

GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF)
ADDENDUM REPORT

Report of the Corporate Director (Place) and Deputy Chief Executive

1. INTRODUCTION AND PURPOSE OF THE REPORT

- 1.1. The Extraordinary Council meeting on 17th November 2020 was adjourned to undertake further work to ensure that the final plan which is presented for consideration is the best plan for Stockport.
- 1.2. This report sets out a series of amendments to the Stockport element of the GMSF which seek to address a number of issues that are of paramount importance to Members:
- 1.3. **Housing target.** There remains significant concern that the number of dwellings proposed in the Green Belt remains too high. In addition, despite the Government requiring the calculation of housing need to utilise the 2014 household projections to inform the minimum number of new homes that should be planned for, many members remain concerned that this figure presents too high a figure for Stockport.
- 1.4. **Emerging housing methodology / Planning White Paper.** Members are aware that the Government proposes to amend the current methodology to calculating local housing need. The recent consultation completed in early October and since then the Government have stated that it is their intention to address the anomalies and redistribute more housing requirements to the urban North and Midlands. The Planning White Paper proposes to place a binding target on Local Authorities and at present it is unclear whether redistribution will be possible or the extent to which constraints will be considered. Nevertheless, the Government has clearly indicated that Authorities should not pause plan preparation where progress has been made.
- 1.5. **Optimisation of brownfield land / Town Centre.** Significant work has been undertaken to seek to maximise and prioritise the use of brownfield land in the urban area. Town Centre West MDC proposes the delivery of 3,500 new homes as part of an ambitious programme of urban regeneration. When considering the wider town centre this area has the potential to yield a total of 5,000 new homes, this accounted for 37% of all new homes proposed in the plan as published. In addition, identified sites within district, local and large local centres, and in locations which are particularly well located in terms of proximity to existing public transport modes will be required to deliver at a significantly higher density where this can be accommodated.
- 1.6. **Strategic Transport Interventions.** Members have expressed concern that more certainty is required to ensure that strategic transport interventions can be delivered and be in place at an early stage in the development process.
- 1.7. **Over concentration of development identified for the south of the borough.** Many members remain concerned that there is an over-concentration of

development in the South of the borough and, in addition to that consented or planned in neighbouring boroughs, that the impact of this development will not be suitably mitigated for.

2. FURTHER CHANGES TO THE GMSF

- 2.1. It is firstly important to stress that the changes outlined later in this report do not in any way indicate that the initial approach was in any way flawed, rather in order to respond to all the comments and allow the plan the maximum opportunity to proceed to publication and submission it is necessary to make further refinements to the Stockport specific policies of the proposed GMSF. In approaching this it is vital to stress that opportunities to make changes at this late stage are extremely limited and that it is essential to ensure any changes are supported by robust evidence which protects the integrity of the plan and process whilst minimising the risk to the validity of the proposals.
- 2.2. Stockport must start to deliver more new homes to address our significant under supply of new homes against our housing need. This has had the effect of applying the presumption in favour of sustainable development and requiring the Council to publish for the second year a Housing Action Plan.
- 2.3. As Members are aware the GMSF is a joint development plan which has been prepared by the 10 Districts of Greater Manchester and the GMCA. Through this process it has been possible to seek to redistribute housing need amongst authorities to amongst other things minimise the impact on the Green Belt. In Stockport's case, this has resulted in over 26% of Stockport's need to be delivered elsewhere in Greater Manchester, and as consequence the authority is able to protect even more Green Belt and valuable open spaces from development.
- 2.4. Further redistribution of Stockport's housing need to other districts is not however an option at this late stage and any proposals which are tabled to the Stockport proposed allocations must be confined so as not to have a substantial impact on the wider GMSF or approvals process. Therefore, whilst it is possible to make a change which could be considered significant in a Stockport sense, any changes must not have a substantially material impact in the wider sense of the plan or the supporting evidence base.
- 2.5. In the next sections of this report, the changes which are proposed to the plan are outlined in detail.

3. STRATEGIC INFRASTRUCTURE INTERVENTIONS

- 3.1. Since the deferral of the report, further discussions have taken place between the Council, GMCA and TFGM. These discussions have resulted in a firm commitment being provided to support delivery of key infrastructure to support sites in the south of the borough.
- 3.2. The provision of a Bus Rapid Transit Network with routes running from Stockport to Manchester Airport, providing connectivity with Bramhall, Cheadle Hulme, Cheadle, Hazel Grove Poynton and Handforth Garden Village forms part of a comprehensive bid to provide improved connectivity and enable modal shift in the south of the borough. Whilst the provision of the route is identified in the site

locality assessments for Heald Green 1 and 2 and Woodford in the local Delivery and Implementation plan which accompany the transport 2040 refresh, Members and residents want more certainty that the developers cannot renege on the requirement. However, strengthening the policy wording and ensuring early delivery has to be balanced against both necessity and certainty. In order to strengthen this position, the Council has negotiated an agreement with TFGM with regards to funding prioritisation to ensure delivery commences prior to the commencement of any construction of the proposed dwellings. This in turn enables the policy wording for allocations GM 33 Heald Green West and 34 Heald Green East and GM37 to be strengthened to require that works associated with the commencement of construction of the proposed dwellings cannot take place until commencement of the infrastructure.

- 3.3. In addition, in order to ensure the early delivery of a further junction from the consented Poynton Relief Road which is considered to be essential to support the delivery of GM37 Woodford, the submission of a planning application and the forward funding of the delivery of the access will be prioritised by GMCA. This would ensure the planning and provision of the access could commence early with the intention that this would be in place prior to any masterplan or planning application being submitted for the proposed allocation.

4. PROPOSED CHANGES TO THE RESIDENTIAL ALLOCATIONS AND STOCKPORT GMSF HOUSING FIGURE

- 4.1. Before outlining the proposals, it is important to stress that in proceeding to seek a reduction in housing numbers in Stockport, it is not possible at this late stage to seek agreement with another district to redistribute, nor is it possible to identify a site or sites either within the urban area or Green Belt to accommodate any reduction. Therefore, the only option available to Stockport is to seek to reduce further the percentage of local housing need that it is seeking to deliver in the borough and for this to be absorbed by the wider GM housing requirement.
- 4.2. In considering such an approach it is important to note and acknowledge a number of factors which will be detailed below:
- Any reduction in housing numbers in Stockport reduces the ability for the Council to secure affordable housing, specialist and market housing, meaning that many existing and future residents may be unable to access the homes required to enable them to stay in the borough.
 - Any further reduction will increase the level of scrutiny which is placed on the identified housing supply and stresses the vital importance of the Council being able to evidence deliverability of the identified sites.
 - The removal of a site means that the benefits its development would have brought about will no longer be realised. Where it is proposed to reduce the number of homes to be delivered on a site this would either reduce the financial contribution towards benefits, mean that delivery of a benefit might no longer be viable or mean that requiring a benefit might no longer be justified in planning terms.
- 4.3. The overall Greater Manchester housing land supply has been distributed to seek to achieve the Greater Manchester Spatial Strategy. This distributed figure forms the target for each district and the collective Greater Manchester housing target for

each district and the collective Greater Manchester housing target and reflects the housing aspirations for the city region supporting the long-term economic success of Greater Manchester. This approach results in all districts meeting at least 70% of the LHN and no more than 125%.

4.4. As currently published GMSF 2020 showed Stockport would deliver 73.4% of its housing need. Following the adjournment, work was undertaken to consider what the maximum level of reduction in proposed dwelling numbers could be without having the effect of presenting a substantial change to the wider GMSF which would undermine the plan and strategy with changes focused so that they do not impact any other element of the plan.

4.5. This work identified that the following changes to the Stockport element of the plan could be made:

- High Lane – allocation removed.
- Heald Green 2 (East) – reduce site from 850 – 780 (including the already permitted 325 at Seashell Trust).
- Woodford Aerodrome – reduce site from 750 – 680.

This would see Stockport's housing target reduce to 12,841, with 2,420 dwellings proposed in the Green Belt. This is a reduction in target of 33.5% since the 2016 Draft GMSF which set a housing target for Stockport of 19,300, with an 80% reduction in the number of homes proposed in the Green Belt.

4.6. The reduction proposed in Stockport would be absorbed by GM but would not see targets for other districts increasing at this stage. Further work will be undertaken across Greater Manchester to update the supply position in Spring 2021; whilst it is not expected that this work will yield a significant number of new sites in Stockport, this work would be undertaken to present an updated position to April 2021 enabling further work to be undertaken in respect of sites and anticipated yields.

4.7. In considering a decision to remove High Lane, it is important to acknowledge the consequences in adopting this approach. Firstly, the site as proposed performed well in viability and deliverability terms, to such an extent that the plan was able to require that 150 of the 500 homes are suitable for all age living, of which 30% would be older persons affordable housing. 30% of the rest of the housing on the allocation would also be affordable. In addition, the scheme proposed further benefits including a comprehensive package of highway mitigation including measures to improve public transport frequency and connectivity.

4.8. Whilst the provision of improved public transport will remain to be sought via 2040 Delivery Plans and the DLIP, the absence of any proposed development within the village removes both the opportunity to secure funding via the development process but the effect is two-fold as the absence of planned growth will severely affect the business case for any interventions.

4.9. The emerging High Lane Neighbourhood Plan acknowledges that there is a need for housing in the area, the village has however limited opportunities to deliver significant numbers within the settlement itself. Despite numerous 'calls for sites' the SHLAA does not identify any sites meeting the criteria for inclusion, primarily relating to sites being too small or being located in the Green Belt. This does not mean that the Councils expects no housing to be developed in High Lane, but that

it will necessarily be small in scale. Any sites which do come forward are very unlikely to meet the threshold for requiring affordable housing. Therefore it is extremely difficult to see any delivery of affordable housing within the area unless a registered provider seeks brings forward a scheme which proposes a significant percentage of affordable homes.

4.10. Further reductions have been made at Woodford Aerodrome and Heald Green 2 (East). In each case it has been necessary to minimise the extent of reductions to ensure that the proposed 70% level is not breached and also that key policy requirements or deliverability of the sites are not unduly affected. An equitable reduction of 70 units per allocation has therefore been proposed. Further viability work undertaken shows that these changes can be made without affecting site viability to the extent that they become unviable.

5. CHANGES TO POLICY WORDING

5.1. Appendix 1 includes the proposed revised wording for the following site allocations.

5.2. The changes can be summarised as:

GM Allocation 33 Heald Green 1 (West)

- Amendment to wording to remove reference to access being obtained via Village Hall to allow for further work to be undertaken to scope a series of options to enable access to be taken via a number of options.
- Phasing of development directly linked to the commencement of BRT with no commencement of development of new dwellings permitted until construction of BRT route has begun.

GM Allocation 34 Heald Green 2 (East)

- Reduction in number of dwellings proposed from 850 – 780. Or 455 in addition to the 325 units consented at the Seashell Trust.
- Phasing of development directly linked to the commencement of BRT with no commencement of development of new dwellings permitted until construction of BRT route has begun.

GM Allocation 37 Woodford Aerodrome

- Reduction in number of dwellings proposed from 750 – 680.
- Phasing of development directly linked to the commencement of BRT with no commencement of new dwellings permitted until construction of BRT route has begun.
- New access via Poynton Relief Road to be in place in advance of commencement of development.

6. IMPACT ON THE GREEN BELT

6.1. By removing High Lane from the GMSF, the net reduction in Green Belt in Stockport changes from a net 1.7% reduction to a reduction of 1.23% and a net reduction in Green Belt loss of 84.2% since 2016.

7. SUMMARY

- 7.1. Over the last 6 years, the Council has together with the other 9 Greater Manchester Authorities co-operated to jointly prepare a strategic plan which seeks to plan at a sub-regional level to deliver the best outcomes for Greater Manchester and its residents. The plan as proposed seeks to identify sufficient land to meet Greater Manchester's needs over a 15-year post adoption plan period. During this time Stockport have made a series of significant changes to the nature and extent of proposals in respect of the Green Belt, significantly bolstered an already impressive record of brownfield delivery by the creation of GM's first Mayoral Development Corporation and gained commitment to and support for a number of key strategic infrastructure asks, ranging from Metrolink, new stations and the provision of a new bus rapid transit network which will improve connectivity, by presenting opportunities for modal shift.
- 7.2. Stockport is clearly a beneficiary of the GMSF in the sense that by working together with other GM authorities the emerging changes to this final draft of the GMSF would see Stockport not needing to find land to accommodate a further 5,502 homes which it would otherwise have to consider were a stand-alone Local Plan to be considered. This has in turn resulted in a net loss of Green Belt of less than 1.3%, a reduction of 84% since the 2016 version of the GMSF. It does however mean that almost 30% of Stockport's housing need would not be met in the borough. In a borough where house prices remain some of the highest in Greater Manchester, this inevitably will mean that many areas of the borough will continue to be unaffordable to a significant number of residents.
- 7.3. The approach taken is not without risk, Stockport will continue to be an attractive borough in which to live and as the area commands high values it will continue to be attractive to the development community. By planning for significantly below need, Stockport will be placed under considerable pressure by site promoters and the development industry during the examination who will seek to convince the Planning Inspector that Stockport is failing to plan for an appropriate level of new homes.

8. RECOMMENDATIONS

Subject to the amendments set out in section 11 of this report and in so far as the matter relates to Executive and Non-Executive functions of the Council it is recommended that Cabinet / Council:

1. Approve the GMSF: Publication Draft 2020, including strategic site allocations and Green Belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations for a period for representations of 8 weeks to commence as soon as is practicable after decisions to proceed have been taken by all 10 GM Authorities;
2. Approve the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;

3. Delegates to the Deputy Chief Executive (Corporate Director for Place) authority to approve the relevant Statement(s) of Common Ground required pursuant to the National Planning Policy Framework 2019; and
4. Delegates authority to the Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with the Portfolio Leader for Housing, Homelessness and Infrastructure to make minor or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.

BACKGROUND PAPERS

The GMSF: Publication Draft 2020 is available to view at <https://www.greatermanchester-ca.gov.uk/media/3663/221020-agma-issue-opt.pdf>

The GMSF is accompanied by a series of background documents which can be viewed at: <https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/>. A list of the key background papers amongst these is set out in appendix 1 to this report.

Anyone requiring assistance in accessing the above background papers or requiring further information should contact Emma Curle on Tel: 0161-474-3542 or by email on emma.curle@stockport.gov.uk

Appendix 1

Proposed revised wording for GM Allocation 33 Heald Green 1 (West), GM Allocation 34 Heald Green 2 (East) and GM Allocation 37 Woodford Aerodrome

GM Allocation 33: Heald Green 1 (West)

Development of the site will be required to:

1. Deliver around 850 homes on the site, with a mix of housing types, and with higher densities towards the north and west of the site, particularly in proximity to Heald Green station;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for all-age affordable accommodation;
3. Make provision for at least 9 custom/self build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
5. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
6. Provide suitable vehicular and pedestrian access into the site, including emergency access and cycling and walking access to Finney Lane;
7. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport along with direct and high quality pedestrian and cycle routes in the area;
8. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
9. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature hedgerows and trees;
10. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
11. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site. This could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
12. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
13. Significantly enhance the value of existing community facilities within the allocation, meeting the needs of existing and new residents of the area, including providing a new or improved community hall alongside appropriate community open space;
14. Make provision for high quality, suitable and publicly accessible open space and green infrastructure within the site;
15. Provide high quality new and enhanced playing pitches, with suitable changing room facilities and parking, to replace those lost to development;

16. Make provision for allotments and/or a community orchard to the south of the residential development area;
17. Accommodate and contribute to the delivery of the bus rapid transit route which is to be constructed through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users which shall be phased to commence prior to the commencement of any construction of the proposed dwellings;
18. Suitable mitigation measures to be made on all dwellings and other buildings in the development to address the impact of noise pollution resulting from flights to and from Manchester Airport. Development should ensure there will be no adverse effects on the operational integrity or safety of Manchester Airport;
19. Make provision for a new cycle and footpaths to connect with the existing local network (including Heald Green Station), within and outwith the site, including the provision of routes out of and into the site from the all directions ensuring integration with existing local area;
20. Contribute towards additional health provision needs generated by the development;
21. Contribute as appropriate towards the provision of additional school places at Bolshaw Primary School (which is located within the allocation) together with financial contributions for offsite provision to meet needs generated by the development;
22. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies; and
23. Protect and enhance heritage and archaeological assets and their setting within the surrounding area.

Justification

The site is very well located, close to Heald Green railway station and the centre of Heald Green, as well as the significant employment centre at and around Manchester Airport, making this a very accessible site within the Green Belt.

The site is well connected to Manchester Airport through walking, cycling and rail, and to the wider area via road and rail and these routes should be protected and enhanced. The site's connectivity will further be enhanced by the Bus Rapid Transit (BRT) route which is to be built through the site, linking the Airport and Hazel Grove via a number of other housing and employment areas.

An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

The site is relatively flat and provides the opportunity to deliver higher density residential development around the railway station area. In addition, the site provides the opportunity to deliver much-needed all-age accommodation, as identified in the most recent Housing Needs Assessment and as promoted in the Council's "All Age Living Prospectus – Healthy, Happy, Homes".

The railway station links to both the nearby airport and to the regional centre providing good access to significant numbers of jobs for new residents.

Existing local schools will need to be expanded to respond to the increasing educational demands in the area.

Access into the site for the majority of vehicular traffic will be via Outwood Road and this provides the opportunity to provide improved community facilities within the site.

The provision of a SUDS specific design provides the opportunity to address concerns over surface water flooding in the area.

The proximity of the site to airport means that the buildings on site will be required to be suitably designed and constructed to minimise the impact of aircraft noise on residents and those using other buildings on site, as well as safeguarding aircraft safety.

The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision, which exists within Stockport, particularly in this area. This includes the opportunity to deliver suitable residences that will accommodate the growing need for all-age properties to address the needs of an aging population in Stockport, as promoted in the Council's "All Age Living Prospectus – Healthy, Happy, Homes".

Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

There are existing pitches that lie within the development area of the site to be removed from the Green Belt. Along with suitable open space provision within the site new pitches and supporting facilities will be provided in land to be retained as Green Belt. Alongside these new allotments or other community open space can be provided. Both this and the improved pitch provision will be of benefit to both new and existing residents of the local area.

The site is within the Heald Green Fringe Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

There are a number of non-designated heritage assets within the allocation. Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

GM Allocation 34: Heald Green 2 (East)

Development of the site will be required to:

1. Deliver around 780 homes on the site, including higher densities around the proposed transport hub on the site. This figure includes the 325 units already granted permission on the land owned by the Seashell Trust;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation;
3. Make provision for at least 4 custom/self build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, including the existing permissioned element;
5. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
6. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
7. Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network;
8. Accommodate and contribute to the delivery of the bus rapid transit route which is to be constructed through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users which shall be phased to commence prior to the commencement of any construction of the proposed dwellings;
9. Enable the delivery of a new railway station at Stanley Green, to be agreed with Network Rail and other appropriate bodies, alongside appropriate park and ride provision to function as a transport interchange between road, rail and bus rapid transit and ensure its delivery to serve the future residential development within an early phase as identified by the approved masterplan;
10. Provide ancillary retail and other appropriate uses to serve users of the new transport interchange;
11. Provide access points from a new high standard link between the A34 Eden Point roundabout to the east and to Wilmslow Road to the west. Access also to be provided to the south of the site with regard being given to the need for alternatives to the current substandard Stanley Road railway bridge;
12. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport along with direct and high quality pedestrian and cycle routes in the area;
13. Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';
14. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries at the edge of strategic allocations and the new Green Belt boundary;
15. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature hedgerows and trees within the site;

16. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
17. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
18. Be designed to mitigate the impact of poor air quality to within acceptable limits, taking into account the Air Quality Management Area off the A34 and any potential future Clean Air Zone. An air quality impact assessment will be required in accordance with the Institute of Air Quality Management (IAQM). Future development will be expected to adopt mitigation principles as laid out in the IAQM guidance for 'Planning for Air Quality' and Policy GM-S 6 'Clean Air';
19. Contribute towards the provision of additional school places and health provision generated by the development;
20. Make an appropriate contribution towards the provision of new community facilities in the local area;
21. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses; and
22. Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II listed structures Griffin Farm and Stanley Hall Farm.

Justification

This relatively flat site has good connectivity sitting adjacent to the A34, providing the opportunity to deliver transport solutions to the area by way of a transport hub based around a new railway station within the site. Land within the site already benefits from a permission for 325 units related to the Seashell Trust.

It is acknowledged that the A34 and surrounding roads already suffer from significant levels of congestion and resulting poor air quality. The provision of a new station within the site could help to address this.

The provision of a new rail station, combined with a park and ride scheme and the introduction of the bus rapid transit system through the site would encourage fewer people to travel by car along the A34, thus helping to reduce traffic congestion along that route and at junctions associated with it. Local transport modelling will be required to assess the residual impact on the A34 and to identify ways to mitigate this as part of the development.

An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

The site is within the Heald Green Fringe Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision that exists within Stockport, particularly in this area.

The Grade II listed building Griffin Farm is located within the allocation whilst the similarly listed Stanley Hall Farm is located close to its southern boundary. There are a number of other non-designated heritage assets both within and in close proximity to the allocation. Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

GM Allocation 37: Woodford Aerodrome

Development of the site will be required to:

1. Deliver 680 homes on the site in addition to those already consented at the site;
2. Make provision of a minimum of 45% affordable housing on site and across a range of housing types, including provision for all-age affordable accommodation;
3. Make provision for at least 10 custom/self build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
5. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
6. Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network;
7. Accommodate and contribute to the delivery of the bus rapid transit route which is to be constructed through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users which shall be phased to commence prior to the commencement of any construction of the proposed dwellings;
8. Provide an access point to the site from the existing development at the former aerodrome site;
9. Enable within the site the provision of access to the site via the new junction to be constructed as part of the Poynton Relief Road;
10. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport along with direct and high quality pedestrian and cycle routes in the area;
11. Significantly enhance the value of existing community facilities within the allocation and the wider Woodford area, including through the provision of additional sporting facilities and improving or supplementing the existing Woodford War Memorial Community Centre which shall be phased to commence early in the delivery of the scheme;
12. Make provision for suitable and publicly accessible open space and green infrastructure within the site;
13. Ensure views are retained of the Peak District National Park to the south-east and east of the site;
14. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
15. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature native hedgerows and trees;
16. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
17. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';

18. Avoid siting development on the prominent elevated slopes and ridgeline above the River Dean, which is visible both to and from locally designated landscapes in Cheshire East;
19. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
20. Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further one form entry to the new primary school already proposed to be located on the wider site, together with an appropriate contribution to secondary school and SEND provision and health provision generated by the development;
21. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies; and
22. Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II* listed New Hall Farm House and New Hall Cottage, and the Grade II listed structures Garden Wall to North and East of New Hall Farm and New Hall Cottage, Barn to South East of New Hall Farmhouse, Old Hall Farm and Barn at Old Hall Farm.

Justification

The proposed area for removal from the Green Belt includes the land already under development under the existing permission at the former Woodford Aerodrome site. A c. 20Ha site within the proposed allocation is an extension to the existing development, helping to support improved community, health and education facilities. It also provides an opportunity to improve public transport links in the area by means of a bus rapid transit route. The route for the Bus Rapid Transit which is to be constructed through the site will provide enhanced connectivity from Hazel Grove to Heald Green and Manchester Airport, linking from the Poynton Relief Road to the east of the site through to Chester Road at the north of the site.

The site is within the Woodford Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

The provision of affordable housing in this area will help to address the significant shortfall of such dwellings in this area of Stockport. In addition, the site provides the opportunity to deliver much-needed all-age accommodation, as identified in the most recent Housing Needs Assessment and as promoted in the Council's "All Age Living Prospectus – Healthy, Happy, Homes".

The development of the Poynton Relief Road provides an opportunity to improve access to the site via a new junction which is to be delivered, with contributions being sought towards its construction.

An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

The site contains habitats classified as high ecological value according to the Natural Environment survey completed for the emerging Woodford Neighbourhood plan, this is due to the abundance of habitat and species defined in section 41 of the NERC Act within the site.

The Grade II* listed New Hall Farm House and New Hall Cottage, and the Grade II listed structures Garden Wall to North and East of New Hall Farm and New Hall Cottage, Barn to South East of New Hall Farmhouse, Old Hall Farm and Barn at Old Hall Farm are all located in close proximity to the south-western boundary of the allocation. There are also a number of non-designated heritage assets in the same vicinity. Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.