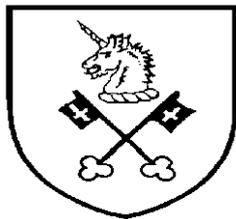


Prestbury Parish Council



**Mrs Georgina Ryder
41 Kenilworth Road
Macclesfield
Cheshire
SK11 8PE
Tel: 01625 260362**

**Email: parish.clerk@ntlworld.com
www.prestburyparish.com**

Planning Policy Team,
Place Directorate,
Stockport Metropolitan Borough Council,
FREEPOST,
Stockport,
SK1 3YQ.

Planning Policy Team,
Cheshire East Council,
Westfields,
Middlewich Road,
Sandbach,
CW11 1HZ.

Tuesday, October 9th, 2012

Dear Sir or Madam,

Woodford Aerodrome Opportunity Site Supplementary Planning Document Consultation

Prestbury Parish has an interest in the neighbouring Woodford Aerodrome site and a number of major concerns about the approach to and the content of the Supplementary Planning Document (SPD) for the site.

The approach to the SPD

Prestbury Parish Council believe that both Stockport Borough Council and Cheshire East Council are failing in their legal 'duty to co-operate'. If they were working well together they should have been able to come forward with a joint SPD for the site which made it possible for all concerned to clearly understand what is and what is not potentially in the pipeline for the entire site.

As matters stand, wider stakeholders are expected to somehow grasp how proposals for a 'Woodford Garden Village' of 950 homes, by Harrow Estates fits together with proposals emerging from the Draft Poynton Town Strategy for a further 1,000 houses on the site - and how these and the Woodford Aerodrome SPD all tie in with SEMMMS road proposals for an A6 to Manchester Airport road (comprising the A555 Manchester Airport Eastern and Western Link Roads) and the A523 Poynton Bypass which may, or may not, intersect on the Woodford Aerodrome site! The Cabinets of Stockport M. B.C. and Cheshire East Council have both signed off on the business case for the A6 to Manchester Airport road which is to be presented to the Department for Transport and Cheshire East Council has sanctioned the spending of money on feasibility studies and other work for the Poynton Bypass. Yet much of this is ignored in the SPD currently out for consultation. This is wholly unacceptable.

The two adjoining Unitary Authorities should have properly pooled knowledge and thinking and released it as part of a comprehensive document addressing the future of the entire site. Currently, it not possible to understand any of the wider implications for the

entire site and its environs in terms of environmental capacity, traffic flows, air quality, flood risks, medical, social or educational needs or a whole host of other issues.

The National Planning Policy Framework says:

“Public bodies have a duty to co-operate on planning issues that cross administrative boundaries” (para. 178, p. 42).

It also says that, when independent examiners assess the soundness of Local Plans, they will be required to judge whether the plans have been prepared *“in accordance with the Duty to Co-operate, legal and procedural requirements”* (para. 182, p. 43). It is regrettable to have to say this, but there is a real question over the soundness of the approach to this site.

When Prestbury Parish Council were represented on workshops held in 2011 about the possible future use of the site, the claim was made that there would be close working between Stockport and Cheshire East Councils. From the perspective of a stakeholder attempting to engage with the present processes, there is no obvious evidence of this.

The content of the SPD

Looking at what is proposed for the Stockport part of the site, we note that a serious challenge has been mounted by the local residents who have come together and called themselves ‘Woodford United’ about the area of Green Belt proposed for development. That body includes planners and architects and therefore some considerable weight has to be given to their claim that the Woodford Garden Village development (which we were very critical of when it was consulted upon) has aspirations to spread up to 11 hectares more than the current cumulative footprint of the MEDS area. If this is correct, then we believe this matter should be addressed and the footprint of the Garden Village should be contained. We also concur with Woodford United that some of the site should be used for employment purposes – a factor which would reduce traffic movements.

We do not concur with Woodford United that new strategic roads are needed to service the site. (We note that the Woodford team does not include a traffic engineer and nor has any detailed traffic modelling been seen for the site).

The traffic generated when the site was an active Aerospace business was very significant but there was merely a short period when shifts started and finished when there was any congestion. This would not happen in future because the site would not all be dedicated to one purpose with the majority of users accessing and egressing it at the same time. Traffic movements would be spread over 24 hours. Also, the proximity of Poynton railway station is a key feature. If there are good walking and cycling routes through the site and between the site and the station and also into the Adlington Industrial Estate and if, equally, there are good bus services to and through the site and surrounding areas, the traffic caused by it should be containable within the existing road network. It is important, however, that the SPD demands that roads through the site are wide enough to accommodate buses, that all the roads have paved footways and there is a network of footpaths as well. Ideally, an integrated transport policy should be drawn up for the site and there should be no assumption that strategic new roads are automatically required.

We trust that these comments are of some value.

Yours faithfully

Arthur Dicken
Chairman of Prestbury Parish Council