

## **ITEM**

<b>Application Reference</b>	<b>DC/075318</b>
<b>Location:</b>	Former Woodford Aerodrome Woodford Garden Village Chester Road Stockport Woodford
<b>PROPOSAL:</b>	Reserved Matters approval pursuant to outline planning permission DC053832 in relation to scale, appearance, landscape, and layout for 211 dwelling units, associated green space and infrastructure forming phase 3ACE.
<b>Type Of Application:</b>	Reserved Matters
<b>Registration Date:</b>	29.11.2019
<b>Expiry Date:</b>	20200228
<b>Case Officer:</b>	Jane Chase
<b>Applicant:</b>	Redrow Homes NW
<b>Agent:</b>	

### **DELEGATION/COMMITTEE STATUS**

Planning and Highways – development in excess of 100 dwellings and the site is in excess of 3 hectares.

### **DESCRIPTION OF DEVELOPMENT**

Full and outline planning permission was approved in 2015 under reference DC053832 for 145 dwellings with associated infrastructure (full permission) and up to 775 dwellings together with a C2 Extra Care Unit, commercial and retail floorspace, a pub, school and D1 floorspace (outline permission with all matters reserved). Since that date the dwellings approved under the full planning permission have been constructed and are occupied. Reserved matters approval has also been granted in respect of 366 dwellings comprising phases 2A, BC, D, E and FG along with reserved matters approval for the highway works to facilitate access to these phases.

This application seeks reserved matters approval in relation to the access, layout, appearance, scale and landscaping of the 211 dwellings that will form phases 3A, C & E.

As originally submitted the application proposed a mix of 15 two bed apartments, 8 two bed dwellings, 36 three bed dwellings, 145 four bed dwellings and 7 five bed dwellings are proposed with 12 being delivered as affordable housing (these being the two and three-bed mews dwellings). Each dwelling will be accompanied by a driveway comprising two parking spaces with some dwellings benefitting also from an integral garage. There are 26 different house types peppered across the application site providing a mix of apartments, mews, semi-detached, detached dwellings.

The application was subsequently amended at the request of the applicant to propose a mix of 10 two bed dwellings, 83 three bed dwellings, 109 four bed dwellings and 9 five bed dwellings. Of these 12 will be delivered as affordable housing (these being the 2 and 3 bed mews dwellings). There are now 26 different

house types peppered across the site providing a mix of mews, detached and semi detached dwellings.

Within phase 3A the application advises that the changes have been made to substitute some plots for larger properties types in response to market demand. There are no changes proposed to the highways and road structure, red edge or parcel parameters. The number of units in this phase remain at 31.

The Sandringham, Blenheim and Ledsham House types are added to the mix with the Highgate and Harlech types removed from the phase. The additional types/ house architectural styling are already present and approved elsewhere on the site. Landscapes plans have been updated to suit the revised plot positions, but there is no material change to the landscape strategy, species and form to that already agreed.

Within phase 3C the application advises that the highway layout proposed is unchanged to that originally proposed and the changes to the site are focused on the omission of the Chartwell Apartment block and replacement with housing due to market constraints. The unit numbers in this phase remain at 67 and there is no change to the proposed parameters or parcel size/red edges.

The Letchworth and Chester house types are now proposed. The types and architectural detailing are approved on other phases in the scheme and are now added to this phase to provide a greater variation in housing product. Revised and updated versions of the Stratford/Warwick four block are used, picking up on a Redrow Group update to the specific type. Landscapes plans are updated to suit the revised plot positions, but there is no material change to the landscape strategy, species and form to that already agreed. Affordable positioning or type/tenure does not change.

Within phase 3E the application advises that no changes are proposed. Plots, highways, landscaping and affordable housing all remain unchanged.

### Access

Reserved matters approval has already been granted for the access roads that will serve the development proposed under references DC/069133 and DC/071913 (known as infrastructures H2 and H3).

Phase 3A will be accessed from the approved green street to the west of the site (Infrastructure H2) via an internal access road within already approved Phase 2FG which lies immediately to the north of phase 3A. The internal access road within Phase 3A provides a through route towards the south of the Woodford Garden Village Development together with a looped road providing access to which provides access to additional dwellings within this phase.

Phase 3C and 3E will be accessed from internal access roads from the green streets to the east (Infrastructure H3). Phase 3C includes an internal shared-surface access road and five private driveways providing access to no more than four dwellings each. Phase 3E includes a series of looped roads, of which there are two areas of road comprising a shared surface and three private driveways.

Phases 3A, 3C and 3E incorporate linkage for pedestrians through the site towards and through landscaped areas. Footpaths are provided to and from the LAPs and LEAPs and towards Airfield Park to the north of Phase 3C.

### Layout

Dwellings are orientated to front onto the streets and are typically set back from the road frontage behind landscaped front gardens. Each dwelling is provided with private amenity space to the rear. The houses and the apartments all have 2 parking spaces.

A LAP and a LEAP is located within Phase 3A as part of a wider area of public open space. This is positioned to the east of Phase 3A, to the west of the green street (Infrastructure H2). A further LAP along with additional public open space is proposed in Phase 3C/3E to the east of the development.

### Appearance

A varied mix of house types are proposed (28 types in total), being detached, semi detached and mews houses. All these are linked by similar materials (brick and render elevations with grey and red roof tiles) and an arts and craft design. These reflect and replicate dwellings approved in earlier phases.

### Scale

The application proposes 211 dwellings. Of those the majority (195) are 2 to 2.5 storeys in height with a maximum ridge height of 9.7m (with 20 of those being 2.5 storeys). The remainder of the development (16 mews houses) are 3 storeys high having a ridge height of 10m.

### Landscaping

Tree planting is proposed throughout the application site within the front garden areas, rear garden areas and the public open space. The public open space proposed within Phase 3ACE totals 4.52ha to enhance the landscape effect of the green streets and to provide a landscaped character to the Woodford Garden Village development. These trees are located in front gardens in order to line the streets. Overall, a total of 4.52 hectares of POS is proposed throughout Phases 3A, 3C and 3E (with this application site comprising 12.37ha).

The application is supported by the following documents:

- Planning Statement
- Affordable Housing Statement
- Design & Access Statement
- Transport Assessment
- Ecology Report
- Tree Survey and Arboricultural Impact Assessment
- Flood Risk Assessment
- Crime Impact Assessment
- Energy Statement

Members will be familiar with the site and the scale, nature and quality of the dwellings already approved and constructed. Given the size and complexity of this application, noting that 28 house types are proposed, only the site location plan, proposed site layout and a selection of house types have been appended to this agenda.

The parent hybrid consent DC053832 was assessed under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. This application for the approval of reserved matters for 3A, 3C and 3E forms part of the on-going approval process following the grant of the hybrid consent. Further screening under the Regulations is only required where the development is likely to have significant environmental effects which were not anticipated when the initial planning permission was granted. It is not considered that

the development proposed by this reserved matters application raises any impacts that were not considered in the determination of the original hybrid consent. That being the case and noting that there has been no material change in circumstances since the grant of planning permission which would necessitate a fresh assessment or reappraisal being undertaken, a further Environmental Statement is not considered necessary.

## **SITE AND SURROUNDINGS**

The site comprising the former Woodford aerodrome is positioned to the south of Chester Road in Woodford and accommodates some 205ha of land spanning the boundary of Stockport with Cheshire East. Now known as Woodford Garden Village this wider site is currently undergoing extensive redevelopment as outlined above in the description of development. On Chester Road itself outside of the site is a variety of development comprising residential properties, retail development and Woodford Garden Centre.

Phase 3ACE sits within the centre of the wider site with phase 3A being to the west of the site and phase 3CE being to the east. In between these sub phases within the wider site and to the south sits currently undeveloped land that will form future sub phases within Phase 3 of the development. To the north of phase 3ACE within the site lies consented phases 2H and 2FG together with a large area of public open space known as Airfield Park. Outside the site to the west of phase 3A and to the east of phase 3CE lies open farmland.

## **POLICY BACKGROUND**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (“PCPA 2004”) requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

### **The Development Plan includes-**

- Policies set out in the Stockport Unitary Development Plan Review adopted 31<sup>st</sup> May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; &
- Policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document adopted 17<sup>th</sup> March 2011.

### **Saved policies of the SUDP Review**

LCR1.1 Landscape Character Areas

EP1.7 Development and Flood Risk

GBA1.2 Control of Development in Green Belt

GBA1.5 Residential Development in Green Belt

GBA1.7 Major Existing Developed Sites in the Green Belt

L1.2 Children's Play

L1.7 Recreation Routes Maintenance and Expansion of Network

L1.9 Recreation Routes and New Development

LCR1.1: Landscape Character Areas

### **LDF Core Strategy/Development Management policies**

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

SD-1 Creating Sustainable Communities

SD-3 Delivering the Energy Opportunities Plans – New Development

SD-6 Adapting to the Impacts of Climate Change  
CS2 Housing Provision  
CS3 Mix of Housing  
CS4 Distribution of Housing  
H-1 Design of Residential Development  
H-3 Affordable Housing  
CS8 Safeguarding and Improving the Environment  
SIE-1 Quality Places  
SIE-2 Provision of Recreation and Amenity Open Space in New Developments  
SIE-3 Protecting, Safeguarding and Enhancing the Environment  
CS9 Transport and Development  
T-1 Transport and Development  
T-2 Parking in Developments  
T-3 Safety and Capacity on the Highway Network  
CS10 An Effective and Sustainable Transport Network

### **Supplementary Planning Guidance**

Supplementary Planning Guidance does not form part of the Statutory Development Plan; nevertheless it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications.

Woodford Aerodrome Opportunity Site SPD  
Design of Residential Development  
Affordable Housing  
Recreational Open Space Provision and Commuted Payments  
Sustainable Design and Construction  
Sustainable Transport  
Transport and Highways in Residential Areas

### **National Planning Policy Framework**

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 19th February 2019 replaced the previous NPPF (originally issued 2012 & revised 2018). The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

The NPPF representing the governments up-to-date planning policy which should be taken into account in dealing with applications focuses on achieving a lasting housing reform, facilitating the delivery of a greater number of homes, ensuring that we get planning for the right homes built in the right places of the right quality at the same time as protecting our environment. If decision takers choose not to follow the NPPF, then clear and convincing reasons for doing so are needed.

N.B. In respect of decision-taking the revised NPPF constitutes a “material consideration”.

Para.1 *“The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied”.*

Para.2 *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise”.*

Para.7 *“The purpose of the planning system is to contribute to the achievement of sustainable development”.*

Para.8 *“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

- a) an economic objective*
- b) a social objective*
- c) an environmental objective”*

Para.11 *“Plans and decisions should apply a presumption in favour of sustainable development.*

*For decision-taking this means:*

*c) approving development proposals that accord with an up-to-date development plan without delay; or*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.*

Para.12 *“.....Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.*

Para.38 *“Local planning authorities should approach decisions on proposed development in a positive and creative way..... Decision-makers at every level should seek to approve applications for sustainable development where possible”.*

Para.47 *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing”.*

Para.124 *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.*

Para.130 *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area*

*and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development”.*

*Para.133 “The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”.*

*Para.134 “Green Belt serves five purposes:*

- to check the unrestricted sprawl of large built-up areas;*
- to prevent neighbouring towns merging into one another;*
- to assist in safeguarding the countryside from encroachment;*
- to preserve the setting and special character of historic towns; and*
- to assist in urban regeneration by encouraging the recycling of derelict and other urban land”.*

*Para.141 “Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land”.*

*Para.143 “Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”.*

*Para.144 “When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. “Very special circumstances” will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations”.*

*Para.145 “A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:*

*g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*

- not have a greater impact on the openness of the Green Belt than the existing development; or*
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.*

*Para.153 states “In determining planning applications, local planning authorities should expect new development to:*

*a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*

*b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption”.*

Para.213 *“existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)”.*

### **Planning Practice Guidance**

The Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place (launched in March 2014) and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

### **RELEVANT PLANNING HISTORY**

There is an extensive planning history for this site. The most relevant applications are listed below.

DC053833: Full planning permission for the demolition of existing buildings, remediation of land, and the regrading of land to create development platforms for a residential-led mixed-use development. Approved 2014.

DC053832: Hybrid planning application for:

Part A: Outline planning permission (excluding phase 1) for the erection of:

- Up to 775 dwellings;
- C2 Extra Care Unit;
- Commercial floorspace (comprising up to 8,361 m<sup>2</sup> [90,000 ft<sup>2</sup>] of Class B1c);
- A public house (comprising some 650 m<sup>2</sup> of Class A4 floorspace);
- Retail floorspace (comprising up to 5 shop units and some 1000 m<sup>2</sup> of Class A1, A3 & A5 floorspace);
- A one form entry primary school;
- Use Class D1 floorspace; and
- The provision of associated infrastructure (including roads, footpaths, cycleways and open space)

All matters (access, appearance, landscaping, layout and scale) are reserved for subsequent approval. Approved 2015

DC062678 Reserved matters approval for the Phase 2 access road. Approved 2016

DC/062962 Reserved matters approval for 55 dwellings on Phase 2A. Approved 2017. Revised via a minor material amendment (ref. DC/066878) for the variation of Condition 1 to substitute house types. Approved 2017.

DC/065219 Reserved matters approval for the construction of the western access road (Infrastructure Phase H1). Approved 2017.

DC066567 Reserved matters approval for 107 dwellings on Phase 2B and 2C. Approved 2018. Revised via a minor material amendment (ref. DC/068873) to facilitate a substitution of house types on 7 plots. Approved 2018.

DC069133 Reserved matters approval for the internal access road (Infrastructure Phase H2). Approved 2018

DC069144 Reserved matters approval for the western access road (Infrastructure Phase H1 and revision to DC065219). Approved 2018.



DC070317 Reserved matters approval for 57 dwellings on Phase 2E. Approved 2018. This approval was subject to a non- material amendment (ref. DC/071972) to substitute a housetype. Approved 2019.

DC070895 Reserved matters approval for 85 dwellings on Phase 2F and 2G. Approved 2019. This approval was subject to a non- material amendment (ref. DC/072895) to substitute a housetype. Approved 2019

DC071913 Reserved matters approval for the internal access road (Infrastructure H3). Approved 2019.

DC072195 Reserved matters approval for 62 dwellings on Phase 2D. Approved 2019. This approval was subject to a non-material amendment (ref. DC/073873) to substitute a housetype. Approved 2019.

### **NEIGHBOUR'S VIEWS**

The application was advertised by way of a press and site notice. To date no representations have been received.

### **CONSULTEE RESPONSES**

Planning Policy (Housing)/Strategic Housing – In respect of affordable housing, the overall level of affordable housing is already set out in the legal agreement signed as part of the original permission for development at the site. The application sets out not only the affordable housing for sub-phases A, C and E but also, as required by the s106, the proposed affordable housing scheme for all of Phase 3.

Across all of Phase 3, 31 affordable units are to be delivered, with the mix of tenure being 16 Affordable Rent and 15 Shared Ownership units. There is no objection to either the overall number or the mix of tenure in this regard.

The applicant has set out a proposed mix of units as follows:

#### Affordable Housing Mix

Parcel	Unit Size			Total
	1 bed	2 bed	3 bed	
Parcel 3A				0
Parcel 3B		7		7
Parcel 3C		2	2	4
Parcel 3D	6			6
Parcel 3E		6	2	8
Parcel 3ECore	6			6
Parcel 3F				
Total	12	15	4	31
Percentage	39%	48%	13%	100%

This addresses concerns raised previously with regard to the mix of dwellings and reduces the skew previously proposed towards the smallest units.

The previous phase of the scheme was subject to concerns relating to the genuine affordability of the housing. These matters are in the process of being resolved. In order to ensure that similar issues do not arise in Phase 3 it has been agreed by the relevant parties that a Deed of Variation (DoV) will be signed to ensure that matters of pricing of the shared ownership units is addressed across all sub-phases of Phase

3. Consequently it is recommended that following discussions regarding the mix of later parcels of Phase 3, the application is only approved subject to the signing of the DoV.

Planning Policy (Open Space) – no objections noting that the play areas and open space will be maintained by the developer rather than the Council.

Highway Engineer – The application is for reserved matters approval pursuant to outline permission for 211 dwellings units on phases 3A, C & E at the Woodford Garden Village development. These phases of development will be developed off road infrastructure already approved and under construction, with new road infrastructure to be provided within the individual phases.

Matters such as principle, site traffic generation and site accessibility were dealt with by the outline permission for the overall Garden Village development and are not material considerations in this determination. Following the submission of suitably amended drawings I am satisfied that the three sites will have layouts which comprise a mix of formal road space, shared road space and shared private drives and individual drives which respect the general principles of the original design codes and Council Design standards. In summary I now have no particular concerns with the submission and consider matters of detail are capable of conditional control.

The buildout of this phase triggers the need for highway works on Chester Road as determined under outline permission DC053832, condition 56 and I note an application to discharge this condition is currently under determination.

In summary I have no concerns with this reserved matters application.

Planning Policy (Energy) - The proposed use of solar photovoltaics (PV) alongside improved built fabric performance will achieve Stockport's Core Strategy residential carbon reduction target of a minimum 40% improvement over Part L 2006 (equivalent to a 13% improvement over current Part L). Stockport Core Strategy Policy CS3 requires the submission of an energy statement that clearly evidences full consideration of the technical feasibility and financial viability of all low / zero carbon technologies. There is insufficient evidence in the submitted energy statement in terms of the full range of technologies (e.g. actual wind speeds for the site or actual land availability figures to ensure consideration of heat pump technologies). However, the proposed use of solar PV means that these omissions can be overlooked as carbon reduction will occur from use of solar PV.

Director of Healthy Planning - Active Travel: the promotion of active travel and public transport is key to maintaining physical and mental health through fostering activity, social interaction and engagement. The site addresses the need to deliver walking and cycling routes to bus and rail services for access to schools, leisure and other service needs some of which lie in nearby centres. The promotion of active travel and public transport is key to maintaining physical and mental health through fostering activity, managing healthy weight, reducing emissions from vehicles and enabling social interaction.

Ageing Well: Stockport Council has adopted an Ageing Well Strategy which takes account of the World Health Organisation guidance on appropriate place making for older people. The design considerations are critical to ensuring that the needs of the growing ageing population of Stockport are addressed where practicable through new development.

Green Infrastructure (GI): it is critical that the built environment contributes to enabling access to recreational spaces such as the one proposed here and supports

good quality amenity for public health benefits. Child obesity levels in the Borough remain higher than the previous decade. Achieving healthy weight reduces risks of other lifestyle diseases such as hypertension, coronary heart disease and stroke. Reducing risks of such diseases also reduces pressures on current and future public sector health budgets (Stockport's JSNA). GI also offers multifaceted health benefits whether it be shading in hot or wet weather, active travel routes, tackling social isolation through outdoor amenity spaces, providing recreational and interactive spaces and possible community food growing areas to encourage activity and healthy eating (ranging from planters to raised beds). Consideration of trees and biodiversity are key to enabling public health benefits from green infrastructure enhancement not just around addressing flood risk but also in terms of tackling stress and its exacerbating effect on health, through provision of pleasant relaxing environments and views. In terms of public health benefit the proposed delivery of Green Infrastructure on this site is welcome, including opportunities contributing to tackling urban heat island impacts, managing air quality and enabling links between existing natural capital assets such as the adjacent countryside and wider urban green spaces. The summertime comfort and well-being of the urban population has become increasingly compromised. In contrast to rural areas, where night-time relief from high daytime temperatures occurs as heat is lost to the sky, the urban environment stores and traps heat. This urban heat island effect is responsible for temperature differences of up to 7 degrees (Centigrade) between urban and rural locations. The majority of heat related fatalities during the summer of 2003 were in urban areas and were predominantly older more vulnerable members of society (Designing urban spaces and buildings to improve sustainability and quality of life in a warmer world).

**Affordable Housing:** the proposed inclusion of affordable housing at Woodford Village in Phase 3ACE is welcomed in public health terms. It is important to note that a lack of affordable housing can be argued to contribute to widening health inequalities, with additional pressure on the Council's public health and related budgets. Evidence is available to show that affordable housing benefits health in a variety of ways including reducing the stress of unaffordable homes, enabling better food budgets for more nutritious food, access to better quality homes that do not impact negatively on health (including management of chronic illnesses), support for domestic violence survivors to establish a safe home and mental health benefits of a less stressful expensive home (The Impacts of Affordable Housing on Health).

EHO Contamination – no objections subject to conditions.

Ecology - The site has no nature conservation designations. Legal or otherwise.

An extended Phase 1 habitat survey of the application site was carried out in August 2019. The survey was undertaken in accordance with best practice guidance. The site comprises bare ground and ephemeral vegetation and hard standing having previously been cleared as part of the Woodford Garden Village development. Some areas of species poor semi-improved grassland are present and also some scrub/hedge habitats in the west part of Phase 3A. The limited vegetation/refuge sites and given the application site is currently subject to high levels of disturbance, reduces the potential for protected species to be present.

Great crested newts (GCN) are known to be present within the wider area. GCN and their habitat are protected under UK (Wildlife and Countryside Act 1981 (as amended)) and European legislation (The Conservation of Habitats and Species Regulations, 2017). Ongoing GCN surveys have been carried out in relation to the redevelopment of Woodford Aerodrome since 2013. The nearest pond known to

support GCN is located over 400m from the application boundary. The closest pond to the application boundary is a newly created attenuation pond east of Phase 3E. This pond has no aquatic vegetation and is surrounded by hard standing and so it is unlikely that it has been colonised by GCN since its creation in 2019. The next closest ponds are >200m away and no evidence of GCN was found in these pond (most recently surveyed in 2017). Given the distance of the application site from suitable ponds, the nature of the site (considered sub-optimal GCN terrestrial habitat), and considering that higher quality GCN habitats occur outside the application boundary, the proposals are considered to be of low risk to GCN.

Scrub, hedge and vegetation offer potential habitat for nesting birds. All breeding birds and their nests are legally protected under the Wildlife and Countryside Act 1981 (as amended).

No invasive species were recorded within the application site during the survey.

#### Recommendations:

The current application is considered to be of low risk to great crested newts. I would however advise that an informative is attached to any planning permission granted as a precautionary measure so that the applicant is aware of the potential (albeit low) for GCN to be present on site. It should also state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. If at any time during works, great crested newts or any other protected species are discovered on site, works must cease and a suitably experienced ecologist contacted for advice.

In relation to breeding birds it is recommended that works are timed to avoid the bird nesting season where possible and that the following condition should be used: [BS42020: D.3.2.1] No vegetation clearance works should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before vegetation clearance works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the LPA.

The proposed landscaping plans include native and wildlife-friendly species beneficial to biodiversity. If possible, the proposed beech should be substituted for another more appropriate alternative species as beech are not locally native. Details regarding the future management of newly created habitat areas should be provided to the LPA.

A bat, bird, insect and hedgehog mitigation scheme has been submitted with the application, detailing the specification and proposed locations of bat and bird bricks/boxes, insect refugia and measures to enable the movement of hedgehogs across the site along with hedgehog brush piles. These mitigation measures should be implemented in full and this can be secured by condition.

Drainage Engineer- no comments received.

Environment Agency - We have no objection in principle to the proposed Reserved Matters application, but would recommend that the Landscape Management Plan for the Woodford Garden Village (TCL, 3/4/2018) be updated to reflect the diverse habitat types i.e., species rich grasslands EM1, EG8, EP1, attenuation ponds, and restored Red Brook waterbody etc., as detailed in landscape proposals (17235/ sheets 1-7F). This should then reflect the wider maintenance needs of new SUDs

features over the long term to maintain their functionality, while protecting new ecological wetland features i.e., sensitive de-silting procedures.

Also we recommend the proposed new hedgerow to be planted directly adjoining newly de-culverted as indicated in landscaped proposals 17235 Sheets 4 & 6 be omitted or staggered in design, to avoid hiding and overly shading new riparian landscape and wildlife asset, whilst also aiding long term maintenance of stream corridor when required, and providing improved ecological connectivity with adjoining new green space and semi-natural habitats.

United Utilities - United Utilities wishes to draw attention to the following points. This sizeable residential development is located within GPZ3 which provides drinking water supplies from multiple abstractions (Broughton Borehole and Adlington Boreholes) abstracting from the Wilmslow Sandstone aquifer underlying the site at depth. The applicant should follow best practise on the use and storage of fuels, oils and chemicals to remove the risk of causing pollution to surface water (River Dean) and groundwater during construction (Principal Aquifer. Shallow groundwater in sands & gravels of the Glacial Till).

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any subsequent Decision Notice:

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water FRA BMW/2067/FRA which was prepared by BWB Consulting. No surface water will be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding

Please note, United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We

therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition. You may find the below a useful example.

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and maintenance company. We would not be involved in the discharge of the management and maintenance condition in these circumstances.

Tree Officer – no objections

Landscape Officer – the general landscaping is acceptable subject to the imposition of a condition to secure a 5 Year Landscape Management Plan for all publicly accessible communal areas / shared spaces, including a replacement planting strategy for trees that may fail or be damaged.

In relation to the residential properties, estate and highway, there is scope to increase the number of trees within front gardens along street frontages and in rear gardens. Additional native planting should be sought.

None of rear gardens to the residential properties show any landscape treatment to the rear gardens. Confirmation is required that the various greenspaces shown are to be adopted by Stockport Council. Should the developer wish the area to be adopted and maintained by Stockport Council, then these areas should be clearly identified and agreed with the Council and to the satisfaction of officers from SMBC Neighbourhoods, including the Council's arboriculture officer with regards to trees. Within the green spaces generally, the trees are of adequate size and suitable species with acceptable quantities and distribution. Within the streets and around the play areas the trees are of adequate size and suitable species and distribution. However, in terms of quantities there is scope for more tree planting.

Confirmation is required as to whether the play areas will be adopted by the Council. If so then approval is required for the layout and construction of these areas.

The boundary treatments from a landscape visual perspective, including the free standing brick wall and the close boarded fence are acceptable.

GMP Design for Security - we would recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

## **ANALYSIS**

This reserved matters application has been informed by the parameters established by the hybrid (part full, part outline) permission (DC053832) which establishes the principle of development and provides a framework for the density, land use, routes through the site, the maximum and minimum height of buildings and the landscape principles. The Parameters Plans approved as part of the hybrid establishes the general principles for the masterplan and design of future phases of the development. At the outset it is acknowledged that the Land Use Parameter Plan requires that development in this location is solely for residential purposes consequently the scheme is wholly accords with the Land Use Parameter Plan.

### Impact on the Green Belt

In considering the parent permission, that being the hybrid application reference DC053832, the impact of the proposed development upon the openness of the Green Belt was carefully considered. In terms of the outline element of that application, of which this reserved matters application is pursuant to, no details of the size, siting and design of the proposed development were submitted for formal consideration. Notwithstanding that application DC053832 was supported by indicative layouts, a Design and Access Statement, Design Codes, Housing Density Plan and Parameter Plans which set the framework upon which the detailed proposals for the site would be based. Compliance with these documents will therefore result in a development that would enhance the openness of the Green Belt and not conflict with the purposes of including land within the Green Belt. This assessment is set out below.

### Layout, Appearance and Scale

Policy SIE-1 states development that is designed and landscaped to the highest contemporary standard, paying high regard to the built and/or natural environment, within which it is sited, will be given positive consideration. In addition policy SIE-1 sets out that the provision, maintenance and enhancement (where suitable) of satisfactory levels of access, privacy and amenity for future, existing and neighbouring users and residents should be taken into account. Policy H-1 requires that the design and build standards of new residential development should be high quality, inclusive, sustainable and contribute to the creation of successful communities. Proposals should respond to the townscape and landscape character of the local area, reinforcing or creating local identity and distinctiveness in terms of layout, scale and appearance, and should consider the need to deliver low carbon housing. In addition policy H-1 requires that good standards of amenity, privacy, safety/security and open space should be provided for the occupants of new housing and good standards of amenity and privacy should be maintained for the occupants of existing housing.

The layout, appearance and scale of phase 3ACE has been guided by the approved Design and Access Statement, Design Codes, Housing Density Plan and Parameter Plans which were approved under reference DC053832.

Phase 3A and part of Phase 3E are located within The Rural Edge (C3) character area at the south western edge of the site. This neighbourhood is identified in the Design Codes as creating a soft transition between the strong

alignment of the airfield, to the more informal rural lanes and field patterns that surround the site. The area will feel rural in character on the edges with larger plot areas, informal house placing and opportunity for extensive areas of native buffer planting. In addition a large edge park that introduces grassland meadows, hedgerows and field ponds will wrap around the boundary forming a series of public spaces that link to the wider footpath and cycle networks.

Phase 3C and the remainder of Phase 3E are located within the Airfield (C2) character area within the centre of the site. The character of this neighbourhood is defined in the Design Codes by the looser urban form and adjacency to the airfield park that runs through the centre of the development. Here new built form should begin to respond to the runway alignments as well as address the open spaces. A clear 'memory' of the airfield will be possible with use of public open space, building alignment and architectural style. At the heart of the area will be the new primary school building and grounds that are fully integrated into the Green Street network that surrounds them.

The above reference approved documents established the following parameters for the redevelopment of this part of the site:

- The creation of a permeable movement network of streets and pedestrian routes through the site, centred on a network of green streets which create openness and provide a landscape structure;
- The establishment of a series of interconnected spaces which act as new focal points and amenity resources, as well as maintaining and enhancing the openness of the site;
- The integration of the existing landscape structure thereby creating an attractive safe pedestrian environment, with defined routes and spaces, which provide amenity and derive a new identity;
- All dwellings will front onto streets or around open spaces;
- All dwellings will have defined front boundaries which will ensure adequate visibility between pedestrians using the footway and vehicles exiting curtilages;
- The Rural Edge will be defined by houses facing onto the surrounding green spaces and countryside, shared driveways and footways. Wide meadow verges running to new and existing field boundaries will create a buffer between the open areas and development, whilst allowing for provision of play facilities set back from housing.
- In the rural edge a density of 5 to 25 dwellings per hectare with lower density properties facing the rural edge with higher density properties to appropriate frontages or internal block locations.
- In the airfield a density of 10 to 30 dwellings per hectare with lower density properties facing onto the rural edge, with higher density to appropriate frontages or internal block locations.
- A maximum ridge height of 10m.

The proposed layout complies with the general parameters set out in the Design Code through plot sizes, the provision of landscaped front and rear gardens, a network and hierarchy of streets, and pedestrian routes. Interconnected spaces linked by pedestrian routes results in a sense of permeability throughout the site, creating a sense of openness which was a fundamental principle of the Code. The layout respects the adjacent open countryside with gardens orientated to make the most of this relationship and to act as a buffer. Dwellings have been orientated to face the street and where possible public open space. Front gardens are of an acceptable and generous size to allow for landscaping and visibility between pedestrians and vehicles. Within the Rural Edge and Airfield character area houses on the outer edge of these phases are orientated towards the green spaces, green streets and retained runway feature. Rear gardens and



distances between dwellings are acceptable and will ensure that the amenity enjoyed by the future occupiers of the development is not compromised.

Policy SIE-2 sets out a three tiered structure (LAP's, LEAP's and NEAP's) of play provision. None of the borough is served by the LAP, LEAP, and NEAP structure in its entirety. The Council has developed a strategy that will develop a network of NEAP's and LEAP's at existing sites within the Borough. The provision of landscaping and public open space across the Woodford Garden Village development is 7.08ha of formal recreation space and 2.95 ha of informal recreation space which exceeds the requirements of Policy SIE-2. The layout and distribution of the open space across the wider site was developed during the consideration of the hybrid planning application. A LAP and a LEAP are proposed to the east of Phase 3A together with a large swathe of public open space to and POS to the west of the green street (Infrastructure H2). This ensures a high level of spaciousness within this part of the site and responds to the adjacent rural edge. Within Phase 3CE is another LAP which also forms part of a much larger area of public open space at the end end of a retained section of the runway from the former use of the site as an aerodrome.

As with all the other areas of play and recreation throughout the development these areas will be maintained by the applicant. Subject to a condition to secure details of the management of these spaces, the open space provision throughout these phases is considered acceptable..

A mix of formal road space, shared road space, shared private drives and individual drives are proposed in a manner that will be safe and practical to use. Off street parking in accordance with the adopted standards is proposed to each dwelling. This respects the general principles of the original design codes and Council Design standards.

In terms of appearance, the proposed house types complement and continue the house types, approved under previous phases. The palette of materials comprises a mix of red and grey roof tiles, white render and buff brick facades with red brick and timber boarding; garden boundaries would be defined by 1.8m high timber close boarded fencing and boundary treatment to public spaces includes low level post and rail fencing and the use of brick walls to rear gardens in prominent locations and reflect boundaries approved under previous phases.

The design approach would be sympathetic in terms of siting, scale, massing, height, materials and landscaping and represents a considered response to its local context and provide good standards of amenity and privacy for both the occupiers of existing housing which neighbour the site and future occupiers. Separation distances and private amenity space would generally accord with guidelines set out in 'The Design of Residential Development' SPD. The proposal would seek to provide a safe and secure environment where crime and the fear of crime are minimised.

In terms of scale, the majority of houses are 2 storeys in height and along with those at 2.5 storeys will have a maximum ridge height of 9.7m. The Kensington housetype is 3 storeys high and will have a ridge height of 10m. This reflects the standards set out in the Design Codes.

Policy CS3 indicates that densities should achieve a minimum of 30 dwellings per hectare (dph). It is also important to acknowledge that policy SIE-1 also requires that high regard be paid to the built or natural environment when considering development proposals, therefore it is entirely legitimate for

consideration to be given to a development of a site at a density lower or higher than 30 dph where that development would strike an appropriate balance between the need to make an efficient use of land whilst ensuring that a development is appropriate for the character of an area.

Phase 3ACE will deliver 211 dwellings. The Housing Density Parameter Plan specifies that the development of Phase 3A will be at a density of up to 25dph. The net developable area of phase 3A is 1.69ha and therefore 31 dwellings delivers a density of 18.3dph. This sits comfortably within the range set out within the Parameter Plan and represents an appropriate response in terms of low density to the rural edge. The Parameter Plan also specifies that development within Phase 3CE will be at a density of up to 30dph. Noting that the net developable area for this phase is 6.03ha, the 180 dwellings proposed delivers a density of 29.8dph. This is also within the approved range and represents an appropriate response to the development of this part of the site. The density of the proposals therefore comply with the Housing Density Parameter Plan.

Overall the development proposed by Phases 3ACE provide for a high quality sustainable form of development based on garden village principles. This accords with the provisions of Core Strategy policies SIE-1 and H-1, the 'Woodford Aerodrome Opportunity Site' SPD, the approved Design and Access Statement, Design Codes, Housing Density Plan and Parameter Plans together with the guidelines set out in 'The Design of Residential Development' SPD.

It is noted that the Council's Senior Highway Engineer remains satisfied with the means of access, off-street parking and servicing arrangements subject to conditional control as such the proposal accords with policies SIE-1, SD-6, CS9, T-1, T-2 and T-3 and wholly accords with the Movement Parameter Plan.

#### Landscaping

Detailed plans for the landscaping of the site have been submitted as part of this application. In this respect it is noted that the Council's Tree Officer and Landscape Officer do not raise any objection. A 5 Year Landscape Management Plan for all publicly accessible communal areas / shared spaces, including a replacement planting strategy for trees that may fail or be damaged has now been submitted with the application. This addresses the comments made by the Landscape Officer and as such there is no need for a condition.

Amended plans have been submitted to address the comments of the Landscape Officer that there should be more trees within the front gardens. In relation to rear garden areas these are simply turfed for sale and left to the owners to landscape. All of the play areas and green spaces will be privately managed on behalf of the applicant and as such they will not be handed over to the Council for adoption. That aside it is considered that the landscaping of the site will provide a high quality development in keeping with the wider development and general character of the area.

The comments of the Environment Agency regarding the need of the landscaping to reflect the diverse habitat types and the omission of the new hedgerow are noted. These can be addressed by a condition requiring the submission and approval of revised landscaping plans.

#### Other Matters

The requirements of Core Strategy policy H-3 in relation to the provision of affordable housing was subject to detailed discussions during the consideration of the hybrid planning application. The applicant provided sufficient justification to

satisfy the Council that the provision of 40% affordable housing could not be delivered across the site because the scheme would not be economically viable. These discussions culminated in an agreed position of a £4.065m contribution to off-site provision and 15.5% of the total dwellings on the site to be affordable (143 units in total). The S106 Agreement signed pursuant to the hybrid planning permission requires that 22% (31 units) of the total affordable housing will be provided within Phase 3.

An Affordable Housing Scheme for Phase 3 has been submitted in accordance with the requirements of the S106 Agreement. This Phase 3 ACE reserved matters submission provides 12 affordable dwellings within phase 3C (2 no 2 beds and 2 no 3 beds) and 4 within phase 3E (6 no 2 beds and 2 no 3 beds). There are no affordable dwellings within phase 3A. The remaining 19 affordable units will be provided through the future sub phases of Phase 3. The mix of the affordable dwellings across these future sub phases will be 12 no. 1 beds and 7 no. 2 beds.

The tenure of the affordable housing units would be a split of 50% shared ownership and 50% affordable rent consistent with the requirements of the S106 Agreement. This Agreement also requires the submission of an Affordable Housing Parcel Plan which sets out the location of the affordable housing units as part of the reserved matters submission. This plan is included in the application.

The level and mix of affordable housing proposed as part of Phase 3 ACE is acceptable. Concerns previously raised with regard to the pricing of affordable housing in Phase 2 are being resolved by way of a Deed of Variation to the S106 imposed on the parent permission DC052832 which the applicant has willingly entered into with the Council. The affordable housing statement submitted with this application has been revised to confirm that it relates to the delivery of affordable housing across Phase 3 in its entirety (as is required by the S106) as has the Deed of Variation to the S106. To ensure however that the affordable housing proposed by this phase (3ACE) is set at a truly affordable price, it is important that the approval of this reserved matters application be subject to the signing of the Deed of Variation. That being the case and providing reserved matters approval is only issued once the Deed has been signed, Members are advised that the affordable housing proposed within Phase 3ACE is acceptable, policy compliant and compliant with the S016 attached to DC053832.

An Ecological Assessment submitted with the application demonstrates that there will be no effect on designated nature conservation sites or protected species. There are no protected trees which lie within or immediately adjacent to the Phase 3 ACE site boundary. The impact upon protected trees / trees worthy of protection was considered at the outline stage and therefore is not a matter relevant to the consideration of the reserved matters. In this respect the proposal accords with Core Strategy policy SIE-3 Protecting, Safeguarding and Enhancing the Environment.

Policy SIE-3 deals specifically with issues of development on contaminated sites and will only permit development on or near contaminated sites where it can be demonstrated that there is no remaining risk from contaminants or that satisfactory measures can be taken to make the site suitable for its proposed use. A Phase 1 Desk Study has been submitted with the application which confirms that an intrusive investigation should be carried out to establish the presence or otherwise of contaminants. In this respect it is noted that neither the

Council's EHO or the EA raise any objection to the application in relation to contamination.

Having regard to the above matters in relation to contamination, the proposal accords with Core Strategy policy SIE-3 Protecting, Safeguarding and Enhancing the Environment.

Policy EP1.7 will not permit development where it would be at risk of flooding; increase the risk of flooding; hinder access to watercourse; cause the loss of natural floodplains; result in extensive culverting; affect the integrity of flood defences or significantly increase surface water run-off. Policy SD-6 requires a 50% reduction in existing surface water runoff and incorporation of Sustainable Drainage Systems (SuDS) to manage the run off of water from the site through the incorporation of permeable surfaces and SuDS. Specifically the applicant is required to demonstrate that in the event that any adverse impacts would be generated in respect of the above, then satisfactory and sustainable measure should be put in place to overcome these issues.

Submitted with this application is a Flood Risk Assessment which outlines the strategy for the drainage of the site. This confirms that it is proposed to use a sustainable urban drainage system in the form of swales, ponds and wetlands. It is also envisaged that the system will provide betterment in the form of reduced discharge rates from the site to greenfield rates and to de-culvert and naturalise the watercourse bordering the development.

As with previous reserved matters applications, the detailed design of the drainage system and subsequent comments of the Drainage Engineer and those made by United Utilities can be adequately addressed through the discharge of conditions imposed on the hybrid outline approval.

Having regard to the above the proposal in relation to flood risk and drainage accords with policies EP1.7 and SD6.

The submitted Energy Statement outlines how the redevelopment aims for delivery of Stockport's carbon reduction policy targets through the use of solar technologies as part of other options. The Energy Statement proposal accords with the provisions of policy SD-3 which requires the consideration of including micro-generation technologies in order to reduce CO2 emissions.

The application is supported by a Crime Impact Assessment which has been considered by Greater Manchester Police. Members are advised that subject to the imposition of a condition to secure the physical security specifications set out in the Statement, the proposal is acceptable and will include measures to minimise opportunities for crime. In this respect the proposal is compliant with policies H1, and SIE1.

### Conclusions

Overall the scheme relating to Phase 3ACE for which reserved matters approval is sought is wholly within the defined parameters agreed for the hybrid planning permission, there are no planning issues sufficient to warrant withholding permission, the proposal wholly accords with the prevailing policies of the Saved UDP Review, LDF Core Strategy and National Planning Policy Framework and represents sustainable form of development. Given that there are no material considerations to suggest otherwise; Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 14 of the NPPF requires that the application be granted without delay subject to conditional control.

To ensure however that the pricing of the shared ownership affordable units is set out and agreed within this reserved matters application, Members are advised that the planning permission should be approved subject to the signing of the Deed of Variation to the S106 attached to the hybrid consent DC053832.

**RECOMMENDATION** GRANT SUBJECT TO THE SIGNING OF THE DEED OF VARIATION TO THE S106 ATTACHED TO DC053832

**BRAMHALL AND CHEADLE HULME SOUTH AREA COMMITTEE 11<sup>TH</sup> MARCH 2021**

The Planning Officer introduced the application advising Members that since the publication of the agenda the Deed of Variation to the S106 attached to the hybrid consent DC053832 has been signed. As such the recommendation is revised to seek the grant of planning permission.

Members heard representations from the applicant. Cllr Bagnall noted that the village as constructed is a credit to Redrow and he welcomes the commitment to open space and affordable housing that aside there have been some hiccups in the delivery of some of the landscaping to the open space and sought assurance that this will be resolved. The applicant advised Members that a new contractor had been appointed and the landscaping would be delivered in the next planting season. Cllr McGahan asked if the school would be open soon and was advised that there current pandemic caused some delay to the construction of the school but that it would be open in line with the triggers within the hybrid consent.

Cllr Bagnall recommended that the application be referred to Planning & Highways with a recommendation to approve planning permission. This was seconded by Cllr Hurleston.

The recommendation to Planning and Highways that planning permission be granted was agreed by Members.