviation history of the site it is considered that a new Heritage Centre would be a suitable inclusion within any redevelopment scheme. Whilst visitor attractions of this nature should ideally be provided as close to other local services as possible (so as to minimise the need to travel by non-sustainable modes of transport) it is acknowledged that in this case it may best be located further into the site in order to facilitate the external display of exhibits, perhaps to the north of the retained Oxford Aviation building. The Heritage Centre would provide an opportunity 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 is likely that it would comprise a purpose-built structure, with associated cycle, car and coach parking and external display space for the Vulcan (currently parked elsewhere on the site).

5 Development Guidelines

5.24 As set out above, employment uses within Use Class B1 will be considered favourably so long as they are at a scale which is appropriate within a predominantly residential-led overall development. This may include small scale office and workspace units that are freestanding or as upper floors above other ancillary uses. Such uses should ideally be located in the same part of the site as any ancillary retail provision or adjacent to the existing (retained) Oxford Aviation building. The inclusion of live-work units would also be given positive consideration. The Council acknowledges that such uses would need to pass the tests of viability and deliverability.

Appropriate Development – Outside of the Development Area

5.25 Within each of the concepts set out in paragraphs 5.10-5.14 above there will remain significant parts of the aerodrome that are not included within the development area. Outwith the development area 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.

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

5.27 It is anticipated that the following uses will be located outside of the development area:

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

5.28 These uses and facilities are illustrated on the Development Area Option Plans.

Inappropriate Forms of Development

5.29 The Council considers that the following land uses would be inappropriate as part of a residential-led redevelopment of the site: -

- Main town centre uses (such as, commercial leisure) as they would conflict with the guidance contained in the Framework and Core Strategy apart from those uses set out in 5.16 above;
- 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 Core Strategy; and
- Storage and Distribution (B8) or General Industrial (B2) unless they can be demonstrated to be compatible with the overall vision of securing a high quality sustainable community⁽⁹⁾.

9 Notwithstanding this, the redevelopment of the site for employment use could be acceptable with appropriate measures to mitigate any detrimental impacts were a proposal for such to come forward. Such proposals would be considered on their merits against relevant development plan policies but are not considered likely to deliver the Woodford Aerodrome Opportunity Site Vision set out in this SPD.

Green Belt Principles

5.30 Planning applications for the development of the site must show how they accord with the Green Belt principles set out in the development plan and in this SPD.

5.31 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 (see Core Strategy paragraph 3.545). Applications within the SPD area will be required to meet this requirement and developers must demonstrate how this objective has been addressed in planning application submissions.

5.32 The existing 42 hectare MEDS areas were established through the development plan process and in essence are the part of the aerodrome site as a whole where existing development has a detrimental impact upon the openness of the Green Belt⁽¹⁰⁾. Planning applications for the redevelopment of the site will need to include a robust analysis of landscape and visual impacts together with an assessment of the impact of the proposed development on the openness of the Green Belt. Beyond the initial redevelopment of the site any future applications for planning permission would be considered against the relevant development plan policies in place at that time.

5.33 The Development Area Option Plans define the area of possible redevelopment (excluding significant areas of open space which would have to be shown to genuinely and positively contribute to the openness of the Green Belt – see paragraphs 5.30 to 5.34), Oxford Aviation and a new Heritage Centre. Compared to the current situation, this scale of development could be acceptable were it to fulfil its potential to substantially reduce the built footprint and overall height of buildings and would likely also reduce the dominance of buildings in the landscape, thereby enhancing the openness of the Green Belt.

5.34 In making an assessment of the compliance of a proposed development with Green Belt objectives, developers should note that to be considered as contributing to openness (and therefore be excluded from the development area) land should be demonstrated to meet the following requirements.

Corridors of open land between parcels of development

5.35 To be excluded from the development area these 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 necessarily be an uninterrupted view along their entire length to meet this requirement as it is considered desirable to create a sense of 'arrival-reveal-departure';
- Be a minimum of 30m wide between plot boundaries of which a minimum of 18m should be public greenspace (including any infrastructure within them such as cycleways / walkways); and
- Genuinely and positively contribute to the openness of the Green Belt

10 See report of the public inquiry into the Stockport UDP Review part 7.23
(www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/UDP/archive/61-inquiryandinspectorsreport-chapter7greenagriculture)

5 Development Guidelines

5.36 Such corridors may incorporate features such as:

- Highways, segregated cycleways/footways and shared driveways, together with associated street furniture;
- Passive and active recreation, including children's play areas;
- Sustainable urban drainage; and,
- Native species tree planting and habitat creation.

5.37 Concept C (figure 5-1c) illustrates an approach that includes such corridors.

Open Spaces

5.38 To be excluded from the development area open spaces must be demonstrated to genuinely and positively contribute to the openness of the Green Belt and be:

- adjacent to the open countryside; or
- linked to or bounded by an open corridor of land and of sufficient size and design to create a sense of openness between development parcels, such as a village green or playing fields.

5.39 It is intended that these open space areas will be used for active and informal outdoor recreation and may include structures associated with this use, such as children's play equipment where this does not harm the spaces' value in openness terms (note that equipped children's play areas (as set out in paragraph 5.78) should be well related to the residential properties which they serve).

Primary School

5.40 If a primary school is to be provided within any redevelopment it would likely be single form entry (i.e. one class per year group). A primary school of this scale (101 to 200 pupils in total) is currently required by the Department for Education to provide a minimum of 0.5 hectares of 'team game playing fields'⁽¹¹⁾. To deliver the Vision for the Woodford Aerodrome Opportunity Site the Development Area Options Plans (figures 5.2a to 5.2c) each identify an area in excess of the 1.2 hectares (approximately) required for provision of the school buildings and associated outdoor space. If the scale of development necessitates a larger or smaller school to be proposed then the level of playing field provision should accord with the DfE requirements accordingly. A school playing field and playground are likely to create a sense of openness in the built-up area, provided they are linked to or bounded by an open corridor of land and of sufficient size and design to create a sense of openness between development parcels. If this is demonstrated to be the case they may be excluded from the development area calculation.

5.41 Elsewhere within Stockport, particularly in the more southern parts of the borough, primary school buildings on the fringe of the built area have historically been included within the Green Belt because they are of minimum scale and compromise openness to only a small degree. For school buildings to be considered to only have such a degree of impact on openness (and thereby be excluded from the development area) they must be designed to accord with the following principles:

11 See section 97 of: <http://media.education.gov.uk/assets/files/doc/s/standards%20for%20school%20premises.doc> or most recent DfE guidance.

- Minimise the built footprint coverage whilst having regard to usability and good design principles⁽¹²⁾;
- 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.

5.42 Should the educational usage cease in the future the justification for excluding the building from the development area will also be considered to cease. In determining any planning application for the school the Council will seek an appropriate mechanism for the building to be removed or put to an alternative use which is appropriate within the Green Belt. Such alternative, appropriate use might include (partial) retention or replacement of buildings to serve as essential facilities allowing the continued use of the playing fields for active recreation (i.e. changing or clubhouse facilities).

5.43 The Primary School should include parking provision in accordance with the Council's approved parking standards. For areas of car parking to be excluded from the development area considerable care and attention should be paid to their design and layout so as to keep any detrimental impact on openness to an absolute minimum. Careful design is also required to ensure that parking does not occur on the highway to the detriment of safety or the amenity of other highway users.

Design & Layout Principles

5.44 To achieve the Woodford Aerodrome Opportunity Site Vision a number of Design Objectives are established in Table 5.1.

5.45 The Vision sets out that redevelopment should follow the principles of the Garden Village ideology. This is an early twentieth-century concept which it is envisaged could be updated to conform to early twenty-first century requirements.

5.46 Design codes will need to be established through the planning application process to maintain consistency, control variety and set out the materials palette.

Character & Identity

5.47 In establishing a character for the site to deliver the Garden Village concept the following design principles should be used to guide proposals:

- All dwellings should have sight of, or be no further than 400m or a 5 minute walk from functional green space;
- All dwellings should have front gardens with well-defined boundaries and should front streets, open spaces or open countryside;
- Design should ensure low vehicle speeds (maximum 20mph) and encourage and enable the use of more sustainable forms of transport, with priority given to pedestrians and cyclists.

12 See <http://media.education.gov.uk/assets/files/doc/s/standards%20for%20school%20premises.doc> or most recent DfE guidance

5 Development Guidelines

Adequate visibility between pedestrians using the footway and vehicles exiting curtilages should be ensured;

- Wide meadow verges should be established running to new and existing field boundaries that will create a buffer between the open areas and built development, whilst allowing for provision of play facilities set back but visible from housing;
- A block layout of streets and spaces should be promoted so as to create an easily understandable layout and facilitate good overlooking of the street whilst restricting access to the rear of properties. It would also give scope for gardens, parking and servicing to be provided within the block, which has the benefit of reducing frontage and on-street parking and thus its visual impact 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 will be encouraged;
- In general buildings should be two storeys in height to reflect the existing character of the area, but three storey buildings may be introduced at appropriate locations to enhance natural surveillance and aid legibility by creating focal points, defining corners, demarcating arrival points, and enclosing squares and other key spaces. No building should exceed the height of the existing buildings on the site; and
- Relatively constant building lines and the repetition of similar building forms and elements should be used to create a cohesive street scene. Active parts of buildings i.e. doors and main living spaces should be oriented towards the street frontage so as to maximise natural surveillance and animate the street.

5.48 The overall aim of the above principles is to create a coherent identity for the site, although there will be opportunities to create distinct areas within this overall identity as, for example, the 'built edge' and 'countryside' parts of the site will need to be dealt with differently. Any planning application should establish a series of character areas in order to guide on the density and design approach within each area. Each character area should be developed further through an agreed Design Code that will go on to inform future detailed planning applications.

5.49 Each character area should respect the surrounding context in terms of built and landscape features such as the setting of historic building and features of the site such as the runway, the amenity of neighbouring residential areas and the visual outlook from and of the site, whilst according with the broad density principles established in paragraphs 5.68-5.72.

Movement Hierarchy

5.50 The site layout should comprise of a permeable and legible movement network. Each street type should have its own identity derived from the composition of buildings, landscape, orientation and outlook. The design of all streets should take account of the Council's standards which, whilst restricting through movement of traffic, shall maximise permeability for pedestrians and cyclists. Culs-de-sac will only be acceptable in limited circumstances as they are neither permeable nor benefit from the passive surveillance of through-traffic. Shared driveways will be permitted to serve up to 5 dwellings.

5.51 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.

5.52 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 and where safe to do so prioritise

walking and cycling, be interesting and provide opportunities for personal expression, social interaction and informal play and habitat creation.

Enhancement of the Public Realm

5.53 Core Strategy policy SIE-1 (Quality Places) sets out that development proposals should take account of the potential for enhancement of the public realm. The design codes that will be established as part of any planning application will include a materials palette that provides details of the treatment of the public realm. These design codes should seek to ensure that the public realm makes a positive contribution to the creation of a 'quality place' that delivers the Garden Village concept and achieves the overall Vision for the Woodford Aerodrome Opportunity Site.

5.54 Public art is a key means by which public realm enhancement can be achieved. It can help to reinforce a sense of place and should be promoted within any redevelopment. The design of public art should be locally distinct.

Safety & Security

5.55 To meet the requirement of Core Strategy policy SIE-1 (Quality Places) – that all development proposals shall ensure the safety and security of users – any scheme is expected to be designed to 'Secured by Design' accreditation standards. Further detail on Secured by Design should be obtained from the Greater Manchester Police crime prevention design advisors⁽¹³⁾ and the Home Office publication 'Safer Places'. Any planning application(s) should be accompanied by a Crime Impact Statement / Assessment.

Building for Life 12

5.56 The Council will look favourably upon development that seeks to achieve a high rating under schemes including Building for Life, in accordance with Core Strategy policies SD-1 (Creating Sustainable Communities), SIE-1 (Quality Places) and H-1 (Design of Residential Development). In determining whether or not proposals accord with these Core Strategy policies, the Council will evaluate any planning applications for redevelopment of the Woodford Aerodrome Opportunity Site against BfL12.

Development Form & Mix

Residential Uses

5.57 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 Stockport. Any proposals should take account of a Strategic Housing Market Assessment for the borough.

Market Housing

5.58 Residential redevelopment will be expected 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.

13 http://www.securedbydesign.com/professionals/details.aspx?forcecode=greater_man

5 Development Guidelines

5.59 It is anticipated that the Woodford Aerodrome Opportunity Site could accommodate a mixture of 2, 3, 4 and 5+ bedroom properties.

Affordable Housing

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

5.61 The location of affordable housing should be integrated with open-market homes ('pepper-potted' throughout development) to create a mixed and inclusive community. The external appearance and quality of the dwellings should be compatible with the open market homes on the development and, by so doing, achieve visual integration.

5.62 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 / affordable 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 (see paragraphs 5.66-5.68 below) or 'accessible' wheelchair adapted housing for people with disabilities). Such specialist accommodation may be provided with a mix of affordable tenure options (rent and shared ownership), and/or within a larger scheme such as 'extra care', may also incorporate open market options.

5.63 If it is demonstrated to be the most effective means of creating a balanced, sustainable community, the Council may consider the payment of commuted sums for off-site provision of affordable housing. In principle, however, provision in the first instance should always be on site and any planning application seeking to do otherwise should provide strong justification as to why that should be the case.

5.64 Core Strategy policy H-3 sets out that the Council will negotiate to achieve 40% affordable housing on residential developments of 5 or more dwellings within the Bramhall, Cheadle Hulme (South) and Woodford part of the borough⁽¹⁴⁾. It indicates that the affordable housing tenure split sought will be 50% intermediate housing and 50% social rented housing. The policy acknowledges

14 This part of the borough is shown to have the highest property prices (and therefore the greatest viability for provision of affordable housing) by the Council's Economic Viability of Housing Study (2010) (available via www.stockport.gov.uk/ldfevidence).

the need to take account of economic viability but also that the requirement must be reflected in the cost of the land (see also paragraphs 5.150 to 5.157 of this SPD).

5.65 The Stockport Housing Partnership consists of seven registered providers who invest in affordable housing in the Borough. Developers should consider using these partners to deliver affordable housing at the Woodford Aerodrome Opportunity Site. The Council provides guidance on the affordable prices for the sale of housing units to Registered Providers⁽¹⁵⁾. Discussion with partner registered providers may also provide the opportunity for the sale of additional units, supported by Homes and Communities Agency funding (subject to availability).

Housing for Older People

5.66 A residential-led redevelopment should aim to reflect the needs of the borough's ageing population. Re-development of this site gives an opportunity to provide a choice for older people to move from their existing homes to other, more appropriate housing in order to meet their needs. This might include:

- Purpose built accommodation for older people incorporating better space standards to accommodate carers, visiting family members and to give greater choice. As a minimum 1 bed plus should be standard with the second "single" bedroom offering potential for alternate uses, such as a guest bedroom. The design of such accommodation should be adaptable so as to meet the changing requirements of residents.
- Appropriate and affordable retirement housing built to Lifetime Homes⁽¹⁶⁾ standards which older occupants can downsize into, including specialist and supported accommodation.

5.67 Provision of specialist housing for older people should be in accordance with saved UDP Review policy CDH1.3 Care and Nursing Homes.

Density of Residential Development

5.68 Ordinarily the Council would require a minimum density of 30 dwellings per hectare (Core Strategy policy CS3, paragraph 3.101). This includes the dwellings themselves as well as any private curtilage space (gardens, driveways etc.) and shared / public space (highways, public open space etc.), although larger public spaces may be excluded from calculations of density. However, in relation to the density to be provided on any individual site, regard should also be had to Core Strategy policy SIE-1 which requires development to pay high regard to the built and/or natural environment within which it is sited. The density of existing residential dwellings in Woodford is very low, in the order of 9-12 dwellings per hectare.

5.69 Having regard to policies CS3 and SIE-1 of the Core Strategy, proposals for redevelopment of the site should, therefore, seek an appropriate balance between the ordinarily required minimum density level and the character of existing built development within Woodford. It is envisaged that this may give an average of 22 to 24 dwellings per hectare.

5.70 Proposals 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.

15 See <http://www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/LDF/SPD/affordableprices>

16 See www.lifetimehomes.org.uk.

5 Development Guidelines

5.71 Density, height and massing should vary to support the different character areas within the development. Higher densities (30dph-45dph) should be located close to the commercial / community facilities and primary school. Lower densities (15-20dph) would be best situated towards the fringes of the site adjacent to the open countryside, in order to create a soft edge to these boundaries and minimise the impact of the development on the Green Belt. Elsewhere within the site a medium density of between 20 and 30dph would be most suitable (although it is acknowledged that this is below the ordinarily required minimum).

5.72 The Council recognises that there are other means in addition to density of showing character. These include average space between dwellings or average length of street frontage per dwelling. The Council acknowledges therefore that any planning application based on different densities (both on average and across different character areas) will need to provide evidenced justification that this still gives an appropriate balance between the requirements of policies CS3 and SIE-1.

Non-Residential Uses

5.73 Non-residential uses may include local retail, community and employment, including a primary school and public house. Development should be of a built form and scale which is demonstrated to be appropriate to the Garden Village context, in line with the Woodford Aerodrome Opportunity Site Vision, objectives and design principles. It should have access and servicing arrangements which complement the overall layout principles, and be provided in a landscaped setting which reflects the overall principles for the site as a whole.

Traditional local building style



Local buildings, typically two story high with pitched roofs



Structural Planting

5.74 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 beyond the boundaries of built redevelopment, based upon the original field pattern will be required to ensure an appropriate interface and integration. Structural planting may take the form of formal hedgerows, trees along former hedgerow lines or a combination of the two, and should be made up of native plant species, potentially including fruit trees.

5.75 The establishment of new woodland copses would also be appropriate within the southern portions of the site, particularly 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. Redevelopment proposals should identify existing, adjacent woodland areas which might be linked to and the native tree species which will be used.

5.76 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 historic field pattern to create an open landscape (for the former use of the site as an aerodrome). This should ideally be achieved by restoring both the pattern and fabric of the landscape that is so characteristic of this part of (historic) north Cheshire. In doing this, however, it is important to not completely lose all reference to the more recent use of the site; this may be achieved by recognising significant features such as the runway alignments within planting schemes.

5 Development Guidelines

Provision of Open Space

5.77 Public open space to meet the recreational and amenity needs of the future residents should be provided within any residential redevelopment scheme, in accordance with the development plan [Core Strategy policy SIE-2] and the Council's Recreational Open Space Provision and Commuted Payments SPG (2006).

5.78 The Core Strategy 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 SPG 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.

5.79 The Recreational Open Space Provision and Commuted Payments SPG 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 prescribed walking times of each type of playground. Whilst there are opportunities to combine LEAPs and NEAPs, LAPs and LEAPs should not be combined because they are intended to serve different age groups.

5.80 This SPD indicates that a residential-led redevelopment of the site might, when taking into account all relevant policy requirements and other material considerations, provide in the region of 750-850 dwellings. Based on an average dwelling size of 3 bedrooms such a development would accommodate between 3,000 and 3,400 persons, which generates a requirement for between 7.2 and 8.16 hectares of formal/informal/children's play space made up of: -

- 5.1 to 5.78 hectares for formal recreation; and,
- 2.1 to 2.38 hectares for children's play and informal recreation.

5.81 However, the actual open space requirements will need to be calculated by the developers based on their proposals against the occupancy table set out in the Recreational Open Space Provision and Commuted Payments SPG [paragraph 8.29].

5.82 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.

5.83 It is considered that open space provision in excess of the normal requirement is desirable to reflect the Garden Village design approach and Green Belt Principles.

5.84 Developers will be required to agree the detail of future maintenance, management and ownership of all open space and areas of public realm with the Council as part of their planning applications. The Council will secure these arrangements through a section 106 agreement.

Amenity of Residents

5.85 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 existing properties adjacent to the site. 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 any adjoining occupiers.

5.86 It is expected that redevelopment will comply with the guidance set out in the Council'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). In doing this it is important to reflect the character of the local area which may well result in the spaces between dwellings being greater than the minimums outlined in the Design of Residential Development SPD.

Phasing

5.87 Developers should submit a comprehensive phasing strategy for the delivery of any redevelopment scheme as part of the initial planning application. It should provide clear sequencing and delivery timeframes for and in line with the following:

Table 5.3 Phasing Strategy Requirements and Milestones

REQUIREMENT	MILESTONE
A programme of archaeological assessment and, as appropriate, mitigation proposals	On a phased basis with initial assessment prior to any demolition or removal of infrastructure
The demolition of existing buildings on the site and removal of surplus infrastructure, including appropriate restoration of resultant cleared land	On a phased basis (details to be established by the developer and agreed as a part of the planning application process)
The construction of the redesigned accesses from, and highway enhancements to, Chester Road	On a phased basis (details to be established by the developer and agreed as a part of the planning application process)
The scale of development to be implemented on the site in advance of the A6 to Manchester Airport Relief Road if that scheme is to be relied on to mitigate off site traffic impact	To be evidenced and agreed as part of any planning application
The construction of other appropriate off-site mitigation measures and accessibility improvements to the wider network, including enhanced public transport provision and prioritised and segregated enhancements for pedestrians and cyclists	On a phased basis with initial measures/improvements required prior to any new development being occupied (details to be established by the developer and agreed as part of the planning application process)
The construction of on-site transport infrastructure, including provision for public	

5 Development Guidelines

REQUIREMENT	MILESTONE
transport, prioritised and segregated pedestrian and cycle provision and road network	
Provision of affordable housing within each phase of redevelopment	At the same time as completion and occupation of the market housing element within that phase of redevelopment
The laying out of formal recreational open space (playing fields)	On a phased basis with initial provision at the same time as delivery of the first phase of redevelopment (details to be established by the developer and agreed as part of the planning application process)
The laying out of children's play provision and informal recreational open space within the housing area	Prior to the occupation of any dwellings within that phase of redevelopment
The restoration of areas of open countryside, including the re-establishment of the rights of way network within it to connect with existing networks; and,	Details to be established by the developer and agreed as part of the planning application process
The provision of ancillary commercial and community facilities (including any proposed employment and healthcare facilities)	On a phased basis with initial facilities required prior to any new development being occupied (details to be established by the developer and agreed as part of the planning application process)
The delivery and opening of the primary school	Prior to occupation of the 300th dwelling ⁽¹⁷⁾ unless otherwise agreed with the education provider
Agreement of waste/recycling collection regime and infrastructure with the Council	Prior to the occupation of any property
The provision of a Heritage Centre	Details to be established by the developer and agreed as part of the planning application process

5.88 The Council will require any individual planning applications submitted covering discrete parts of the development to demonstrate that those proposals will a) not prejudice the delivery of the Woodford Aerodrome Opportunity Site Vision and b) deliver the community benefits in line with the agreed phasing strategy.

¹⁷ The Council's head of school place commissioning advises that this is approximately the scale of development required to allow a new single form entry primary school to viably operate if it is being provided as a separate site extension to an existing primary school. It is acknowledged that this is not the only means by which the primary school may be operated and so alternative arrangements may be agreed as part of the planning application process.

Highways & Transportation

5.89 A detailed Transport Assessment [TA] and Travel Plan [TP] will be required covering development of the application site 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 / ‘Fall Back’ Position

5.90 There are a range of lawful uses within the site which can continue or could in principle be reintroduced without the need for a further grant of planning permission.

5.91 For this ‘fall back’ position to carry any material weight in the determination of any future planning application for the development of the site, it will need to be demonstrated that in the event that that planning application does not succeed there is a realistic possibility of the ‘fall back’ position arising as opposed to the fall back position being theoretical only. If there is no realistic possibility of the previous use recommencing on the site then there is no ‘fall back’ position which is material to any future planning application and the historic use of the site and its impact can have little or no weight in the determination of that application. If however it is demonstrated for example that the previous use may in part be resurrected if planning permission is not forthcoming, this element of the previous use and its impact may become relevant as a material ‘fall back’ position in the determination of a future application⁽¹⁸⁾. The approach to a ‘fall back’ position is the subject of case law to which regard will need to be had in the event that this issue arises in the context of determination of any planning application.

5.92 In summary, any planning application for redevelopment of the site seeking to make use of a ‘fall back’ position would need to demonstrate that there is a realistic possibility of the site returning to its permitted lawful use or some element of it.

Traffic Generation

5.93 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 the Council. Any Transport Assessment (TA) submitted shall include an analysis of peak hour traffic generation and off site traffic impact assessed using an 85th percentile traffic generation rate derived from a statistically significant group of comparable surveyed sites. 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 and where possible prioritise 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

¹⁸ Evidence as to the impact of the previous use is given by traffic and travel survey data from 2001 submitted by BAE Systems to support a major planning application for a new hanger building, training facilities and an additional car park.

5 Development Guidelines

will be important in setting patterns of travel and both enabling and encouraging the use of non-car modes of travel.

Assessing Highways Impacts

5.94 The TA should include operational assessments of key junctions on the surrounding highway network (to be agreed with the Council following analysis of strategic modelling of development impacts using the SEMMMS strategic SATURN highways model), to understand the impact of the development proposals on local roads. If relevant, such analysis will need to consider scenarios both with and without 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 the Council.

5.95 The TA will need to consider the potential impact of the development on the local highway network, including local lanes and streets which were too minor to include in the main SEMMMS model. The extent of the assessed area and links to be tested should be agreed with the Council prior to commencing this exercise.

5.96 Where significant highways impacts are identified, appropriate monitoring and mitigation measures should be identified and agreed with the Council, as part of the TA process. Mitigation might include physical infrastructure improvements or improved sustainable transport measures where these can be demonstrated to reduce car trips (potentially including measures which prioritise sustainable modes of transport above other modes). Where sustainable transport measures are proposed to attempt to reduce car trips the impact of these measures will need to be monitored. If they fail to deliver the intended reduction in car trips then previously agreed measures will need to be implemented.

Access Arrangements

5.97 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, including COPECAT⁽¹⁹⁾. 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,
- Prioritise access to the site for vulnerable road users (where suitable to do so this may be above other modes, helping to enable and encourage safe, sustainable access).

An illustration of how this may appear under Concept C is shown in Figure 5.3 'Illustration of possible Chester Road Frontage under Concept C'.

19 COPECAT is a checklist for ensuring that pedestrian and cycling schemes follow best practice

Figure 5.3 Illustration of possible Chester Road Frontage under Concept C



5 Development Guidelines

5.98 The detailed design of the site accesses should ensure that they operate efficiently (as measured in transport emission terms) and safely for all road users. Appropriate operational assessments should be undertaken as part of any detailed transport assessment.

5.99 Suitable emergency access to the site should be provided in a form to be agreed with the Council (including potentially the retention of existing accesses onto Bridle Road and Old Hall Lane).

5.100 In addition to the access points on Chester Road, proposals to improve pedestrian, cycle and bridleway links into the site, joining them to the wider walking, cycling and public rights of way networks (see Figure 5.4) should be included within redevelopment proposals. Where suitable to do so such links may be given priority over other modes of transport, helping to enable and encourage safe, sustainable access

Internal Layout

5.101 The public realm within the Woodford Aerodrome Opportunity Site should be designed to maximise and, where suitable, prioritise walking and cycling accessibility and permeability. “Manual for Streets” principles should be followed, with the site designed taking into account the principles of Home Zones, favouring more ‘people friendly’ streets and reduced vehicle speeds (in accordance with Core Strategy policy T-1). The design and layout should seek to result in walking or cycling being the automatic and easiest mode of choice for trips within the site.

5.102 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 also, where suitable, give priority to low-carbon transport modes whilst providing a safe and attractive environment for all road users.

5.103 Redevelopment proposals should enable access to the countryside and the wider public rights of way network as well as providing opportunities for circular walks and cycle rides within the former aerodrome site.

5.104 Roads serving 6 or more houses or which are more than 65m in length should be offered for adoption by the Council. New roads, footpaths, cycleways or other rights of way that are to be offered for adoption by the Local Highway Authority should be clearly identified in any planning application. All new roads intended for adoption should be laid out in accordance with the Council's Transport and Highways in Residential Areas SPD and be constructed in accordance with Stockport Council standard construction details. Junctions must be designed in such a way as to minimise conflicts between vehicles and between vehicles and vulnerable road users. Where safe to do so, junction designs should seek to prioritise sustainable transport movements. Particular care must be taken if cross road junctions are proposed where high levels of conflict can occur. All paths providing a through route should be offered as a Right of Way to an appropriate footpath, cycleway or bridleway status.

Pedestrian & Cycle – Links and Provision

5.105 Redevelopment proposals should identify key pedestrian and cycle connections within the site to important local destinations and wider walking and cycling networks. Good quality footways, cycleways and crossings should enable walking and cycling to be the default modes of travel within the development.

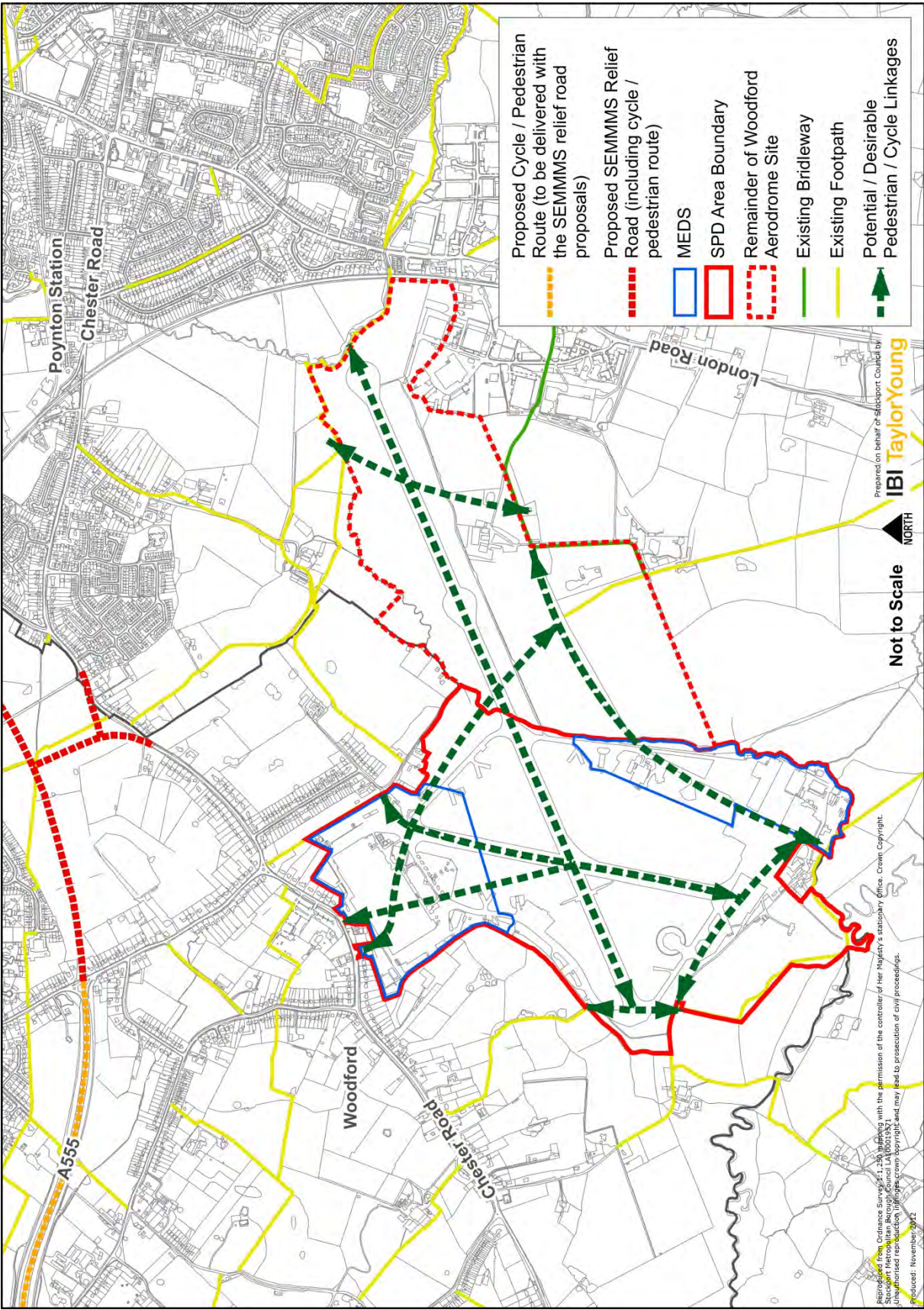
5.106 In accordance with Core Strategy policy CS9 transport networks within the site should be designed giving consideration to the most vulnerable road users first. This should include giving priority to pedestrians, cyclists and public transport (in that order) ahead of other users at crossing points and junctions unless safety audit demonstrates that it is not safe to do so.

5.107 Improvements will be required to the surrounding pedestrian and cycle network to a standard that matches the internal connections as far as possible (Figure 5.4 'Existing and proposed walking and cycling networks in the vicinity of the site and desirable linkages within/through the site'). 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 public rights of way network to be created as part of the A6 to Manchester Airport Relief Road; and,
- Re-establishing connections from and through the site to the existing public rights of way network.

5 Development Guidelines

Figure 5.4 Existing and proposed walking and cycling networks in the vicinity of the site and desirable linkages within/through the site



Public Transport – Provision & Improvements

5.108 Development proposals for Woodford Aerodrome Opportunity Site should identify and deliver improvements to public transport provision. Transport for Greater Manchester (TfGM) should be consulted at the earliest opportunity on proposals for public transport improvements (including the design of general highway infrastructure where this is likely to be used by buses). There should be a particular focus 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, as necessary;
- 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

5.109 Development proposals for the site should minimise vehicular trips through the provision of measures and initiatives to encourage walking, cycling, car sharing and public transport. These should be explored in detail as part of a site Travel Plan and should include the following amongst other suitable measures:

- offering a personalised travel planning service to all new households to provide tailored information on sustainable transport options; and
- provision of incentives to use public transport.

Consideration should be given to the inclusion of measures such as provision of a pool car or car club schemes.

Car and Cycle Parking

5.110 Parking provision should be detailed in any future planning application in accordance with Core Strategy policy T-2 and the Council's adopted parking standards.

5.111 Car parking provision should be integrated seamlessly in the public realm. It should:

- Be convenient, safe and secure, well related to the property it serves;
- Not impede the use of the highway by other non-car users;
- Not dominate the street-scene; and
- Not cause detriment to the openness of the Green Belt.

5.112 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 and may be either a separate cycle store or a dedicated space within a larger garage. Safe, secure and covered cycle parking facilities should also be provided at key destinations within the site such as education, community and retail facilities.

5 Development Guidelines

5.113 The ancillary uses proposed on the site (see paragraph 5.16), should be provided with car parking (including disabled), motorcycle and cycle parking having regard to the Council's adopted standards. Special provision may be made for car club members or pool-cars if such a scheme were proposed as part of any redevelopment. 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).

5.114 Consideration should also be given to appropriate inclusion of electric vehicle charging points both within domestic and public parking spaces.

Environmental Assets

Landscape & Trees

5.115 Whilst the site is currently devoid of almost any tree planting or shrub understorey, a detailed Tree Survey would be required to identify current treescape by any developer as well as landscape proposals. The main objective for the redevelopment is to re-introduce historic field and hedgerow patterns, planting of new linking woodlands to recreate woodland corridors, along with the planting of large numbers of native trees and shrubs.

5.116 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

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

5.118 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.

5.119 Particular regard should be given to 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.

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

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

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

An opportunity to improve the existing water habitat to the south of the site



Heritage

5.123 In addition to a desk-based Heritage Assessment the development proposals should be supported by a geophysical survey and targeted trial trenching in areas where new development is proposed. Where the geophysical, trenching or other survey results indicate the potential presence of archaeological remains, an archaeological investigation should be carried out in accordance with a brief prepared by the Council's archaeological advisor, on a phased basis and in advance of development.

5.124 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 Council's archaeological advisor 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 must be produced (prior to demolitions) 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 local community or other interested parties.

5.125 Whilst (as set out in 4.8 above) redevelopment offers an opportunity to enhance the beneficial use of the Green Belt in improving damaged and derelict land, development proposals should also seek to reflect the history of the aviation use on the site, for example by taking account of the 'X' pattern of the former runways within aspects of the proposed site layout and/or landscaping.

5 Development Guidelines

5.126 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.

5.127 The proposals for the Heritage Centre should provide for use by visitors, schools groups and the potential addition of further external exhibits. Care will be required in the siting of any external exhibits to avoid undue harm being caused to the openness of the Green Belt. Access to the Heritage Centre should be from Chester Road via the site access. The access route must be suitable to accommodate coaches and other service vehicles. Appropriate cycle parking and the provision of coach drop-off and/or parking should be included within any proposals.

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



Contamination & Remediation

5.128 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.

5.129 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.

5.130 Current ground condition data and the identified likely remediation requirements suggest that the site can be cleared and 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:
 - Bioremediation or organic compounds (hydrocarbons amongst others);
 - Ex-situ chemical treatment or stabilisation; and,
 - 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.

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

5 Development Guidelines

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



Noise & Vibration

5.132 The potential for noise and 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⁽²⁰⁾. 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.

20 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

5.133 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.

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

5.135 It is anticipated that the appointed contractor(s) would adopt an appropriate Code of Construction Practice (CoCP) which will be agreed with the Council 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.

5.136 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.

5.137 BS 5228-2⁽²¹⁾ 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 likely to reassure the public that normal blasting procedures have not been found to damage property.

Air Quality

5.138 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.

5.139 The IAQM⁽²²⁾ guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance (2012) requires that mitigation measures⁽²³⁾, 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.

5.140 Whilst the Woodford Aerodrome Opportunity Site is not within the borough's declared Air Quality Management Area (AQMA), under part B) of Core Strategy policy SIE-3 (Protecting, Safeguarding and Enhancing the Environment) any development proposals should be clear to not result in a consequential exacerbation of poor air quality levels within the declared area and, insofar as it is possible, should seek to help in their reduction.

21 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

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

23 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)

5 Development Guidelines

Infrastructure & Utilities

Hydrology & Drainage

5.141 Redevelopment offers a significant opportunity to replace existing impermeable areas, reducing surface water discharge rates and having an associated positive impact on off-site flood risk.

5.142 Core Strategy policy SD-6 (Adapting to the Impacts of Climate Change) requires development on previously developed land such as this site to reduce the rate of unattenuated run-off of water by a minimum of 50%⁽²⁴⁾.

5.143 The site drains largely to existing watercourses to the south, although the extreme east and west of the site area drain separately to watercourse systems on each boundary. Redevelopment should be able to 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 development proposals. Potential exists to direct all run-off from the site to new wetland (treatment) features. Such an approach 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 improve the quality of all run-off from the site.

5.144 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. Development proposals should provide details of how surface water will be treated through the use of a number of the above SuDS features in sequence but also using piped systems within the overall network where necessary.

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

5.146 The integration of a comprehensive SuDS network throughout the redevelopment could provide an essential component of public realm and green infrastructure fabric. Redevelopment proposals would 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; and
- Swales used to enrich the landscape treatments of the central spaces – integrated with seating, play and planting to form unified spaces.

5.147 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'

24 This requirement may be reduced to 30% outside of Critical Drainage Areas if/when those areas are identified.

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

5.148 Foul drainage from the site will likely need to be pumped as a result of existing connection points being at a higher level on the A5102 Chester Road. Development proposals will need to be prepared in consultation with United Utilities so as to determine likely infrastructure requirements, including identifying the potential to accommodate phased development.

5.149 Any planning application for redevelopment should include details of how the need to pump foul drainage will be accommodated. Provision is likely to require inclusion 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

5.150 The Framework [paragraph 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.

5.151 In delivering 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 'Grampian' type planning conditions or 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.

5.152 From April 2014 the Council will no longer be able to seek some infrastructure contributions through s106 agreements. These elements of infrastructure must instead be funded by a new levy on developments called the Community Infrastructure Levy (CIL). The Council will only apply CIL in the circumstances where the regulations require, having regard to the CIL Regulations 2010 (as amended by the CIL (Amendment) Regulations 2011 and CIL (Amendment) Regulations 2012 and any subsequent revisions.

5.153 It is acknowledged that the Woodford site is a large previously developed site with costs which need to be considered such as demolition, remediation and on-site and off-site infrastructure provision. The Council expects, however, that insofar as they might reasonably be identified in advance, such costs will be taken into account in determining and negotiating the sale/purchase value of land. Furthermore, an appropriate level of contingency should be allowed within development scheme financing so as to address reasonably possible but unexpected additional costs.

5.154 When negotiating planning obligations associated with the Woodford Aerodrome Opportunity Site the Council will give priority to those elements of infrastructure which are required to make the development safe and sustainable, in line with the overall Vision.

5 Development Guidelines

5.155 These will include:

- Highway improvements required to support the land uses permitted by the development plan (as detailed in this SPD);
- Improvements to the public transport system required to fully enable and encourage the use of non-car modes of transport for future residents and ensure the effectiveness of the Travel Plan;
- The restoration of derelict land and provision of new countryside as part of a comprehensive redevelopment scheme;
- The provision and management of recreation and open space facilities needed to meet the needs of the future residents and other public realm spaces;
- The provision of a new single form entry primary school;
- Prioritised cycle and pedestrian facilities to enable and encourage the use of non-car modes of transport to be the default mode of travel for the future residents; and,
- The provision of affordable housing in accordance with the requirements of Core Strategy policy H-3.

5.156 Other measures may be included where they are necessary to facilitate the creation of a mixed and balanced community (see 4.54) and allow the needs of the new community to be served sustainably (see 5.16). Such measures will be considered necessary if they are required to make the development acceptable in planning terms (e.g. in general conformity with all relevant development plan policies). This might include the provision of (and/or enhancement of existing) community facilities.

5.157 When assessing these priorities the Council will have regard to the viability of the development and any changes in circumstance which may occur over the life of the development. A viability assessment will be required to support any future planning application(s) in order to determine the appropriate s106 related works and levels of contributions that must 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.

Appendix 1 Relevant Planning Policies

Appendix 1 Relevant Planning Policies

NATIONAL POLICY

The National Planning Policy Framework (2012)

DEVELOPMENT PLAN POLICIES

Note that other policies may apply depending upon the precise proposals that are brought forward.

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

Legislation has been enacted by the Government with the intention of revoking the North West Regional Strategy. Revocation and the timetable for it are dependent upon the outcomes of a Strategic Environmental Assessment (SEA) currently being undertaken. If and when the North West Regional Strategy is revoked the policies listed above will no longer be applicable.

Stockport Core Strategy (2011)

Core policy CS1 Overarching Principles: Sustainable Development – Addressing Inequalities and Climate Change

Development Management policy SD-1 Creating Sustainable Communities

Development Management policy SD-3 Delivering the Energy Opportunities Plans – New Development

Development Management 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

Development Management policy H-1 Design of Residential Development

Development Management policy H-3 Affordable Housing

Appendix 1 Relevant Planning Policies

Core policy CS8 Safeguarding and Improving the Environment
 Core policy CS5 Access to Services
 Development Management policy AS-1 The Vitality and Viability of Stockport's Service Centres
 Development Management policy AS-2 Improving Indoor Sports, Community and Education Facilities and their Accessibility
 Development Management policy AS-3 Main Town Centre Uses, Hot Food Take Aways and Prison Development Outside Existing Centres
 Development Management policy AED-6 Employment Sites Outside Protected Employment Areas
 Development Management policy SIE-1 Quality Places
 Development Management policy SIE-2 Provision of Recreation and Amenity Open Space in New Developments
 Development Management policy SIE-3 Protecting, Safeguarding and Enhancing the Environment
 Core policy CS9 Transport and Development
 Core policy CS10 An Effective and Sustainable Transport Network
 Development Management policy T-1 Transport and Development
 Development Management policy T-2 Parking in Developments
 Development Management 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 L1.2 Children's Play
 Policy L1.7 Recreation Routes Maintenance and Expansion of Network
 Policy L1.9 Recreation Routes and New Development
 Policy CTF1.1 Development of Community Services and Facilities
 Policy CDH1.3 Care and Nursing Homes
 Policy CDH1.6 Day Care Nurseries
 Policy E1.1 Location of New Industrial Development
 Policy E1.2 Location of New Business Premises and Offices

Cheshire Structure Plan (2005) and Macclesfield Borough Local Plan (2004)

The relevant policies of the Macclesfield Borough Local Plan (2004) and Cheshire Structure Plan (2005) (or superseding Cheshire East Local Plan policies once they are adopted) will be applied as appropriate in the consideration of any measures within the Cheshire East part of the site or off-site within Cheshire East.

Appendix 2 Explanation of Housing Numbers Calculation

Appendix 2 Explanation of Housing Numbers Calculation

The Development Area is 42ha, equating to the size of the existing MEDS. Any built development and infrastructure which would be deemed inappropriate in the Green Belt must be accommodated within this area. Redevelopment proposals must therefore include all residential, employment and other ancillary uses within the 42ha.

This SPD has been prepared on the basis that non-residential uses include:

- Oxford Aviation Site (B1) and a proposed Heritage Centre. (Assumed 3.53ha, allowing 1ha for the Heritage Centre plus Oxford Aviation's current 2.53ha operational area).
- Employment uses (B1) within a mixed-use redevelopment (necessary to maintain a significant employment presence in the area and the wider borough which is established as a requirement of the redevelopment of the site in Core Strategy paragraph 3.542). (Assumed 2ha which is consistent with other similar developments elsewhere).
- Local A1 / A2/ A3 / A4 and community (D1) uses as part of a local centre. (Assumed 0.5ha which is consistent with the land area of other local centres)
- A primary school which may only be deemed to be outside the development area if the criteria in paragraphs 5.40 to 5.43 are met. Otherwise it will be considered part of the development area. (Assumed a minimum of 1.2ha to incorporate buildings, playing fields and other associated land use).

These uses together require 6.03ha (or 7.23ha where the school is included), leaving 34.77 – 35.97ha for primarily residential development with its necessary access infrastructure and public and private amenity space.

As set out in paragraph 5.68 the Council would ordinarily require a minimum density of 30 dwellings per hectare (Core Strategy policy CS3, paragraph 3.101). However, regard should also be had to Core Strategy policy SIE-1 which requires development to pay high regard to the built and/or natural environment within which it is sited. The density of existing residential dwellings in Woodford is very low, in the order of 9-12 dwellings per hectare. In order to provide a balance between these two requirements an overall density of 22-24dph has been identified for the site as a whole (it is recognised, however, that densities within different parts of the site may vary to provide diversity of character in the layout). On this basis the Council calculates that a redevelopment which includes in the region of 750 to 850 dwellings (together with the ancillary and supporting uses referred to in this SPD) might be accommodated on the site.

Any planning application based on different densities or land areas will need to provide evidenced justification that this still gives an appropriate balance between the requirements of policies CS3 and SIE-1 and does not conflict with other development plan policies.

Appendix 3 Glossary

Appendix 3 Glossary

Term/Acronym	Explanation
A1 Use Class (A1 retail use)	Shops - shops, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, domestic hire shops, dry cleaners, funeral directors and internet cafés in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
A2 Use Class	Financial and professional services - banks, building societies, estate and employment agencies, professional and financial services and betting offices in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
A3 Use Class	Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafés in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
A4 Use Class	Drinking establishments - Public houses, wine bars or other drinking establishments (but not nightclubs) in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
A5 Use Class	Hot food take aways - For the sale of hot food for consumption off the premises in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
Affordable Housing	Includes social rented and intermediate housing (e.g. shared ownership), provided to households at a cost low enough for them to afford. Households eligible for affordable housing are those who cannot afford open market housing.
AQMA / AQMP	Air Quality Management Area / Air Quality Management Plan
Brownfield Land and Sites	See “Previously Developed Land”
B Use Classes	B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
C1 Use Class	Hotels - hotels, boarding and guest houses where non significant element of care is provided in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
Community uses	Includes health care facilities (e.g. Hospitals, clinics, dental practices), drop-in centres, facilities for emergency services, fire, ambulance and police, children's centres, libraries, crèches, day nurseries, children's indoor play centres, youth centres, community meeting halls, places of

Appendix 3 Glossary

Term/Acronym	Explanation
	worship, places of religious instruction and church halls. Excludes education facilities.
Convenience Shopping	Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
Core Retail Area	Sequentially the most preferred location in Stockport Town Centre for A1 use development.
Core Strategy	The Core Strategy will set out the key elements of the planning framework for Stockport comprising a spatial vision and strategic objectives, a spatial strategy, core policies as well as a monitoring and implementation framework.
D1 Use Class	Non-residential institutions - clinics, health centres, creches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law courts, non-residential education and training centres in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
D2 Use Class	Assembly and leisure - cinemas, music and concert halls, bingo and dance halls (but not nightclubs), swimming baths, skating rinks, gymnasiums or sport arenas (except for motor sports, or where firearms are used) in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
District Centre	Stockport has eight district centres. These are Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Marple, Houldsworth Square (Reddish) and Romiley.
DPD	Development Plan Document
Dwelling	A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted farm building.
Education facilities	Includes schools, colleges, life long learning and Special Education Needs facilities. Excludes libraries, which are considered under the category of community uses.
Employment Land	Land for the development of light industry and business premises (use class B1), general industry (use class B2) and warehouses (use class B8).
GM	Greater Manchester
Green Belt	Area of land, largely rural or semi-rural in character, adjacent to the urban area and protected from development by permanent and severe restrictions on building. The term 'Green Belt' refers to areas specifically designated for protection in development plans, in accordance with

Appendix 3 Glossary

Term/Acronym	Explanation
	Government guidance and is not equivalent to the more general term 'greenfield'.
Greenfield Land or Site	Land (or a defined site) that is not currently or has not previously been developed.
Green Infrastructure	'Green Infrastructure' is a network of multi-functional greenspace. It is set within, and contributes to a high quality natural and built environment. It can include: • Sites of Special Nature Conservation Importance; • Sites of Nature Conservation Importance; • Public rights of way including cycle-ways, footpaths and bridleways and other recreational routes; • open countryside and Country Parks; • Strategic and Local open space; • private gardens; • incidental landscaping and street trees; • verges; tree belts; • hedgerows; • ditches and banks; • dry stone walls; • plantations and small woods; • unimproved/semi-improved grassland; • heathland; • river corridors; • canals; • disused railways; • lakes, lodges, ponds and reservoirs; • allotments and cemeteries;
Hectare (ha)	Metric unit of area equal to 10,000 square metres or 2.47 acres.
Housing Associations	Common term for the independent, not-for-profit organisations registered with and regulated by the Housing Corporation. Housing Associations are able to bid for funding from the Housing Corporation. <i>See also:</i> Registered Social Landlords.
Housing need	The quantity of housing required for households who are unable to access suitable housing without financial assistance.
Industrial Development	Refers to general industry (use class B2) and warehouses (use class B8).
Intermediate housing	Housing at prices and rents above those of social rent but below market price or rents (e.g. shared ownership).
JWDPD	(Greater Manchester) Joint Waste Development Plan Document

Appendix 3 Glossary

Term/Acronym	Explanation
LAP	Local Area of Play
Large Local Centre	Service centre, where the number of commercial premises usually ranges from as few as about 30 up to as many as 90, with a predominantly retail function.
LDD	Local Development Document
LDF	Local Development Framework
LEAP	Local Equipped Area for Play
Lifetime Homes	A standard that has been developed to help house builders produce flexible, adaptable and accessible homes that can respond to changes in individual circumstances, e.g. caring for young children, temporary injuries, declining mobility with age.
Local Centre	There are 25 Local Centres in the borough that are identified in the Core Strategy, comprising the third tier of the Stockport Service Centre hierarchy. The Local Centres mainly provide small scale convenience shopping and non-A1 retail uses for people living or working nearby.
Local distinctiveness	The positive features of a place and its communities which contribute to its special character and sense of place.
Local Open Space	In addition to the major areas of Strategic Open Space there are many areas of local open space within the built up parts of the Borough. These areas generally fall within the following categories: • public parks and recreation facilities • private recreation facilities • school playing fields • allotments or community orchards • small areas of woodland • unused/derelict land (may include unmanaged or wild areas of positive value) • churchyards and cemeteries • other areas of local amenity value.
MEDS	Major Existing Developed Sites in the Green Belt
NEAP	Neighbourhood Equipped Area for Play
Net Floorspace	Net retail sales area as defined in Planning for Town Centres: Practice guidance on need, impact and the sequential approach, issued by the Department for Communities and Local Government, December 2009.
NHS	National Health Service

Appendix 3 Glossary

Term/Acronym	Explanation
Non-A1 retail uses	Comprises A2 Financial and Professional Services, A3 Restaurants and cafes, A4 Drinking Establishments (excluding nightclubs), A5 Hot food takeaways in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
NPPF	National Planning Policy Framework
ODPM	Office of the Deputy Prime Minister
Office Development	Refers to office and business development (use class B1)
ONS	Office of National Statistics
Other Local Centre	Service centre, where the number of commercial premises usually ranges from as few as about 6 or 7 up to as many as 30, with a predominantly retail function.
PCT	Primary Care Trust
Planning Obligation	A private agreement, usually negotiated in the context of a planning application, between a local authority and persons with an interest in the land (e.g. owner, developer).
PPS	Planning Policy Statement
Previously Developed Land	Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The definition includes defence buildings, but excludes: • Land that is or has been occupied by agricultural or forestry buildings. • Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures. • Land in built-up areas such as parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed. • Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).
Registered Social Landlords (RSL)	Technical name for a body registered with the Housing Corporation. Most Housing Associations are RSLs. They own or manage both social rented and intermediate affordable housing. <i>See also:</i> Housing Associations.
RES	Regional Economic Strategy
SA	Sustainability Appraisal

Appendix 3 Glossary

Term/Acronym	Explanation
Saved policies	Current policies that are up-to-date and relevant and so can be continued into the new system.
SEA	Strategic Environmental Assessment
SEMMMS	South East Manchester Multi Model Strategy
Service Centres	Designated areas containing a high proportion of A1 use, classified as the Core Retail Area of Stockport Town Centre, the 8 District Centres and the 25 Local Centres. The Service Centres act as focal points for community activity.
Social Rented Housing	Rented housing owned and managed by local authorities and registered social landlords.
Spatial	Of, relating to, involving, or having the nature of space.
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and combine land use planning with other policies that can influence the nature of places and how they work.
Spatial Vision	Aspirations for the future development of the borough.
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SSSI	Sites of Special Scientific Importance
Stakeholders	Any group or individual with an interest in any part or parts of the LDF and its various LDDs.
Strategic Open Space	The areas of Strategic Open Space are relatively large open areas (generally over 25 hectares) and possess one or more of the following characteristics: • contribute to physical separation of distinct settlements (within the Borough or in adjoining Districts) • contribute to the maintenance of the identities of communities • incorporate land currently or last used as major public or private recreation facilities (e.g. 9/18 hole golf course) • provide actual or potential public access for informal recreation • include areas of importance and/or potential for nature conservation • make a significant visual contribution to urban fabric • make a major contribution to Borough-wide standards of recreational open space provision • make a significant contribution to green chains of related open space.
SUDS	Sustainable Drainage Systems

Appendix 3 Glossary

Term/Acronym	Explanation
Sustainability Appraisal	Sustainability appraisal is a tool used to assess the impact of plan policies from an environmental, economic and social perspective. It is intended to provide a systematic process through which the performance of a plan can be tested against the objectives of sustainable development, while the plan is still being produced.
Sustainable Development	Development which meets the needs of the present generation without harming the ability of future generations to meet their needs; to do this, such development limits damage to the environment, and keeps the consumption of natural resources to levels manageable in the long term.
UDP	Unitary Development Plan
Use Class	Similar categories of land are grouped into 'Use Classes'. There are sixteen use classes as determined by the Town and Country Planning (Use Classes) Order 1987 (as amended by ODPM Circular 03/2005).

A further glossary of key planning terms is available via www.stockport.gov.uk/ldfevidence



STOCKPORT
METROPOLITAN BOROUGH COUNCIL