



February 2014

## Woodford Objects to ex-BAE Site Planning Applications

Woodford Neighbourhood Forum (WNF), with the support of Woodford Community Council (WCC), has submitted objections to the Harrow Estates hybrid application (DC/053832) for the Woodford Aerodrome redevelopment. A brief overview of the six reasons for objection is as follows.

1. **Green Belt**

The outline planning application includes areas of land designated as green belt (outside the Major Existing Developed Sites) in the Stockport Unitary Development Plan (UDP). The uses are not permitted under the UDP Green Belt Policies

2. **Mix of Uses**

The proposed mix of uses is not in accordance with the policies of the Stockport Core Strategy. The application is for the majority of the land to be used for housing rather than mixed employment and housing.

3. **Quantity of Houses Proposed**

The total of 950 houses proposed in the application would be over-development and would change the village of Woodford into an urban area.

4. **Traffic**

The proposed minor road improvements and minor public transport changes are insufficient to mitigate the traffic from 950 houses.

5. **Affordable Housing**

The application proposes an insufficient quantity of affordable houses in Phase One, and no guarantees of affordable housing in future phases.

6. **Community Facilities**

The application fails to recognise the need for new facilities to cater for a massive increase in the population of Woodford.

A full copy of the WNF Planning Statement in response to the planning application is available [here](#).

### Future Threat to Green Belt on the Site?

A particular concern is that since Stockport planning officers have recognized that there is a departure from the SMBC Development Plan (because a small amount of greenbelt land has been incorporated within the detailed plans), there would be a need for the applications, if accepted, to be submitted to the Secretary for State (SoS) for approval. The main problem arising from this is that it could be seen as a very minor departure and accepted as such, with no account being taken of it being a hybrid application with the potential for a much larger grab of greenbelt land in the outline plans for the rest of the site. **It is essential that the total developable area on the site is restricted to 42Ha (including the Oxford Aviation and Museum areas), in line with the assurances given by SMBC in the SPD and at Council Meetings.**

### Legal Terms, Agreements and Planning Conditions

The practice in Stockport Council is for the Officers to be delegated the task of negotiating these additional steps that accompany a planning application. This might be perfectly acceptable in small developments but the Aerodrome will be the largest development currently in the Northwest. WNF therefore proposes that in this case the officers should provide draft conditions to the Planning Committees for their discussion and approval.

### Next Steps

SMBC officers from the Planning Dept are currently collating comments following the public consultation and are putting together a Report with their response and recommendations. This will be submitted with the Applications firstly to the Bramhall and Cheadle Hulme South Area Committee for consideration at a special meeting, which will probably be held in early March. Following that, the Applications and Report (with comments/recommendations from the Area Committee) will go to the Planning & Highways Regulation Committee at a meeting that must be held soon afterwards in order to meet the statutory timetable for planning applications. The Planning Committee has the authority to make the final decision, although it is possible that, given the scale of the development, they may suggest that it should also go to the full Council for ratification. In addition, there is the potential submission to the Secretary for State for approval.

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## **Handforth Development Will Encroach Deeper into Green Belt Adjacent to Woodford**

The proposal, which forms part of Cheshire East Council's Core Strategy (Local Plan), for a North Cheshire Growth Village, comprising almost 1,900 houses and commercial premises at Handforth East (between the A34 bypass, Total Fitness and Blossoms Lane) has been revised, placing more of the development adjacent to Woodford in the 2020-2030 period.

The revised area is shifted slightly further South to leave a slender strip of Green Belt in the North of the area in a triangle between the A555, the A34 bypass and the access road from the bypass to Total Fitness. However, part of the farmland in Green Belt in the South of the area, adjacent to the bottom of Blossoms Lane, which was formerly designated in the plan as "safeguarded for future development beyond 2030", is now incorporated in the 2020-2030 development plan. The number of houses proposed has been reduced slightly from 1,800 to 1,650 but planning permission has been granted for an additional 237 units to the West of the bypass.

Concerns about this proposed development include loss of approx. 250 acres (100 hectares) of Green Belt adjacent to Woodford that provides a buffer from urban sprawl; lack of public transport facilities to the site; increased local traffic congestion and pollution; loss of productive farmland; loss of important wildlife habitats; loss of an outdoor recreation amenity; and long-term damage to our environment. For more details of the revised plan click [here](#).

## **Planning Application for the Avro Heritage Museum**

Some good news on planning applications – we have been informed by the Avro Heritage Centre that the planning application for the new museum has now been registered with SMBC (ref: DC/054569). The documentation can be viewed on the Stockport Planning Website:

<http://interactive.stockport.gov.uk/edrms/onlinemvm/mvmedrms.asp?DCNumber=DC054569>

The refurbishment of the museum was part of the conditions of sale of the BAE site and it will occupy what was the Aerodrome Fire Station. The intention is that it should re-open in Autumn 2014.

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## **Proposal to Change the Local Ward Name to: "Bramhall South and Woodford"**

There is a proposal from Stockport Council to change the name of the local ward from Bramhall South to "Bramhall South and Woodford" prior to the next Council and European elections to be held on **Thursday 22<sup>nd</sup> May 2014**. More details are available [here](#).

All residents can vote on this proposal either by visiting Bramhall Library or by email to Steve Callender at SMBC [steve.callender@stockport.gov.uk](mailto:steve.callender@stockport.gov.uk) before **Friday 7<sup>th</sup> March 2014**. The proposal will go before a special council meeting on 3<sup>rd</sup> April.

SMBC has now approved the plans for its section of the A6 to Manchester Airport Relief Road. As previously indicated, these include:

- Six new road junctions;
- Modification to three existing road junctions;
- Three new rail bridge crossings;
- One new public right of way/accommodation bridge;
- Three new road bridges;
- A pedestrian cycle route;
- Four balancing ponds;

and Associated landscaping, lighting, engineering and infrastructure works.

Manchester City Council approved the plans for its part of the road at a meeting held on 13<sup>th</sup> February 2014 and we understand that Cheshire East will be considering its plans at a meeting of its Strategic Planning Board on 5<sup>th</sup> March 2014.

The main contractor for this road scheme, Carillion Morgan Sindall (CMS), will be carrying out ground investigation works for around 6 weeks, starting on **Wednesday 19<sup>th</sup> February 2014**. This will involve some 250 trial pits/trenches or boreholes along the length of the scheme. Letters will be issued to the 20 or so landowners affected. For more information contact the CMS Engineering Manager, John England, T. 0161 9278220, e-mail [john.a.England@carillionplc.com](mailto:john.a.England@carillionplc.com)

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