

ITEM

Application Reference	DC/082118
Location:	Land At The Former Woodford Aerodrome Chester Road Woodford Stockport
PROPOSAL:	Reserved Matters approval pursuant to outline planning permission DC053832 in relation to scale, appearance, landscape, and layout for 295 dwelling units, associated green space and infrastructure forming phases 3B,D,E & F
Type Of Application:	Reserved Matters
Registration Date:	29.07.2021
Expiry Date:	20211028
Case Officer:	Jane Chase
Applicant:	Redrow Homes
Agent:	

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 577 dwellings comprising phases 2ABCDEFG along with phases 3ACE and the highway works to facilitate access to these phases.

This application which forms the final phases of the 775 dwellings approved under the outline element of DC053832 seeks reserved matters approval in relation to the access, layout, appearance, scale and landscaping of the 295 dwellings that will form phases 3BDEF. It should be noted that this application seeks a variation to the 113 dwellings previously approved in phase 3E (under DC075318) together with the remaining 139 dwellings that will form the entirety of this phase.

The application therefore proposes a mix of 12 one bed apartments, 13 two bed houses, 70 three bed houses, 146 four bed houses and 54 five bed dwellings are proposed with 27 being delivered as affordable housing (these being the 12 one bed apartments and 13 two bed houses and 2 three bed houses). Each house will have a driveway comprising two parking spaces with some dwellings benefitting also from an integral or detached garage. Apartments will have communal parking. There are 27 different house types peppered across the application site providing a mix of apartments, mews, semi-detached, detached dwellings.

Access

Within phase 3B, the number of dwellings is 72. Dwellings within phase 3B front onto the surrounding streets which will provide direct access to these dwellings and their driveways. There is also an internal access road proposed which is provided access from the north and the west. An additional access is also proposed from the north of phase 3B and bounds the eastern boundary. This provides vehicular access to the dwellings fronting onto this boundary.

Within phase 3D, the number of dwellings is 46. This phase will have one internal access road from the east of the development block. This will provide a shared surface serving a number of dwellings including a shared private driveway at the end to the west. Similarly, to phase 3B, dwellings will also front onto surrounding streets including the green street to the east.

Within 3E, the number of dwellings is 135. This phase will be accessed from four points from the northern access road approved as part of the reserved matters approval DC/075256 for Infrastructure H4. The most eastern of these access points will be the principle access for the Heritage Centre and the industrial units but also serves driveways for dwellings fronting onto this road. This reserved matters application seeks approval for a slightly new arrangement for this road (i.e. it removes the access point from the west of this road and relocates the substation slightly west of its approved location). The second access road from the east serves a number of dwellings but also continues south then west which provides vehicular access towards phases 3F, 3D and also the recreational area to the south west of the residential areas. This access road then loops north towards phase 2 towards the Village Green. The third access comprises a shared surface and provides through access towards phase 3F to the south. A new, additional access to this development parcel is also proposed to the west of the third access road. This is also shared surface and provides an internal through route connecting to the third approved access and another approved access from the west of the development parcel to Infrastructure H4b (also approved under reserved matters approval DC/075256).

Within 3F, the number of dwellings is 42. This phase is accessed via three internal access roads. Dwellings will also front onto the access road to the west and south (the access road also serving these dwellings direct). A number of public footpaths within the public open space are provided from this access road towards the south of the site and to the west towards the recreational space and playing pitches. With regards to the northern boundary of this development block, houses will front onto the access road to the north, however the dwellings will be served from shared private driveways which are accessed from the internal access roads.

In general terms phases 3BDEF have been designed to encourage permeable linkage for pedestrians through the site towards and through landscaped areas, public open space and recreational areas. Footpaths are provided to and from the Local Areas of Play [LAPs] and Local Equipped Areas of Play [LEAPs], towards Airfield Park to the north of phase 3C.

Layout

The layout of the development seeks to address the green streets as focal points of the development. Where possible, proposed dwellings are orientated to front onto the green streets. Building footprints are proposed with front and rear garden areas set back from the road frontage. The development provides 2 parking spaces per dwelling with 2 parking space per apartment also. The buildings follow a consistent

building line and the properties have been orientated to ensure principal windows of the proposed dwellings do not face each other.

There is an area of play located to the west of phase 3F, a LEAP located to the east of phase 3E within an area of open space and another to the west of phase 3F with the area of open space. That to the west of phase 3F includes 4 playing pitches, changing room facilities and car parking (albeit positioned within an earlier consented phase). These areas of play are located in focal points of the development at terminal vistas.

There is another LAP in phase 3E and additional open space to the east of the green street providing a terminal vista of high-quality landscape and a retained section of the runway from the former use of the site as an aerodrome. Dwellings have been orientated to address corners and enhance permeability towards the green streets or through to the area of Public Open Space [POS] / Airfield Park and Meadow Edge Playing Fields.

The dwellings have been designed to be well-spaced from each other and to ensure appropriate interface distances are achieved. As set out above, the layout has been designed to incorporate corner plots and terminal vistas. Care has been taken to take advantage of high-quality views of public open spaces / landscaped areas. For examples, the arc of houses overlooking the public open space and playing fields within Phase 3D.

Appearance

A varied mix of house types are located within this phase of the development but remain similar in terms of materials and design. The dwellings will predominately comprise a brick and render elevational treatment with grey and red roof tiles.

The orientation of the dwellings has been designed to maximise the relationship between gardens and the existing open space to the west of the Woodford Garden Village development. Dwellings are orientated to address street corners.

Scale

295 dwellings are proposed. Houses are 2 storeys in height, each with a maximum ridge height of 9.5m. The apartment block is 2 storeys with a ridge height of only 9.2m.

Landscaping

Tree planting is proposed throughout the application site 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 11.3 hectares of POS is proposed throughout Phases 3B, 3D, 3E and 3F. This will predominately form the Meadow Edge Playing Fields which is included within the scope of this application. The main area of POS comprises Meadow Edge Playing Fields and will provide four sports pitches and a network of pedestrian footpaths as well as a series of ponds. The area includes an area of play which contributes to the provision of three area areas of play outside of the red edge for this application but within this area of POS.

The area of POS to the east of Phase 3E provides and attenuation pond, an area of play and an area of retained runway. The area of play and retained runway already benefit from reserved matters approval DC/075318.

The application is supported by the following documents:

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

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 27 house types are proposed, only the site location plan, proposed site layout, affordable housing layout, open space 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 3B,D,E & F sits within the south of the wider site with phase 3D, E and F being spanning the southern boundary of the site and phase B being positioned above that to the north of the northern access road.

To north of these phases lies previously consented phases either under construction or completed and occupied. To the south east is the Avro Heritage Centre and industrial park whilst to the south and south west is undeveloped 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 31st 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 17th 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 20th July 2021 and replaced the previous NPPF (originally issued 2012 & revised 2018 and 2019). 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 – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon

economy.”

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.126 “The creation of high quality, beautiful and sustainable 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”

Para. 130 “Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

Para. 131 “Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.”

Para.134 “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

Para.137 “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.138 “Green Belt serves five purposes:

a) to check the unrestricted sprawl of large built-up areas;

b) to prevent neighbouring towns merging into one another;

c) to assist in safeguarding the countryside from encroachment;

d) to preserve the setting and special character of historic towns; and

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.”

Para. 147. “Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”

Para. 148. “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 resulting from the proposal, is clearly outweighed by other considerations.”

Para. 149. "A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- e) limited infilling in villages;*
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- 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. 150. "Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- a) mineral extraction;*
- b) engineering operations;*
- c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
- d) the re-use of buildings provided that the buildings are of permanent and substantial construction;*
- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and*
- f) development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.*

Para.152 "The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."

Para.154 "New development should be planned for in ways that:

- a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
- b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards."*

Para.157 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.167 “When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) *within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) *the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) *it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) *any residual risk can be safely managed; and*
- e) *safe access and escape routes are included where appropriate, as part of an agreed emergency plan.”*

Para. 174. “Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- d) *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.”*

Para.219 “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 m² [90,000 ft²] of Class B1c);
- A public house (comprising some 650 m² of Class A4 floorspace);
- Retail floorspace (comprising up to 5 shop units and some 1000 m² 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.

DC075318 Reserved Matters approval for 211 dwelling units, associated green space and infrastructure forming phase 3ACE. Approved April 2021.

NEIGHBOUR'S VIEWS

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

CONSULTEE RESPONSES

Highway Engineer – The application is for reserved matters approval pursuant to outline planning permission DC053832 in relation to the 295 dwelling units on phases 3B,D,E & F at the Woodford Garden Village development. These phases of development will be developed off road infrastructure that is already approved and under construction and some new road infrastructure that will be to be provided to tie in. The various phase internal roads also form part of the submission.

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. The layout drawing has been subjected to a number of revisions to overcome some minor design details with driveways, access points and crossing locations. I am now satisfied that the four phases each have layouts which comprise a mix of formal road space, shared road space, shared private drives and individual drives which respect the general principles of the original design codes and Council Design standards. Dwellings will all have adequate vehicle parking, electric vehicle charge points and cycle parking. Matters of detail are capable of conditional control and I shall provide a list in due course.

Strategic Housing - It is noted that the proposal now commits to entering into a Deed of Variation (DoV) to restrict the pricing of the 31 affordable housing units within phase 3 as per comments made previously by the Strategic Housing Lead. The DoV requires the maximum prices at which the properties can be sold to a Registered Provider to be in line with SMBC guidance; that the affordable rent is to relate to the prevailing social rent; and that the cost rent i.e. the rent payable of the remaining equity in relation to the shared ownership units, to be agreed with SMBC

The applicant does not appear to have specified which of the affordable units will for affordable rent and which will be for shared ownership. It would be useful to have these details for the record.

Given the above and that the affordables mix and tenures have already been agreed and also that the affordable units are distributed throughout the development, there are no further comments.

Tree Officer - I can confirm the site layout is in line with the masterplan and acceptable with the proposed tree planting locations and species.

Ecology - Update ecological survey work (Phase 1 Habitat Survey) has been carried out and submitted as part of the application (Ecological Assessment Report: TEP, 2021). The survey was carried out in June 2021 by a suitably experienced ecologist

and the ecological assessment has also been informed by the GCN surveys that are on-going as part of the wider scheme (as part of condition 10 of DC053832).

Habitats on site comprise, hard standing, bare ground and poor semi-improved grassland. A waterbody (balancing pond BP2) is also present on site. The habitats are considered to have limited value to biodiversity. The nearest known GCN pond is located 470m away. All other ponds within 500m have no records of GCN (during the ongoing GCN monitoring surveys most recently surveyed in 2021). The pond on site (BP2) is considered unsuitable to support GCN due to lack of marginal vegetation. Terrestrial habitats for GCN are limited on site and isolated and so the likelihood of GCN being present and impacted by the proposals is considered to be very low.

The habitats on site are also considered unsuitable for breeding birds due to heavy disturbance from construction activities and/or lack of vegetation. No evidence of or significant potential for any other protected species (such as badger, roosting bats, reptiles) was identified during the update survey. I am happy that there is sufficient ecology information available to inform determination.

There is considered to be a low risk to protected species as part of the proposed works however an informative can be used as a precautionary measure to state that the granting of planning permission does not negate the need to abide by the legislation in place to protect biodiversity. In the event of any protected species being discovered on site during works. All works must cease and a suitably experienced ecologist be contacted for advice.

As outlined in section 5.2 of the ecology report a CEMP (construction and ecological management plan) should be implemented during works

The proposed landscaping plan comprises native species and ornamental planting which will benefit biodiversity. Furthermore the proposed bat and bird boxes detailed in submitted Bat and Bird Box Scheme (TEP, 2021) are also welcomed. These measures should be implemented in full.

I would request however that access for hedgehogs is provided at the base of the proposed close-board fencing used to demark plot boundaries. This will bring the current scheme in line with other phases of the development (e.g. 2H) where hedgehog access gaps have been provided.

EHO Contamination – no objections subject to the imposition of standard conditions.

Planning Policy (Energy) – the energy statement submitted with the application is compliant with Core Strategy policy SD3.

Healthy Planning - Active Travel / Sustainable Transport: the promotion of active travel and public transport is key to maintaining physical and mental health through fostering activity, social interaction and engagement, managing healthy weight, reducing emissions from vehicles and enabling social interaction. There is a plan submitted for these Phases of development that shows cycle parking provision for the proposed apartments on site. However indications would be for a maximum of 6 cycle parking spaces for twelve one bed apartments. Given the location of this site in terms of access to employment and education as well as other needs, added to the fact that these 12 apartments are part of the affordable housing provision, it would be helpful to residents to ensure they can choose cycling as a low cost transport option to access work or education etc. Enabling cycling, including through sufficient parking, is critical in enabling active travel choices and increasing physical activity.

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 (Stockports JSNA). The inclusion of a limited number of Electric Vehicle (EV) charging points on the site is welcome and it is hoped that trunking has been included to support the inevitable expansion of need for EV charging in light of the national requirement to cease production of diesel and petrol vehicles by 2030. Electric vehicle charging is welcomed in air quality terms, but is one level in a hierarchy of sustainable transport choices where prioritising sustainable transport options of walking, cycling and public transport are vital to increasing activity and considerably reducing traffic emissions and congestion.

Wider health considerations: 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 WHO design considerations are critical to ensuring that the needs of the growing ageing population of Stockport are addressed where practicable through new development. In particular seating at strategic locations around the site would be helpful to older and less mobile residents [including pregnant women and very young children] navigating the site on foot. Indeed the WHO guidance specifies seating with back and arm rests in order to enable older and less mobile visitors to sit, rest and rise more easily thereby enabling them to make use of seating to help them navigate the site and access the wider neighbourhood.

Green Infrastructure (GI): it should be noted that quality GI offers multifaceted health benefits ranging from addressing flood risk, to tackling stress and its exacerbating effect on health through provision of views of greenery and wildlife. Appropriate delivery of native green infrastructure is very welcome in public health terms and could help to manage urban temperatures and extreme rainfall events in the area, reducing stress and thereby maintaining immunity. Native planting and new habitat provision also contribute to a net gain in natural capital and provide links between nearby open space and the surrounding countryside, further enhancing access for and to nature via the development. Enabling people to get next to nature is important in terms of lifting the human spirit, which also assists with reducing the health impacts of stress. In areas being urbanised with new development there is the risk of higher daytime temperatures where an urban environment stores and traps heat. This urban heat island effect is responsible for temperature differences of up to 7 degrees (Centigrade) between suburban and rural locations. The majority of heat-related fatalities during the summer of 2003 were in urban areas and were predominantly older and more vulnerable members of society (Designing urban spaces and buildings to improve sustainability and quality of life in a warmer world). Such design approaches are critical in tackling the climate crisis where extreme summer temperature events are likely to occur more frequently.

Affordable Housing: the proposed delivery of 27 affordable housing units out of the 295 proposed dwellings is very welcome 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 a more nutritious diet, 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 inexpensive home (The Impacts of Affordable Housing on Health).

Stockport Climate Action Now Strategy 2020 commits the Council to ensuring that we lead the way on tackling the climate and ecology crises and is a further driver for new development to maximise its contribution to tackling the challenges facing humanity.

Environment Agency – no comments received

United Utilities – further to our review of the submitted documents, Drainage Strategy Ref: WGV-01-ENG-PL-01 Rev A, Dated 11/7/21 and WGV-01-ENG-PL-02 Dated 11.7.21 Rev A, the plans are considered unacceptable to United Utilities.

The final discharge point for foul water is not provided. We request the applicant provide amended plans showing discharge points for this phase and any connection to the wider site and the eventual, ultimate outfall for both foul and surface water. As the drainage proposals are intrinsically linked to the detailed design of the site, we request this information is submitted prior to determination of the reserved matters application.

In addition, we request the applicant provide associated pump rate. We request that the applicant contacts our Developer Engineer using the below contact details so that the risk of sewer surcharge can be assessed as part of the design of the development proposal.

LLFA – no comments received.

GMP Design for Security – having looked at the documents submitted, we would recommend that a condition to reflect the physical security specifications set out in section seven of 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 3B,D,E & F has been guided by the approved Design and Access Statement, Design Codes, Housing Density Plan and Parameter Plans which were approved under reference DC053832.

The majority of Phases 3D and 3F are located within The Rural Edge (C3) character area. The majority of Phase 3B and Phase 3E are also located within the Airfield (C2) character area. The Rural Edge is at the south-western edge of the site bordering agricultural fields; the character is predominantly open and rural. The Airfield is at the centre of the site; the green streets provide linear routes based upon the historic runway.

The proposed layout accords with the general parameters articulated by the Design Code. The ways in which the design meets these parameters is demonstrated below:

- The proposals provide landscaped front gardens forming a consistent building line contributing towards a permeable movement network of streets and pedestrian routes. The proposals have been designed to address the green streets which provides a clear hierarchy of roads for maximum legibility of the site for vehicles and pedestrians.
- The site establishes a series of interconnected spaces for pedestrians through a series of cul de sacs fed off the internal access roads, accessed from the green streets. This results in maximum permeability across the site and successfully maintains and enhances the openness of the site which remains a fundamental principle of the design code for the Woodford Garden Village development. The proposed apartment building creates a focal point where two green streets meet together.
- Pedestrian footpaths are proposed throughout the proposed landscaped areas to enhance the legibility of the site and encourage use of the POS such as Meadow Edge Playing Fields. Dwellings are orientated to front on to the green streets. They also provide connectivity between areas of POS including Airfields Park and Meadow Edge Playing Fields. As the green streets are representative of the road hierarchy, creating a sense of arrival into the development.

- The layout of the development has been designed to address the green street as a focal point of the development, as dictated by the design code. Regard has been had to the layout of the proposals to enhance permeability towards the Village Green within Phase 1 of the Garden Village.

- Where possible, dwellings have been orientated to front onto green streets to encourage good surveillance and optimise residential vistas. Some are accessed directly from the green street and others are accessed by private driveways from internal access rounds within the application site. Dwellings have also been designed to front onto POS known as Meadow Edge Playing Fields.

- Each dwelling has been set back from the road to provide space for individual landscaped front gardens. Each front garden ranges from 3.5m to 10.5m of garden, with the exception of corner plots, as dictated by the design code.

- The design and size of the front gardens ensures adequate visibility between pedestrians using the footway and vehicles exiting curtilages. This is in full accordance with the design code.

- Within the Rural Edge houses face onto the POS to the east and south. The proposals also include four football pitches, two local areas of play and an area of play.

Overall, the applicant has given the appropriate consideration to the Design Codes and overall masterplan of the area. The layout does not contradict any of the principles set out by the hybrid planning permission.

The layout incorporates generous front gardens ensuring capacity for appropriate landscaping and to maximise views and vistas onto the green streets. The front gardens also ensure adequate visibility between pedestrians using the footway and vehicles exiting curtilages.

Dwellings follow a consistent building line and are laid out to address corners. Where possible, the layout of the dwellings has been orientated to ensure principal windows do not face other principal windows on adjacent dwellings. Boundary treatment is proposed on those dwellings that have rear gardens which back onto roads to minimise opportunities for crime. All streets will be appropriately lit. The application therefore takes into account the safety of the users of the site as part of the layout design.

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, all dwellings including flats are 2 storeys in height. This reflects the standards set out in the Design Codes and shows sympathy for the open countryside adjacent to this phase of the wider development.

Overall the development proposed by phases 3BDEF 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.

The comments of the Highway Engineer are set out above. In this respect it is noted that he is satisfied that the application proposes sufficient parking to accord with the Council's maximum parking standards (including that for the disabled, electric vehicles and cycles), is of a layout that is safe and practical to use and will not give rise to unacceptable congestion on the highway network. Members can therefore be advised that subject to the imposition of conditions the development is compliant with CS policies CS9, T1, T2 and T3.

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 does 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 is included with the application to ensure that the landscaping for the site is maintained to an acceptable level.

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 proposal is therefore consistent with Core Strategy policies H1, CS8, SIE1 and SIE3 which all seek to ensure that the landscaping of development makes a positive contribution to the character and amenity of the locality within which it is located.

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 the entirety of Phase 3 has been approved as part of DC075318 (RM approval for phases 3 ACE). This confirms that within phase 3B there will be 7 affordable units (all 2 bed houses), phase 3D 6 units (all 1 bed apartments), phase 3E 14 units (6no. 1 bed apartments, 6no. 2 bed

houses and 2no. 3 bed houses) and none within phase 3F. The housing schedule submitted with this reserved matters application confirms the provision of affordable housing across phases 3B, D, E & F in accordance with the previously approved affordable housing scheme.

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 is shown on drawing WGV-02-02-3004 appended to this agenda.

The level and mix of affordable housing proposed as part of Phase 3BDEF is acceptable. Concerns previously raised with regard to the pricing of affordable housing in Phase 2 have been resolved by way of a Deed of Variation to the S106 imposed on the parent permission DC052832 which the applicant willingly entered into with the Council during the consideration of the reserved matters approval for phase 3ACE (DC075318). On this basis, Members are advised that the affordable housing proposed within Phase 3BDEF 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 3BDEF 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. Amended details have been submitted to secure the hedgehog gaps to fencing ensuring that these phases of the development bring forward the same enhancement to biodiversity as the other consent phases. 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 the Council's EHO does not raise any objection to the application in relation to contamination. On this basis 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.

The comments of United Utilities are noted as are the lack of comments to date from the LLFA. In this respect Members are advised that the overall strategy that all four of these parcels connect into and points of discharge are already approved and agreed as part of the wider side strategy and have been approved by applications by Harrow Estates on infrastructure and as well as the earlier phases of development constructed by Redrow. As with previous consented reserved matters applications, the detailed design of the drainage system can be adequately addressed through the discharge of conditions imposed on the hybrid outline approval. At that point the comments of United Utilities, the Environment Agency and the LLFA will be sought and considered.

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 3BDEF 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.

RECOMMENDATION Grant subject to conditions