HARROW ESTATES PLC

# Woodford Garden Village

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# Harrow's Role

- Acquisition / Deliver Planning
- Demolition & Remediation
- Implementation of Infrastructure
- Deliver Commercial & Extra Care
- Manage Phased Disposals
- Management of Tenants
- Promote Further Development Opportunities

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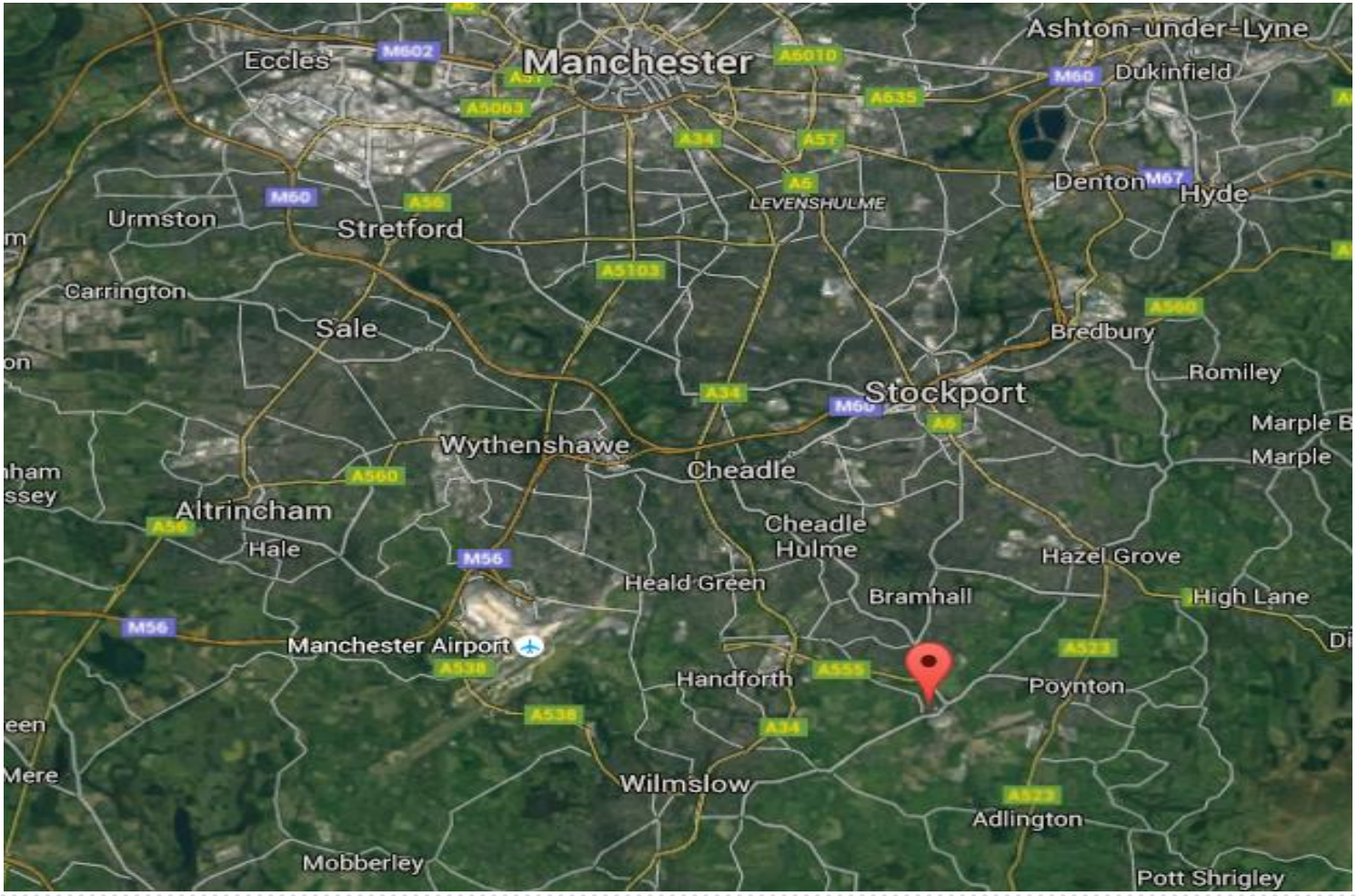
# Location



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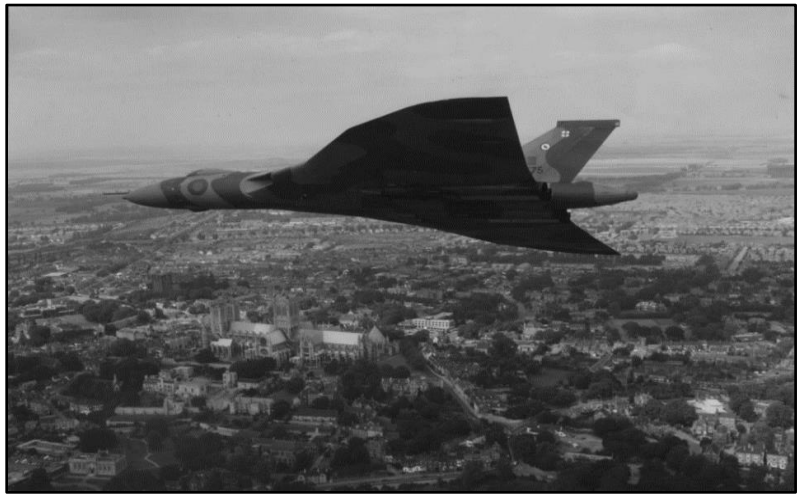
## Woodford Aerodrome, History – Formerly owned by Avro/British Aerospace



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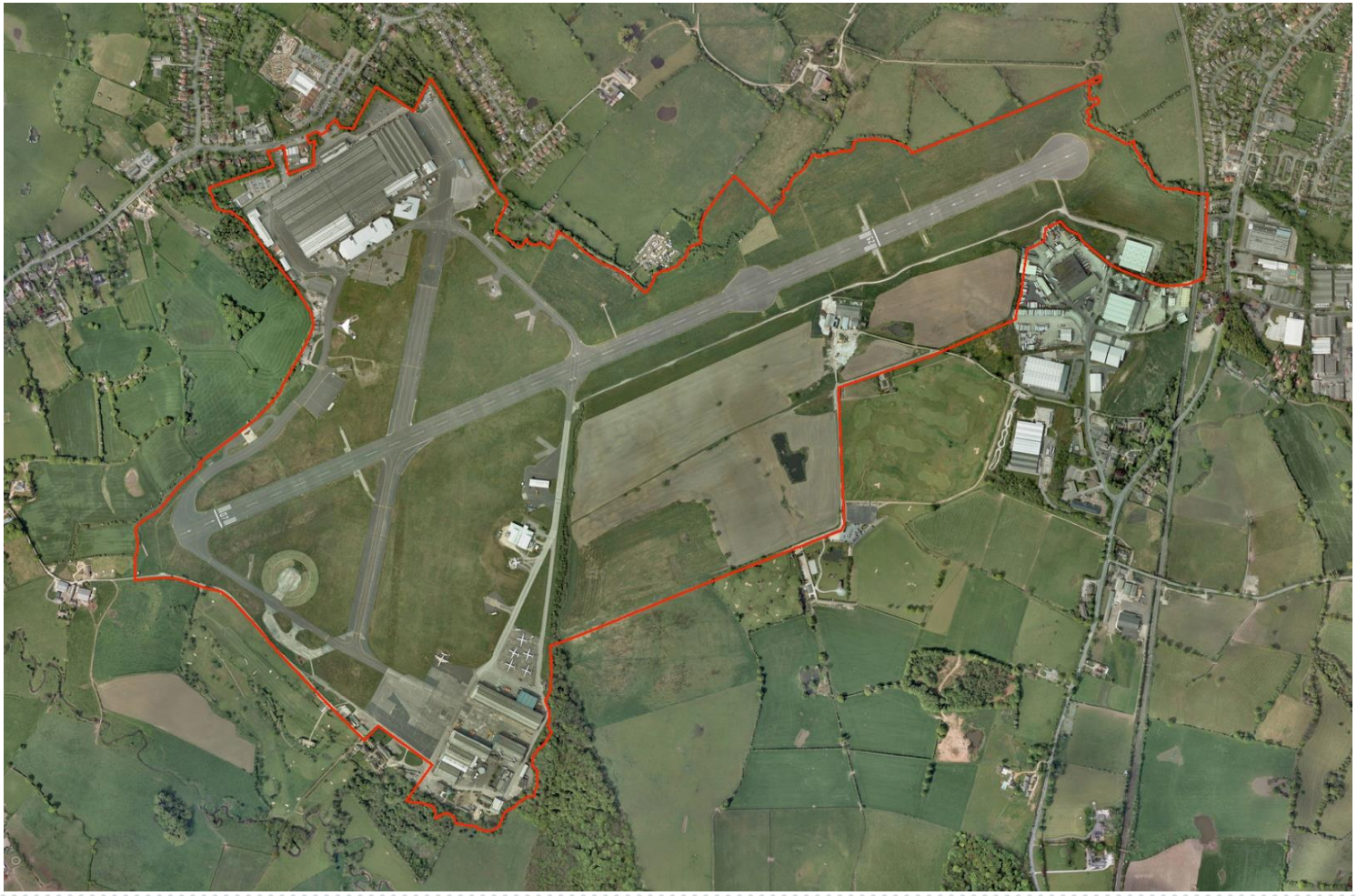
## Ownership boundary within both Stockport MBC and Cheshire East Council



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# The Runway Classic ‘X’

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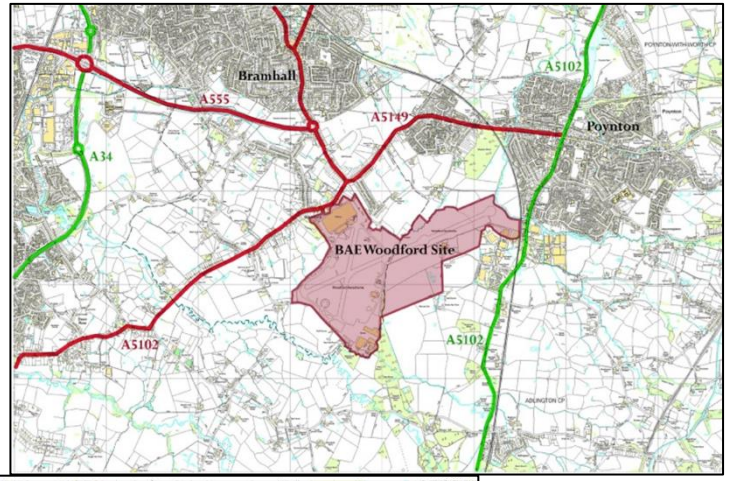
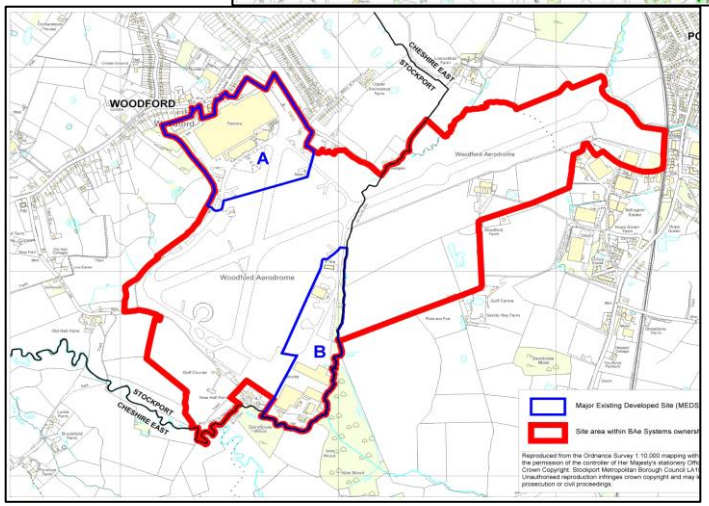
# Planning Background

- Following the announcement of the closure of the Woodford BAE Systems site, the site was identified in the emerging Local Plan for both Stockport MBC and East Cheshire Council as a possible mixed use development site suitable for housing.
- The site was designated a Major Development Site (MDS) in the Green Belt and was therefore restricted to development that would have no greater impact than the existing facility on the Green Belt.
- Extensive work was undertaken by Harrow Estates to produce a Supplementary Planning Document (SPD) to support the emerging Local Plan and the proposed allocation of the site.
- The SPD would review the existing constraints and establish defined parameters while also seeking to optimise the scale of development that would be acceptable in Green Belt terms.



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## Time line

- **February 2012 –** Preparation begins on the SPD
- **January 2013 –** SPD is adopted by Stockport Council's Executive
- **July 2013 –** Public Consultation Workshops
- **September 2013 –** 2 day Public Exhibition
- **November 2013 –** Application validated by Cheshire East Council for landscaping works
- **December 4th 2013 –** Three applications validated by Stockport Council (1. Hybrid application; 2. Full application).
- **July 17th 2014 –** Bramhall & Cheadle Hulme South Area Committee
- **July 29th 2014 –** Stockport MBC Planning & Highways Regulation Committee resolves to grant hybrid application
- **January 21st 2015 –** Decision Notice issued by Stockport Council.
- **January 2015 –** Commencement of demolition works and infrastructure implementation
- **June 2015 -** Sale of Phase 1 to Redrow North West
- **March 2017** - Sale Phase 2A to Redrow North West
- **July 2017 –** Extra Care Planning Application
- **August 2017 –** Sale Phase 2B to Redrow NW

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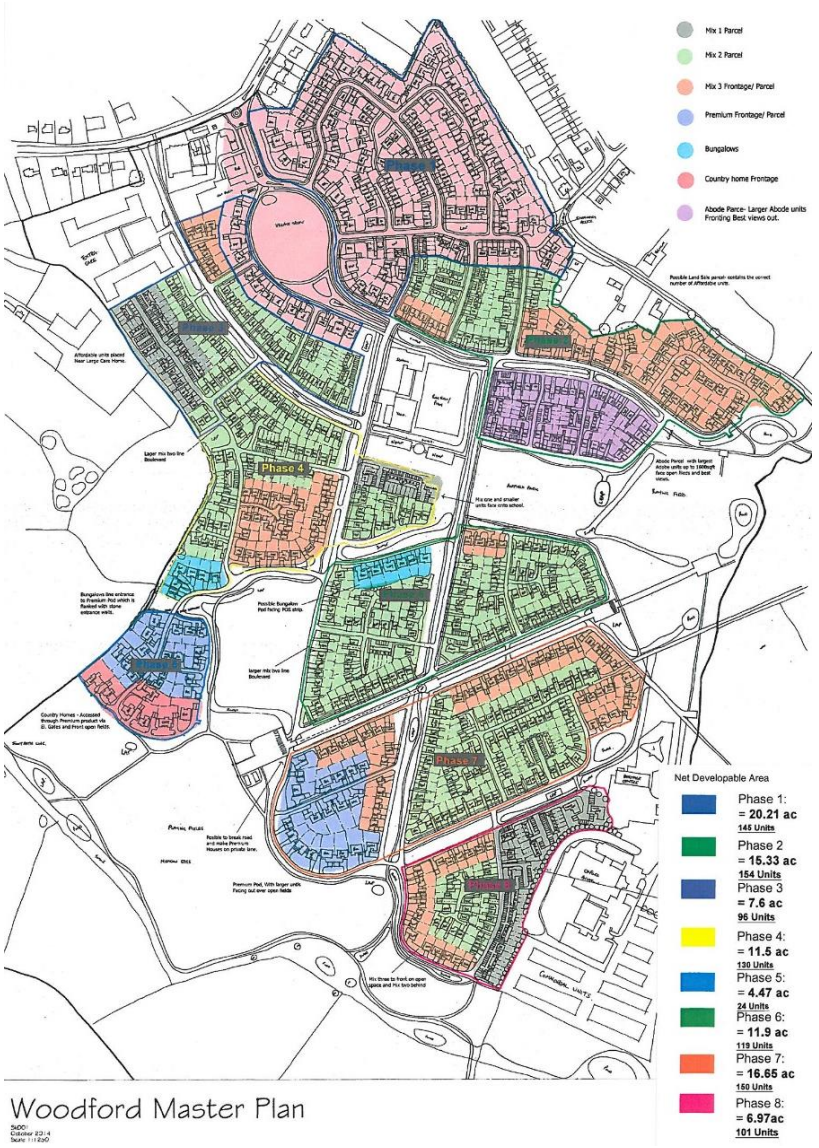
# Master Plan

Development Phases

- Phase 1 sold to Redrow in 2015
- Phase 2a to Redrow in March 2017
- Phased disposals through to 2021 to 2022



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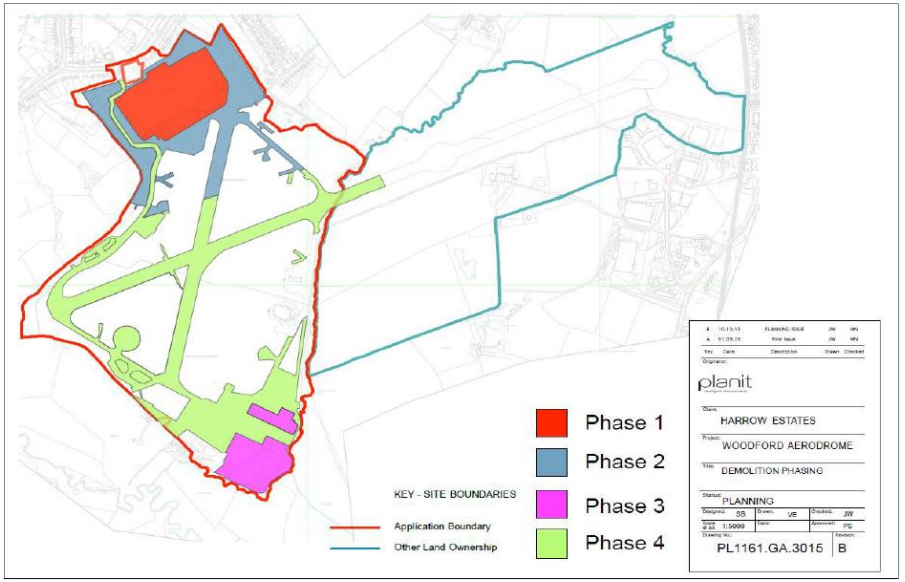
## Planning Approval

- Approval granted on 21st January 2015 for:

- 920 houses including affordable homes
- C2 Extra Care Units
- Commercial Development
- Public House
- Retail Development
- One form entry Primary School
- D1 floor space
- Provision of Infrastructure

# Demolition & Remediation

- Over 1,000,000 sq ft of buildings will be demolished;
- Over 50 hectares of hard-standing, slabs, runways and taxi-way removal will be undertaken;
- An estimated 9,700 tonnes of steel to be removed for recycling from the buildings;
- An estimated 2,000 tonnes of ACM's will be removed from the buildings;
- An estimated 200,00 tonnes of recycled aggregate should be generated from crushing brick and concrete for re-use in the new development;
- An estimated 100,000 m3 of tarmac planning will be processed and re-used in new bitmac within the North West;
- Demolition tender value of £800k;
- Initial Demolition Programme: 16 months;
- Remediation and Earthworks Programme: 12 months.



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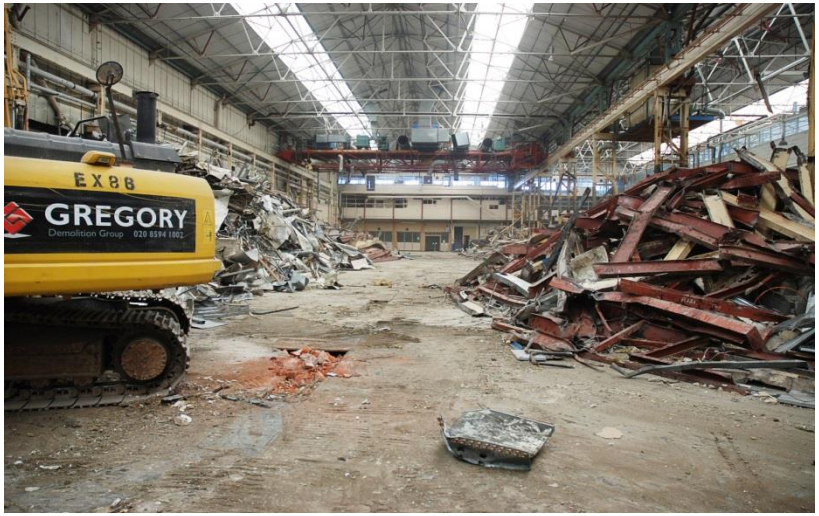

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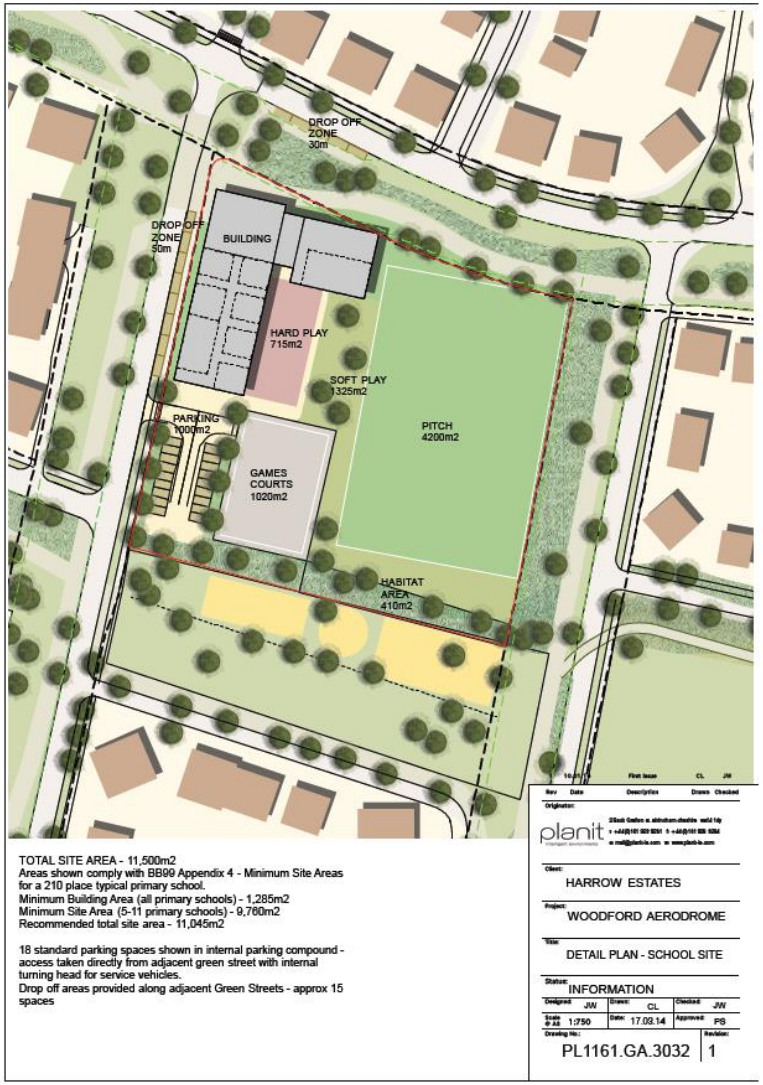
# Education

- An education Scheme is to be submitted to the Council on or prior to the 50th occupation.
- The education provision on site will consist of a single form entry primary school by the 450th occupation.

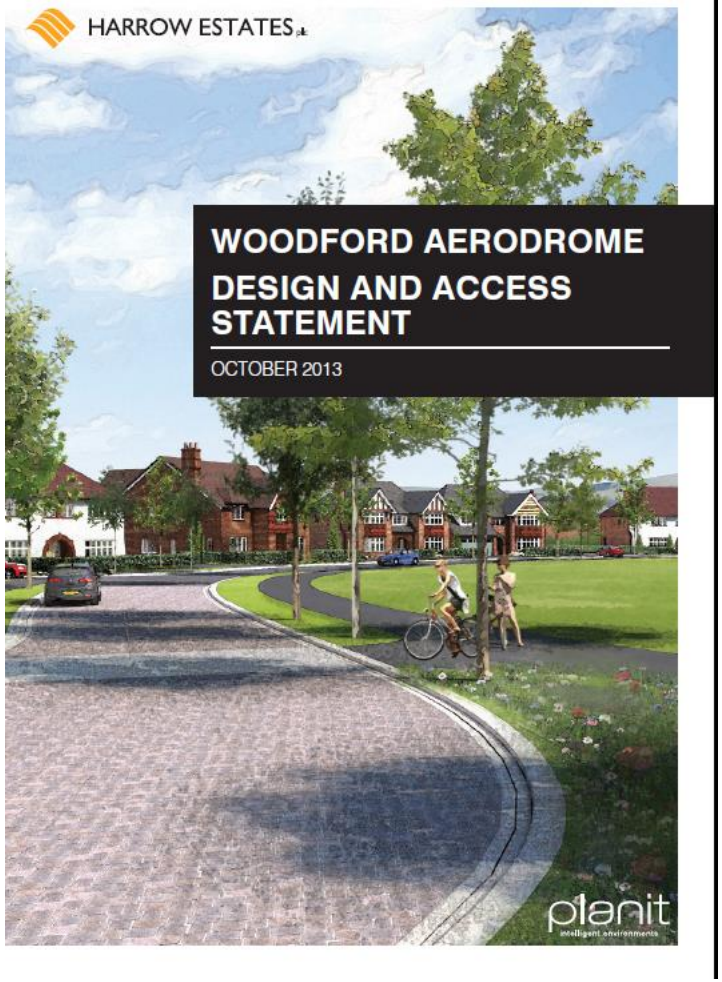


# Offsite Highway Works (278 Works)

- The Eastern Access is to be constructed prior to the 1st Occupation.
- The Western Access is to be constructed prior to the 450th Occupation.
- The construction of the environmental enhancement to Chester Road is to be completed prior to the 450th Occupation.

# Masterplan Principles

- Detailed Masterplan and Design Code
- Evolved through extended negotiations and community involvement
- Covers all aspects of the development
- Reflects desire of Redrow and LPA to deliver an exemplar development



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# Historical Context

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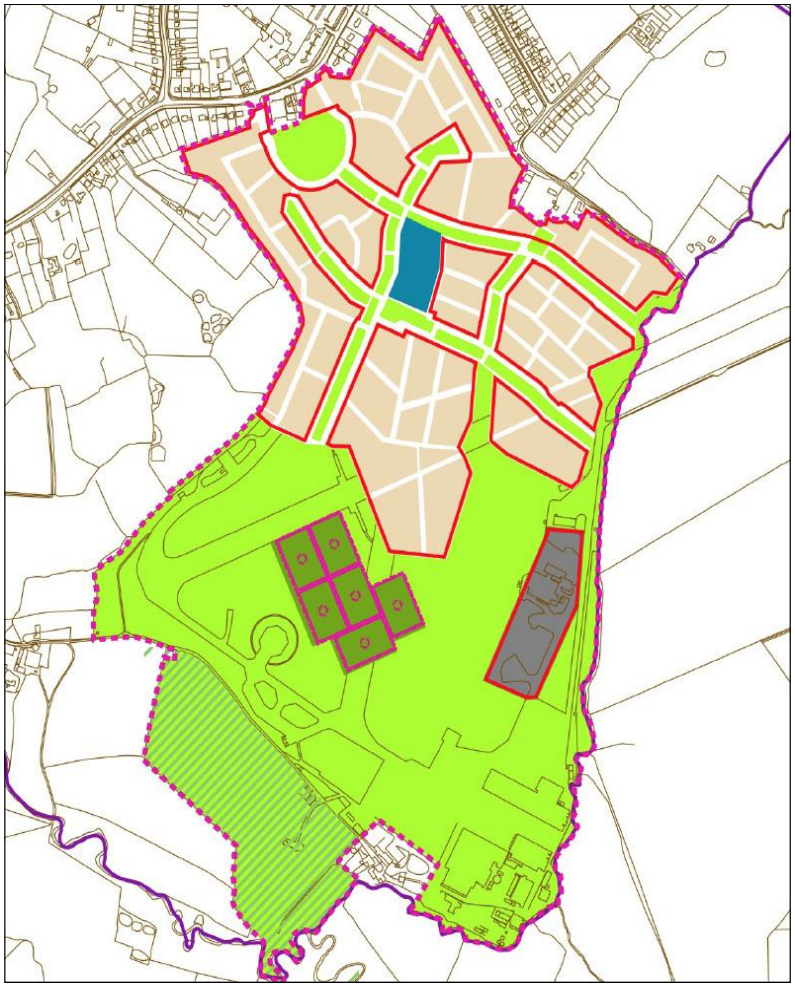
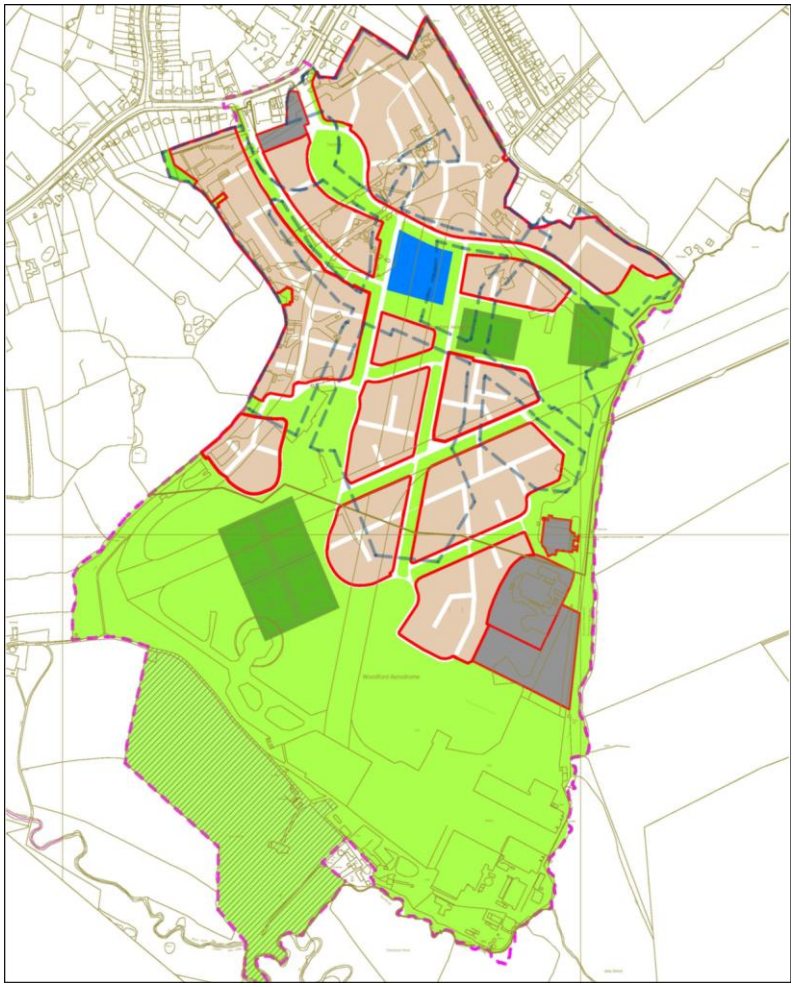
# Evolution





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# Phase One Masterplan – Illustrative Street Views

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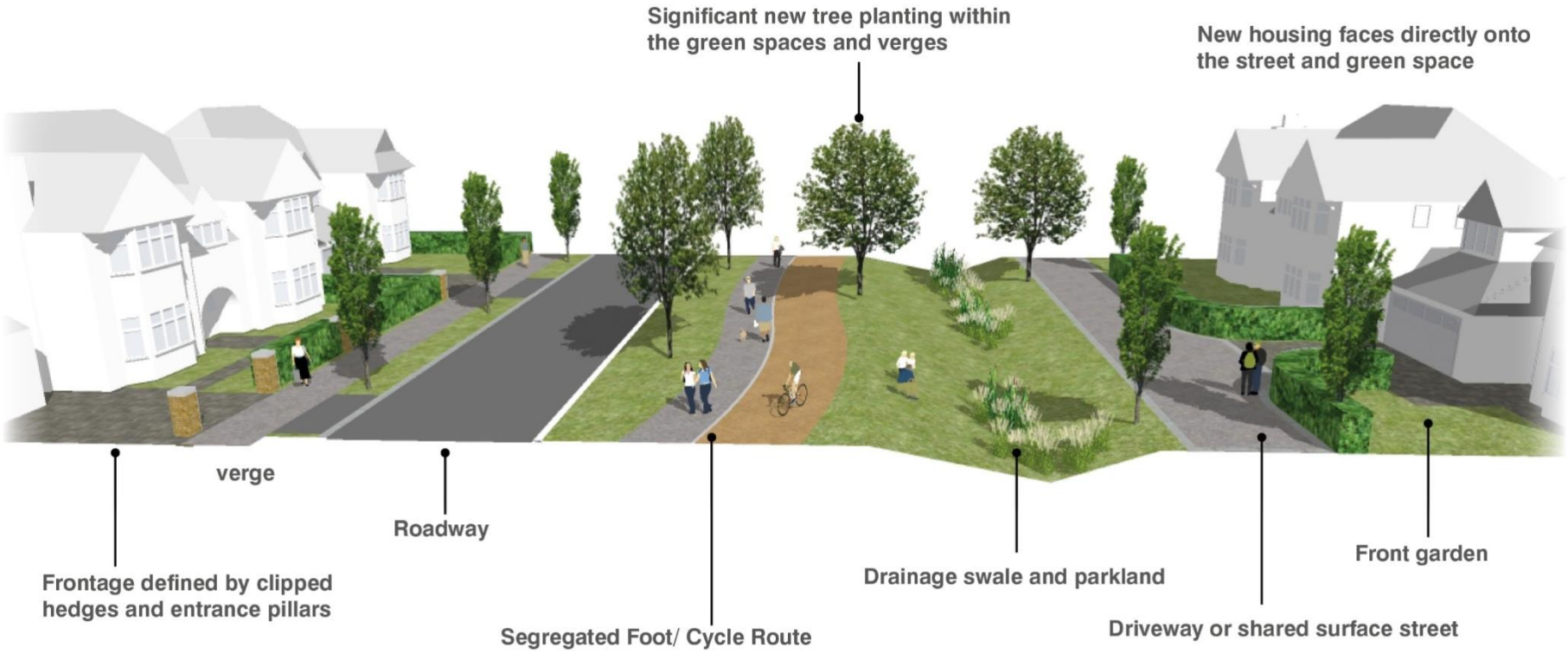
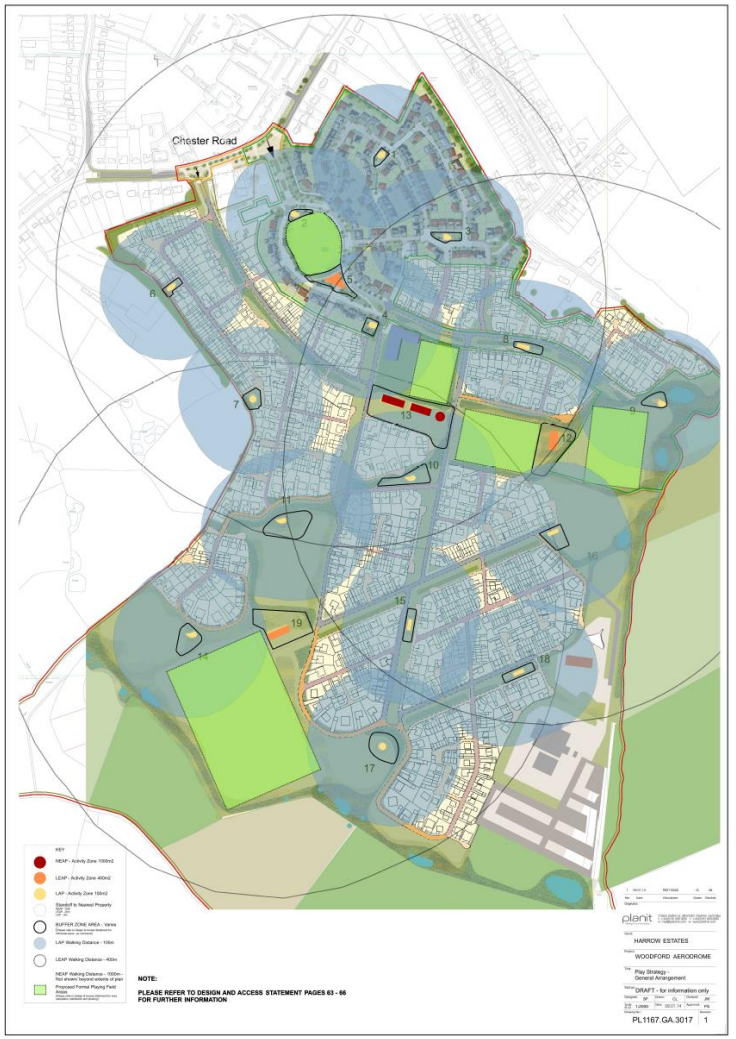
# Green Streets to create open corridors of open land

Illustrative section through a Green Street



# NEAPS, LEAPS & LAPS




19 proposed areas of play or public open space areas such as the envisaged Runway Park will utilise existing features of the site to create a link to the heritage of the site.

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| BOUNDARY TYPE | DESCRIPTION | PRECEDENT IMAGE |
|---|---|---|
| **PRIMARY STREET**<br>Formal Evergreen Hedge with Brick Pier. 1.5 metres high. Brick to match building material, concrete core with slate | **DESIGN INTENT:** Located around the entrance and Village Green to create a formal edge, emphasising the importance of the Green as the primary public space, and to create a clear distinction between public and private space. | |
| **SECONDARY STREET**<br>Mixed shrub hedge. 0.5-1.2m high. | **DESIGN INTENT:** Intermediate boundary, in terms of scale and formality, between secondary streets and driveway streets. | |
| **TERTIARY STREET**<br>Informal shrub boundary, 0.2-1m high.<br><br>**NOTE:** Driveway boundaries fronting onto the village green will be as for a Primary Streets. | **DESIGN INTENT:** Predominantly low shrub boundary to minimise formality by creating a natural edge to the street, thus reinforcing street character. | |
| **OTHER**<br>1.8m brick wall located where rear boundary walls front onto the public realm.<br><br>Side and rear boundaries to be enclosed with standard 1.8m timber veritcal pale fencing.<br><br>Play areas to be enclosed with 1.2m high timber palisade fence with matching gates. | **DESIGN INTENT:** To define a formal, high quality edge to the private curtilage without negatively impacting on the streetscene.<br><br>Provide a robust and simple boundary to the rear of properties<br><br>To provide a safe, secure and attractive boundary to play areas. | |

| MATERIALS TYPE | DESCRIPTION | PRECEDENT IMAGE |
|---|---|---|
| **CHESTER ROAD (PRIMARY)**<br>• High quality entrance surface<br>• Robust finish<br>• Promote the high street as a pedestrian zone and help reduce traffic speed<br>• Promote pedestrian routes across the carriageway | **MAIN CARRIAGEWAY** - Rolled Asphalt sealed surface with decorative surface chippings. Central median strip with surface applied thermosetting binder and buff coloured aggregate.<br>**FOOTWAY** - Small unit concrete block paving - laid as single gauge, random coursed. Red/ Gray colour mix.<br>**KERB** - Large format kerbs - conservation wide top or similar approved with 125mm upstand - Textured silver grey colour.<br>**FEATURES** - Granite sett small unit paving to crossing points - laid as single gauge random course perpendicular to traffic flow. | |
| **ENTRANCE STREET (PRIMARY)** | **MAIN CARRIAGEWAY** - Rolled Asphalt sealed surface with decorative surface chippings.<br>**FOOTWAY** - Small unit granite setts laid in random coursed bond - to match with crossing paving. Colour - gray/ red mix.<br>**KERB** - Large format Granite kerbs - Colour Black. | |
| **GREEN STREET (PRIMARY)**<br>• Denote change to primary route through development.<br>• Adjacent footway and cycle pathway in complimentary materials. | **MAIN CARRIAGEWAY** - Rolled Asphalt with standard kerb.<br>**FOOTWAY** - Flexible pathway construction. Cycle ways to be either flexible construction or bound gravel surface - dependant on location.<br>**DRIVEWAYS** - Flexible Asphalt surface or small unit concrete block.<br>**KERB** - Concrete kerbs - with 125mm up stand.<br>**FEATURES** - Granite Sett banding to denote entrance thresholds & parking bays. | |
| **GARDEN LANE (SECONDARY)**<br>• Denote change to secondary route<br>• Further diminish impact of roadway through matching footway and carriageway materials<br>• Promote informal residential character to street | **CARRIAGEWAY** - Modular block paving , laid as random coursed bond - Gray colour mix, to SMBC approved detail or flexible road construction.<br>**FOOTWAY** - Modular Block Paving. Colour Red/ Gray Mix Tumbled finish in random stretcher bond.<br>**KERB/CHANNEL** - Conservation kerb with 40mm upstand<br>**FEATURES** - Sett/ block banding laid perpendicular to roadway used to denote entrance thresholds and change in material. Junction spaces denoted by change in surface colour and bond pattern (if modular paving). | |
| **SHARED SURFACE (TERTIARY)**<br>• Denote change to driveways<br>• Create effective 'homezone' type environment with single paved surface and matching sett edging | **CARRIAGEWAY/PEDESTRIAN AREAS** - Modular block paving laid as random coursed pattern. Colour mix red/ grey.<br>**KERB/CHANNEL** - No definition of carriageway - matching sett edging with 25mm up stand/ flush finish. Drainge channel formed within paving.<br>**FEATURES** - Sett/ block banding used to denote entrance thresholds, tree pits within paving and private driveway thresholds. Blocks used to define smaller social spaces within the street. | |

# INDICATIVE VISUAL

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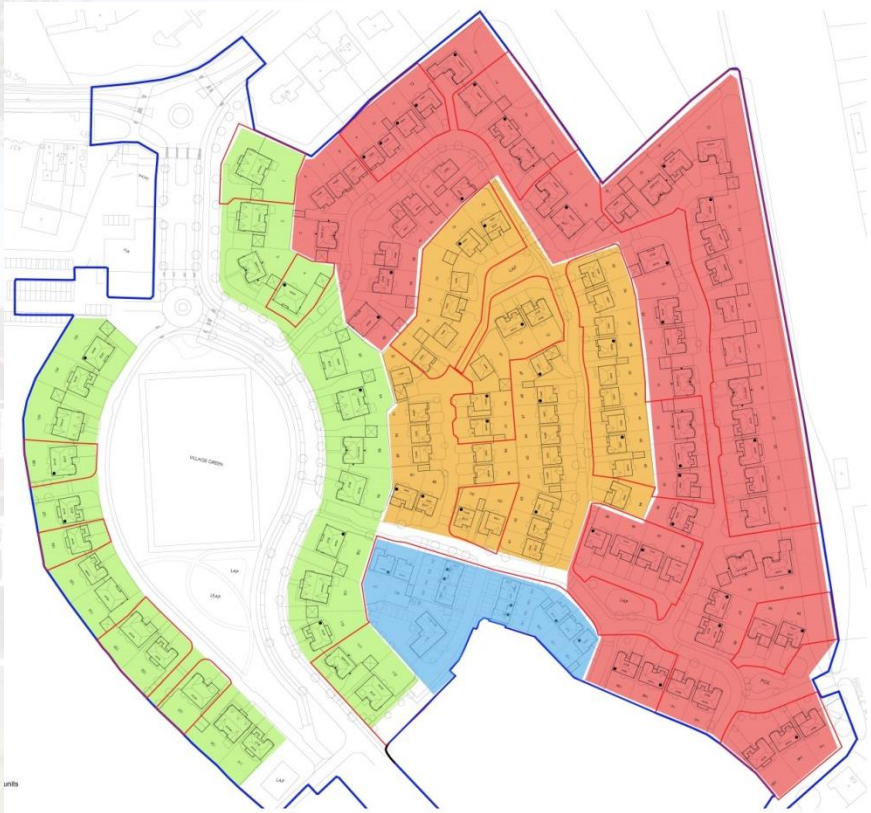
# Phase 1 – Layout and Character Areas

The Green
Characterised by the largest properties in the first phase, this area looks out over the Village Green. Each property has large front gardens with individual drive ways and large rear gardens.

The Centre
Smaller to medium properties are used in this central area of the site, with some areas of POS and detached houses with front gardens and varied hard landscaping create a more intimate street scene.

The Mews
Smaller units are plotted in this parcel using terrace mews units, apartments and smaller detached houses. Parking courts characterise the space with interesting uses on materials. This creates a different feel to the Green parcel used to access this phase.

Garden Lanes
Characterised by a more fluid road structure typical of country lanes in layout this area of the development uses block paving and hard landscaping to vary the road construction and create large front gardens and varying road widths with shared surfaces.



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# Residential Areas – Show Village

- 7 Show homes plus Marketing Suite
- Demonstrates all specification
- Set around a “real” residential road demonstrating finishes
- Aims to be a destination

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# Residential Areas – Highgrove MSU

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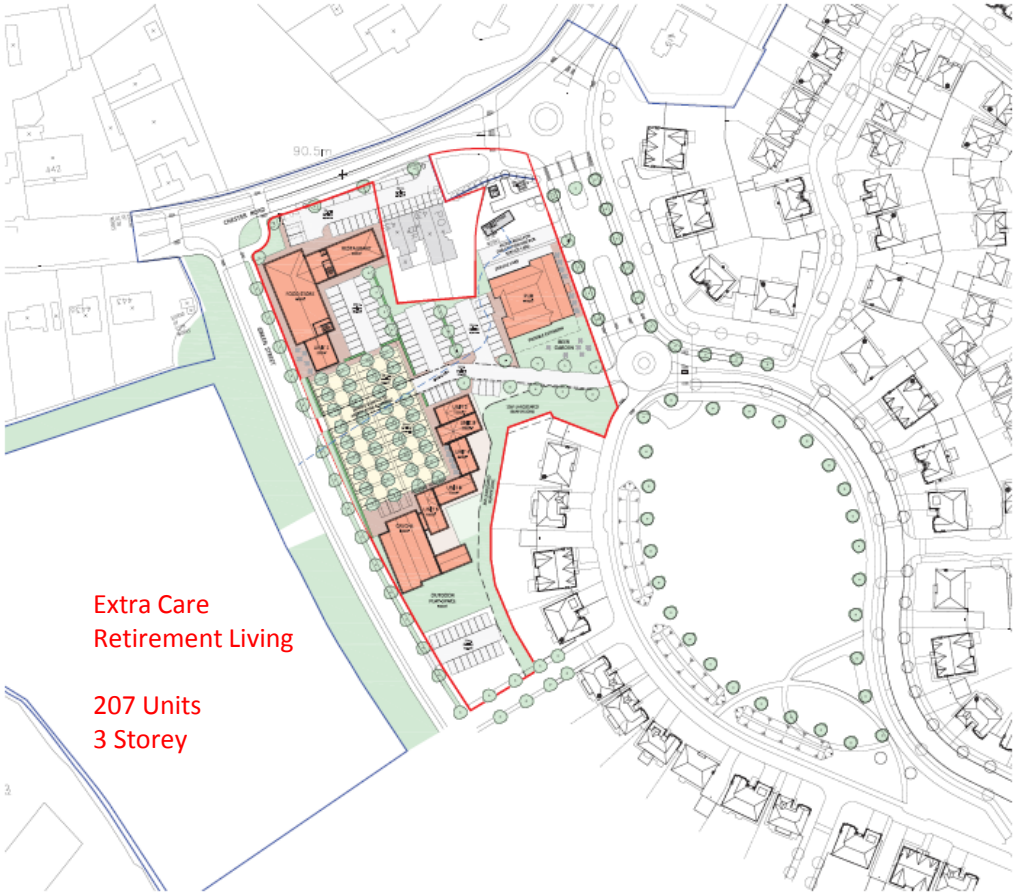
# Commercial/ Retail (Draft Proposals)

01 Site location plan 1:1250 @ A3




**Site plan – urban form**
New buildings are grouped to create enclosure around a large courtyard.

The main car park area is designed to give the impression of a large public square, having a shared surface with the access road, and a uniform finish, with flush paviours to demarcate the parking spaces, and a dense grip of trees.

New buildings, hedging and pleached trees give a strong, uniform edge to the square.

The crèche has a frontage on to the square and integrates with the commercial units to encourage use of the area throughout the day.

The pub has clearly visible frontages both from the access road and the proposed Green Street.

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## 07 - Perspective View

**Option with White Render and Terracotta roof**

Aerial perspective

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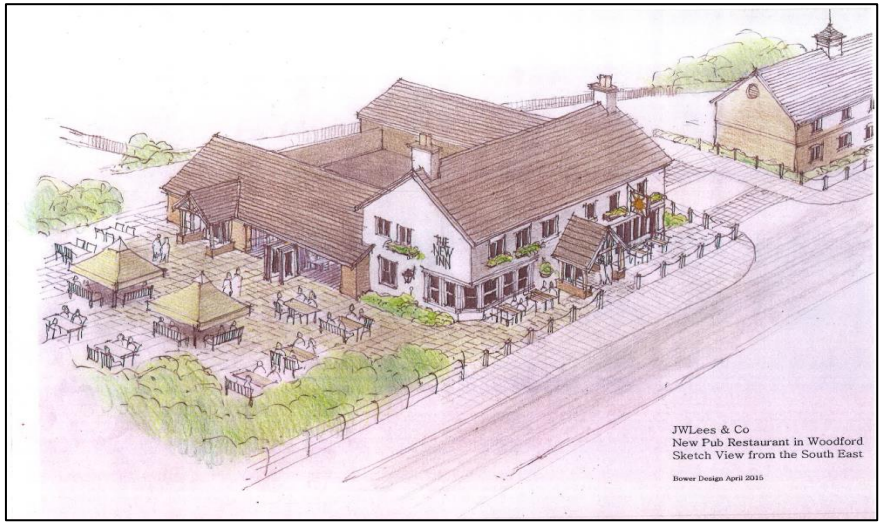

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# Extra Care Location

01 Site location plan 1:1250 @ A3

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## Extra Care & Retirement Living (Examples)

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