

E D E N

Station Road, Reddish

Planning Statement

SEPTEMBER 2025



Executive Summary

On behalf of the Northern Group Developments Ltd, we are submitting a comprehensive planning application for the development of up to 200 new homes on land at Station Road in Reddish, Stockport. This proposal also includes the extensive restoration and enhancement of open spaces, creating accessible, welcoming environments for public use.

A key feature of the proposal is the provision of at least 50% affordable housing, directly addressing acute local housing needs and aligning with Stockport Council's goals for inclusive and sustainable growth.

The site is currently privately owned, with some areas informally accessed by the public and others overgrown and inaccessible. It has increasingly suffered from antisocial behaviour, including fly-tipping, and is widely perceived as unsafe and unwelcoming; a sentiment echoed during community consultations.

We have actively engaged with the local community and elected members of both Manchester and Stockport Councils, listening carefully and responding to their welcomed contributions. Their feedback has helped shape a proposal that reflects local priorities and aspirations.



Executive Summary

This development represents a transformative opportunity to revitalise the site, formally opening it to the wider community in a safe, inclusive, and environmentally sustainable way. It will establish key connections to existing pedestrian and cycle routes, enhancing mobility and access to local transport facilities and Manchester City Centre.

The development parcels have been identified from a robust understanding of the site's ecological and landscape features, with a commitment to protecting and enhancing biodiversity. The proposal prioritises high-quality public realm, green infrastructure, and energy-efficient homes, contributing to long-term environmental resilience.

We also demonstrate full compliance with relevant planning policies at both the national level and the local levels (Stockport and Manchester), clearly setting out the social, environmental, and economic benefits of the scheme in line with adopted frameworks and strategic objectives.

Our submission outlines a vision for a well-designed, inclusive neighbourhood that fosters community interaction, improves accessibility, and delivers enduring social, environmental and economic benefits for Reddish and the wider Stockport/Manchester areas.



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OPN2876 – September 2025

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01 Introduction



Introduction

This Planning Statement (hereafter referred to as the Statement) has been prepared by Eden on behalf of the applicant, Northern Group Developments Ltd, in support of proposals for development at Station Road, Reddish (the Site).

Structure of the Application

The Site straddles the administrative boundaries of both Stockport Metropolitan Borough Council (SMBC) and Manchester City Council (MCC), and therefore constitutes a cross-boundary planning application.

The application seeks Full Planning Permission for the following (hereafter referred to as the Proposed Development):

“Proposed residential development of up to 200 dwellings, landscaping, open space, engineering works (including the infilling of an existing water body), car and cycle parking, improvements to access(es) from Station Road, improvements to access from Nelstrop Road North (for emergency vehicles, pedestrian and cycles), and other associated works/ infrastructure.”

This Statement demonstrates how the proposal satisfies key planning policy tests at both national and local levels. It also provides a summary of the supporting technical reports to assist officers in their assessment.

It should be read in conjunction with the plans and documents submitted.

The Submission

As a cross-boundary application, with the vast majority (c. 4 hectares) of the site falling within the administrative boundary of SMBC, the application is submitted to SMBC as the lead authority via the Planning Portal (ref: PP-13894831). As required, an identical application has been issued to MCC via email.

The submission is supported by the requisite application forms. In terms of land ownership certificates, Certificate C has been completed to ensure a robust process. Relevant notices have been served, and a notice has been published in the local newspaper (**Appendix 4**).

The submission has been discussed with officers as part of pre-application discussions.

A full list of the drawings and documents submitted is attached as **Appendix 1**. Should updated drawings or documents be provided during the course of the application, an updated schedule will be issued to officers.

As the application crosses local authority boundaries, we understand the fee is generally calculated at 150% of the standard rate, or the total of the individual authority fees (whichever is lower). The total of the individual fees is the more cost-effective option in this case. Specifically, the individual fees are £20,405.00 to be paid to MCC and £53,772.00 to be paid to SMBC (totalling £74,177.00). Payment has been nominated to the applicant and will be paid upon submission.

02 Site & Context



Site & Context

The Site

The Site is situated approximately 7 kilometres north of Stockport Town Centre, within the suburb of Reddish. It comprises a 4.75 hectare parcel of vacant land, which is divided into three distinct sections or 'parcels'.

The plan overleaf shows the Site's location. The area shaded in blue denotes the administrative boundary of SMBC, whilst the unshaded area falls within the jurisdiction of MCC.

The land includes two water bodies; one within the eastern parcel and the other within the central parcel, separated by the Fallowfield Loop, a key active travel corridor that runs directly through the Site. There are existing areas of hardstanding and engineered features across the site together with paths/roads, albeit overgrown.

Vehicular access is currently to the north, from Station Road with another access (currently unused) to the west connecting to Nelstrop Road North.

Context

The Site is situated in a highly sustainable location, with strong connections to public transport and active travel networks. Reddish North Railway Station is located just 0.6 km to the west (approximately a 10-minute walk), offering frequent services to Manchester Piccadilly and Sheffield.

The Fallowfield Loop forms part of National Cycle Network (NCN) Route 60, a strategic east-west cycle route running from Chorlton cum Hardy to Fairfield Railway Station, and ultimately forming part of the wider Watford to Windermere corridor. It provides a high quality, traffic free active travel connection through the Site and the wider Greater Manchester area, that we understand is well used for leisure and commuting purposes.

The surrounding context is predominantly residential, with established housing bordering the Site to the east, south, and parts of the west. To the north and west are light industrial and commercial premises, reflecting the area's mixed use character.

Planning History

The Site itself is not subject to any recent planning history; however, as mentioned above there have been relevant surrounding developments approved for residential use in the mid to late 1990s, as detailed within **Appendix 2**.

These nearby approvals may provide useful context for assessing the site's development potential and provide comfort that the technical team have considered wider implications.



Site Location

Site & Context



Aerial Photo (Google Earth)

Site Stats

Site Area	4.75ha
Local Planning Authority(s)	The Site is cross boundary between: SMBC = 4.04 Ha MCC = 0.70 Ha
Development Plan Position	Partial Local Open Space Partial Green Chain Designation Partial Predominantly Residential Area
Flood Zone	Flood Zone 1 (Very Low Risk of Flooding from Rivers and Sea) Surface Water: Low Risk of Flooding
Ecological or landscape designations	No designations
Heritage Designations	The Site is not located within a Conservation Area. No Listed Buildings within or adjacent.
Public Rights of Way	The Fallowfield Loop – National Cycle Network runs through the centre of the Site. MCC PRoW FFP 134 runs to the west of the Site. Stockport PRoW 103S runs to the east of the Site.
Tree Preservation Orders	There are no TPOs within or around the Site.

03 Engagement



Engagement

As part of the evolution of the proposed development, the Applicant has engaged in pre-application discussions with SMBC (as the lead LPA) and with the local community. Informal discussions have also taken place between the Applicant and MCC.

The extent of these discussions, and how the project team has actively responded to feedback, is detailed in the accompanying Statement of Community Involvement (SCI), prepared by Font Communications, with a summary provided below.

Pre-Application Advice Request

A formal request for pre-application advice was submitted in March 2024 (LPA ref: ENQ/091744) by Icení. A written response to this request was received on 6 August 2024. It is acknowledged that this was not the first pre-application enquiry relating to the site; a previous enquiry was submitted in December 2020 by Strata Homes.

In summary, the pre-application process established the following:

- The proposal addresses a significant housing shortfall in Stockport, particularly through the inclusion of at least 50% affordable housing, with the potential for a higher provision being strongly supported in principle.
- The restoration of the western lake, proposed habitat enhancements, and the intention to improve pedestrian and cycle connectivity (including access to the Fallowfield Loop and Beelines network) are welcomed.

Key points to consider further were noted as:

- Provide robust justification for development on land (part) designated as Local Open Space and Green Chain, demonstrating policy compliance and community benefits.

- Affordable housing is supported but must reflect evidenced local needs (tenure, mix, older persons' housing) and encouraged to involve Council partner RPs to secure grant funding.
- Design must align with the Design of Residential Development SPD.
- Retention of key green features is positive; a full tree survey and enhanced landscaping strategy are required to ensure tree protection and biodiversity-led planting.
- Submit a detailed ecological appraisal and Biodiversity Net Gain (BNG) strategy, showing how at least 10% BNG will be achieved, with sensitive habitat protection.
- Collaborate with the LLFA and Environment Agency to develop a drainage strategy that preserves water assets and incorporates nature-based SuDS for climate resilience.
- Demonstrate how the development will meet Stockport's 2038 carbon neutrality target using low/zero carbon technologies.
- On-site open space and play areas must meet adopted standards; further detail is needed to ensure high-quality, inclusive, and well-maintained provision.
- Although the site has good transport links, a full Transport Assessment and adoptable highway layout are required to ensure safe access, servicing, and active travel.
- Future layouts must meet Council standards for amenity and privacy, including garden sizes and separation distances, to ensure a high-quality living environment.

Engagement

- The existing bridge over the Fallowfield Loop offers potential for infrastructure upgrades; engage with the Council's Structures Team to agree necessary improvements.

Following receipt of the formal pre-application response from SMBC, a meeting was held with the Applicant on 11 September 2024 to review the proposed scheme.

The current Planning Application has responded to the feedback provided under pre-application reference ENQ/091744 and is supported by a comprehensive suite of technical documents, as requested by officers.

Public Consultation

The Applicant has engaged directly with local and neighbouring Ward Councillors, the Parish Council and nearest neighbours. This engagement took the form of:

- Letter drop to 679 homes and businesses surrounding the site on 02.06.2025.
- Project website launched on 02.06.2025
- Ward Councillor meetings with:
 - Councillor Rachel Wise (Reddish North) 06.06.2025
 - Councillor Suzanne Richards (Longsight) 18.06.2025
 - Councillor Dzidra Noor (Levenshulme) on 04.06.2025
- Public consultation event hosted on 11.06.2025

The public consultation even was well-attended and constructive, with full details provided in the separate Statement of Community Involvement (SCI). Key outcomes are summarised below.

Following the consultation, feedback was carefully reviewed by the design and technical teams. As a result, we believe the proposals have evolved to incorporate meaningful enhancements that reflect the priorities and concerns raised by the community.

- Although traffic modelling confirms there are no capacity issues, additional soft measures have been introduced to enhance safety and accessibility. These include raised tables at junctions and improved pedestrian features such as dropped kerbs and tactile paving.
- The recently approved one-way system at the nearby waste site is also expected to significantly reduce HGV congestion in the area.
- Acoustic fencing has been introduced along selected boundaries adjacent to industrial areas to help create a quieter, more comfortable environment for residents.

Further details are provided in the accompanying Statement of Community Involvement, prepared by Font Communications.

04 Proposal



Proposal

The Northern Group is bringing forward a proposal to redevelop the site with up to 200 high-quality homes, comprising a mix of family houses and apartments, alongside enhanced, publicly accessible open spaces. The scheme is designed to create a sustainable, inclusive community that meets local housing needs while responding sensitively to the site's distinctive landscape character.

The site comprises three distinct areas, Central, Western, and Eastern Parcels, with the layout shaped by the site's natural features and a commitment to delivering a high-quality, landscape-led residential environment.

The architectural design is context-sensitive, using natural tones and high-quality materials (as detailed in the accompanying Design & Access Statement) that reflect and complement the surrounding environment. Design precedents are presented in the Design & Access Statement to illustrate the intended architectural quality and the variety of housing typologies.

Importantly, the layout retains and enhances existing connections, including access to the Fallowfield Loop, ensuring strong connectivity both within the site and to the wider area.



Existing photo of the central lake

Proposal

Central Parcel

At the heart of the site, the Central Parcel retains and opens up the existing “Secret Lake,” transforming it into a key ecological and recreational asset. Enhancements include marginal aquatic planting, six new fishing piers, expansive public open space, and integrated Sustainable Drainage Systems (SuDS), all designed to boost biodiversity, visual appeal, and public accessibility.

Built development is concentrated to the south and east, where a mix of houses and apartments creates a visually engaging layout that respects the site’s topography and character. The internal access road serving the Central Parcel (also providing access to the Eastern Parcel) is designed as a primary spine road, branching into secondary roads that lead directly to individual plots.

The proposed homes within the Central Parcel include a mix of two- and three-bedroom dwellings, ranging from two to three storeys in height. The materials palette includes neutral tones that can be found in nature; beige, brown and sandy tones, selected to reflect and complement the local character (further information can be found within the accompanying DAS). Each home benefits from off-street parking (either to the front or side) and private rear gardens, contributing to a high standard of residential amenity.

A four-storey apartment block is carefully positioned to the east of the retained lake, with a flat roof to minimise visual impact within the surrounding landscape. The materials palette again includes natural tones, chosen to ensure a high-quality appearance.

To the west of the apartment block is dedicated resident parking, and beyond that, a locally equipped area of play (LEAP) covering 430sqm and areas of natural play covering 640sqm. SuDS features are integrated into the landscape to enhance amenity and manage surface water sustainably.

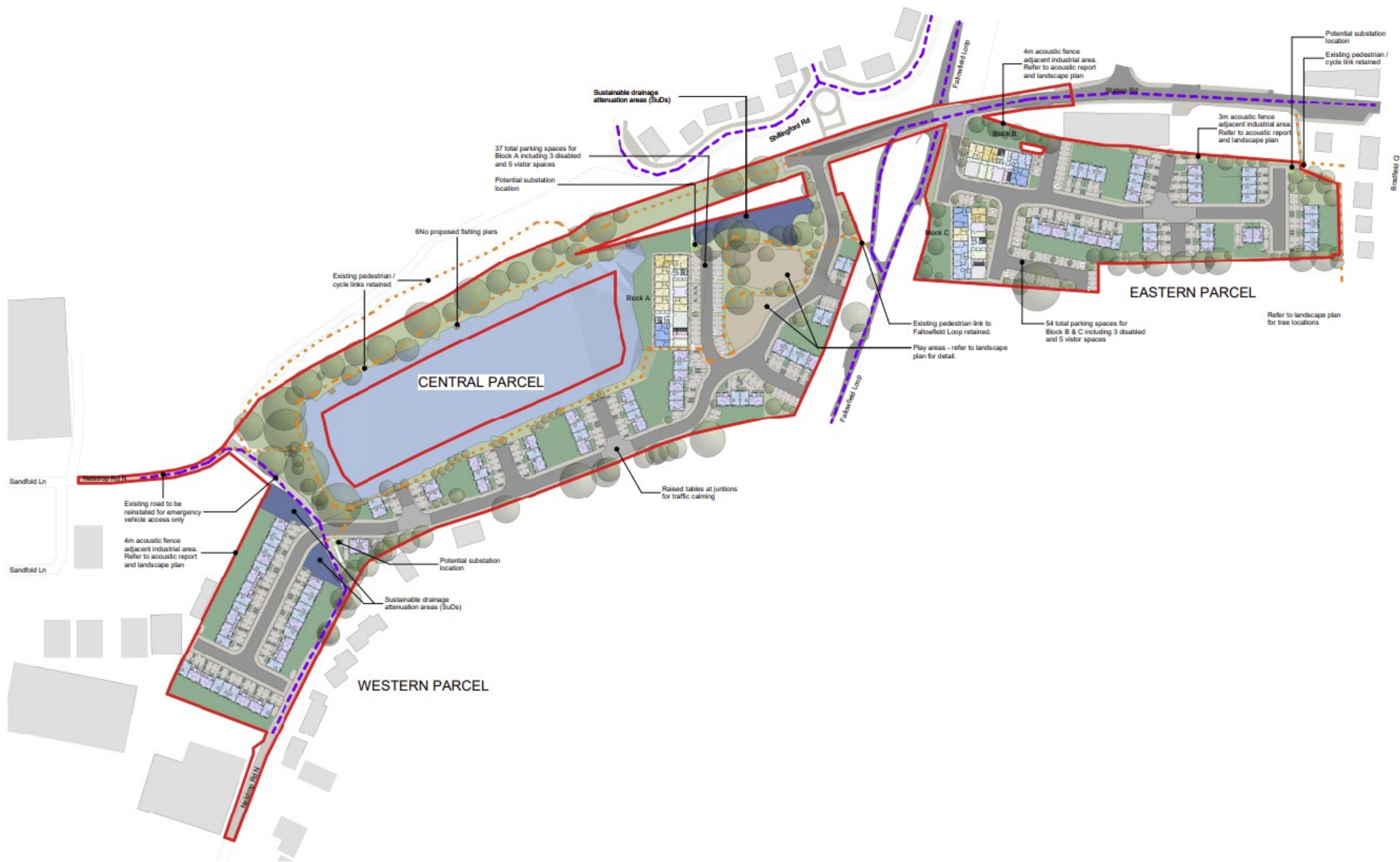
The northern section of the Central Parcel remains largely undisturbed, preserving its ecological and visual integrity.

Eastern Parcel

The Eastern Parcel involves the infilling of an existing waterbody to enable residential development, making more efficient use of previously underutilised land while incorporating carefully considered landscaped areas. The proposed development within this parcel includes a mix of apartments (delivered across two apartment blocks) and a mix of two and three-bedroom dwellinghouses. As per the Central Parcel, the apartment blocks are supported by dedicated parking provision and shared amenity space for residents. All dwellinghouses benefit from private rear gardens and are supported by off-street parking located to the front or side. The proposed layout features a central spine road with branches extending from it, ending in a T-shaped arrangement with cul-de-sacs at either end.

Western Parcel

The Western Parcel (which sits within MCC) comprises a mix of two and three-bedroom dwellinghouses, all of which are designed with private rear gardens. The site layout follows the same T-shaped configuration, with cul-de-sacs at either end whereby off-street parking is provided to the front or side of each property. The development within this parcel is supplemented by additional SuDS features and enhanced pedestrian and cycle connections.



Proposal

Standards and Tenure

All homes will be fully compliant with the Nationally Described Space Standard (NDSS), ensuring functional living spaces.

A blend of tenures will be provided to meet the needs of a diverse community. Importantly, the scheme will deliver at least 50% affordable housing, making a meaningful contribution to the borough's affordable housing targets.

In terms of housing mix, the proposal includes the following:

Houses

2-bed, 3-person: 62 units

3-bed, 5-person: 47 units

Apartments

1-bed, 2-person: 58 units (*6 M4(3) compliant)

2-bed, 4-person: 33 units (*3 M4(3) compliant)

Landscaping

Given the site's designation as Local Open Space and Green Chain, the development adopts a landscape-led approach. Of the total 4.75-hectare site area, only 2.45 hectares are proposed for residential development. The remaining 2.30 hectares will be retained and enhanced as publicly accessible open space, delivering a significant benefit to the wider community.

The landscape strategy, prepared by Amenity Tree, includes a thoughtfully integrated network of green infrastructure. This includes wildlife-friendly planting to support biodiversity, new trees and hedgerows to enhance ecological value, and SuDS features incorporated throughout the public realm. Informal walking and cycling routes will connect different parts of the site and link with the wider area.

A Local Equipped Area for Play (LEAP) has been provided within the central parcel and will provide a multifunctional space for informal play, recreation, and social interaction. In addition to traditional play features, the design also explores opportunities for natural woodland play, using natural materials and landscape features to encourage active engagement with the environment.

All houses will include private gardens, while apartment blocks will feature balconies and shared amenity spaces to ensure that all residents have access to high-quality outdoor areas.

Proposal

Access and Parking

Vehicle access will be provided from Station Road, via two existing (enhanced) access points:

- Access to the central and western parcels via the existing Station Road bridge
- A new priority junction off Station Road to serve the eastern parcel

Pedestrian and cycle access will be enhanced across the Site, including new connections to the Fallowfield Loop and other local routes, promoting sustainable and active travel

The parking strategy has been carefully balanced to meet demand while promoting sustainable transport modes and provides 247 car parking spaces in total split across the following:

	No. of units	Parking	Cycle
1 Bed Apartment	58	81	94
2 Bed Apartment	33		
2 Bed Dwelling	62	62	62
3 Bed Dwelling	47	94	47
Visitor	/	10	/
TOTAL	200	247	203

A census-based car parking assessment has confirmed that the proposed level of provision is appropriate and sufficient to meet anticipated demand, particularly given the site's sustainable location and tenure mix. This is discussed in more detail within the Transport Statement.

Each dwelling will be provided with one cycle parking space. In addition, all residential units will include an EV charging point. Car parking for the apartment block will be 50% EV-enabled, with the remainder of spaces having passive provision ensuring the scheme is future-proofed and aligned with both local and national sustainability standards.

05 Policy Spotlight



Policy Spotlight

In accordance with Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the 2004 Planning and Compulsory Purchase Act, the planning application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. Applications which accord with the development plan should be approved without delay.

As the Site lies within both SMBC and MCC administrative boundaries, we have had due regard to the relevant planning policies of both authorities, as well as the strategic policies set out within Places for Everyone (relevant to Manchester only). This approach ensures a comprehensive and coordinated assessment of the proposal.

Stockport Policy Spotlight

The policy documents which comprise the Development Plan (used to guide development in Stockport and against which planning application proposals are assessed) include:

- Stockport Core Strategy Development Plan Document (“DPD”) (2011)
- Greater Manchester Joint Waste DPD (2021)
- Greater Manchester Joint Minerals DPD (2013)
- The saved policies of the Stockport Unitary Development Plan (“UDP”) Review (May 2006) which are not superseded by the Core Strategy, Joint Waste or Joint Minerals DPDs

Part of the application site is allocated within the Development Plan as Local Open Space and Green Chain land and part is designated as a Predominantly Residential Area. We consider the following Core Strategy policies are pertinent to the assessment of the proposal:

- SD-1 Creating Sustainable Communities
- SD-6 Adapting to the Impacts of Climate Change
- CS2 Housing Provision
- CS4 Mix of Housing
- H-1 Design of Residential Development
- H-3 Affordable Housing
- CS8 Safeguarding and Improving the Environment
- SIE2 Provision of Recreation and Amenity Open Space in New Developments
- SIE3 Protecting, Safeguarding and Enhancing the Environment
- CS9 Transport and Development
- CS10 An Effective and Sustainable Transport Network
- T2 Parking in Developments

Policy Spotlight

The relevant saved policies within the Unitary Development Plan (2006) include:

- NE3.1 Protection and Enhancement of Green Chains
- NE1.2 Sites of Nature Conservation Importance
- UOS1.3 Protection of Local Open Space
- L1.8 Strategic Recreation Routes

Material considerations comprise:

- The National Planning Policy Framework (NPPF) (2024)
- Open Space Provision and Commuted Payments SPD (2019)
- Local Employment and Training SPD (2012)
- Sustainable Design and Construction SPD (2012)
- Design of Residential Development SPD (2017)

It is noted that SMBC are in the process of creating a Local Plan which will replace the Stockport Core Strategy (March 2011) and the remaining 'saved' policies of the Stockport Unitary Development Plan Review (May 2006). SMBC undertook a Call for Sites exercise between December 2024 – February 2025. The Draft Local Plan is due to be issued between May – June 2025 with adoption scheduled for Winter 2027/2028. Given the preliminary stage of plan preparation, no weight can be afforded to the policies therein.

Manchester Policy Spotlight

In addition to the above, policy documents which comprise the Development Plan (used to guide development in Manchester and against which planning application proposals are assessed) include:

- Places for Everyone Joint Development Plan (2024)
- Manchester Core Strategy (2012) and Addendum to Manchester Core Strategy (2024)
- Extant (remaining) Unitary Development Plan policies (1995)
- Greater Manchester Joint Waste DPD (April 2021)
- Greater Manchester Joint Minerals DPD (April 2013)

Within the Development Plan for Manchester, the site is partially designated within the 'Central Manchester' regeneration area where Policies EC8 and H5 of the Core Strategy apply.

Policy Spotlight

We consider the following CS policies are pertinent to the assessment of the proposal:

- SP1 Spatial Principles (Inner Area)
- EC8 Central Manchester
- H1 Overall Housing Provision
- H2 Strategic Housing Location
- H5 Central Manchester
- H8 Affordable Housing
- T1 Sustainable Transport
- EN1 Design Principles and Strategic Character Areas
- EN14 Flood Risk
- EN16 Air Quality
- PA1 Developer Contributions

Within the Greater Manchester Joint Development Plan (Places for Everyone), the Site is not allocated within PfE. Nonetheless, we consider the following PfE policies are pertinent to the assessment of the proposal:

- JP-S1 Sustainable Development
- JP-H1 Scale, Distribution and Phasing of New Housing Development
- JP-H2 Affordability of New Housing
- JP-H3 Type, Size and Design of New Housing
- JP-H4 Density of New Housing
- JP-G7 Trees and Woodland
- JP-G8 A Net Enhancement of Biodiversity and Geodiversity
- JP-P1 Sustainable Places
- JP-C1 An Integrated Network
- JP-C8 Transport Requirements of New Development

The pertinent policies within Unitary Development Plan (UDP) (1995) are:

- DC 26 Development and Noise
- DC7.1 New Housing Development

Material considerations comprise:

- Providing for Housing Choice SPD (2008)
- Guide to Development in Manchester SPD (2007)

A summary of all the relevant policies is provided in **Appendix 2**.

06 Assessment



Assessment

This section explains how the proposal satisfies the key policy tests as set out in the Development Plans of both SMBC and MCC and other guidance.

This is a cross boundary application so relevant policies from both authorities are referenced within the assessment.

The overall site area is 4.75 Ha. This is split across Manchester (Western Parcel) which is 0.7 Ha / 7,026m² and Stockport (Central & Eastern Parcel) which is 4.05 Ha / 40,433m². The site can be split into 3 broad parcels (Western, Central and Eastern) as shown on the proposed site plan. For the purpose of assessing the principle of development the following is relevant:

- **Western Parcel:** This parcel is located entirely in the administrative boundary of MCC. It is located within the Central Manchester policy area. It is not allocated. Historic maps indicate this parcel is previously developed, likely linked to the industrial uses in the vicinity of the site.
- **Central Parcel:** This parcel is located entirely in the administrative boundary of SMBC. It includes a large water body which dominates the parcel. The water body and land immediately around its edge are allocated as Local Open Space. The eastern section of the central parcel is not allocated as Local Open Space and this area is identified as Predominantly Residential Area on the Saved UDP Policies Map. With the exception of the southern most extent of the central parcel the majority of this parcel is designated as Green Chain.
- **Eastern Parcel:** This parcel is located entirely in the administrative boundary of Stockport. The whole of this parcel is allocated Local Open Space and Green Chain.

The key planning matters are considered to be:

- Principle of Residential Development :
 - Acceptability of development on Previously Developed Land
 - Acceptability of development in a Predominantly Residential Area
 - Acceptability of proposed Open Space
 - Acceptability of proposed land retained as part of the Green Chain
 - Acceptability of the impact on the Site of Biological Importance. (See note below relating to the site's uncertain status as a Site of Biological Importance).
- Need for Residential Development (including Affordable Housing)

Assessment

Principle of Residential Development Context

The Central (in part) and Eastern parcels are allocated as Local Open Space and designated as Green Chain within the Stockport Core Strategy. While the whole site remains in private ownership, the applicant has historically allowed the public to access and use the space on an informal basis. This has enabled local residents to benefit from the natural environment, despite the lack of formal infrastructure or management. However, in the absence of investment and management, the site has been subject to ongoing issues, including fly-tipping, anti-social behaviour, and general degradation. The principle of development is considered in this context. To be clear, the whole site could be closed off to the public losing any recreational value.

Also relevant to the assessment of principle is the fact that the site is not designated on the latest GMEU mapping as a Site of Biological Importance (SBI). The most recent pre-application enquiry with SMBC, dated 6th August 2024, confirms that the site is not an SBI. However, it notes that it is within the power of the Greater Manchester Ecology Unit (GMEU) to recommend designation of the site. In a letter from GMEU dated 17th June 2025, the following comment is made:

"This letter is to make you aware that the Secret Lake has been assessed and selected as a Stockport SBI in 2023, having met the SBI criteria as a Grade B open waterbody supporting protected and priority species (plus several breeding dragonfly species) alongside the wider biodiversity of the lake, pond, and surrounding habitat. Stockport Council have been notified of the status of the site, and the site has been added to the SBI Register for Greater Manchester and to the GM Local Record Centre (GMLRC) dataset."

In July 2025, the GMLRC interactive map was inspected, and the site was not identified as an SBI which led to some uncertainty about the formal designation.

Following this, on 21 July 2025, a meeting with representatives of GMEU was held to provide further clarity on the potential designation. GMEU confirmed they were originally asked by the LPA and community groups to reassess the site, which had not met the criteria for SBI designation approximately a decade ago. In 2023, GMEU re-surveyed the site and concluded that it now meets the necessary thresholds. It was further clarified that the SBI interest does not extend across the whole site but is focused around the waterbody and its margins. GMEU explained that their survey write-ups typically become publicly available approximately one year after the surveys take place. In this instance, their involvement was prompted in 2025 by learning about the proposed development, which triggered further engagement with Stockport council (initially via the Greenspace Team in 2023).

As such, it is our understanding that the site has not been formally designated as an SBI, however for the purposes of this assessment, and without prejudice, a highly cautious approach has been adopted, and the site has been treated as if it were designated as a Site of Biological Importance.

Assessment

Acceptability of development on previously developed land

The western parcel is not allocated or designated either in full or in part. It is entirely within MCC administrative boundary and sits within the Central Manchester Area. Historic maps have been inspected for the site and it is clear that the site is previously developed, at least in part albeit it is acknowledged that over recent years the site has begun to green over.

The NPPF seeks to boost the supply of housing and supports delivery on previously developed sites such as this, making efficient use of land. Policy H5 of the Manchester Core Strategy states that Central Manchester will accommodate around 14% of new residential development with priority given to family housing.

The proposals entirely align with the objectives of national and local planning policy and residential development on this parcel is considered entirely appropriate in principle.



Western Parcel (Google Earth - June 2009)

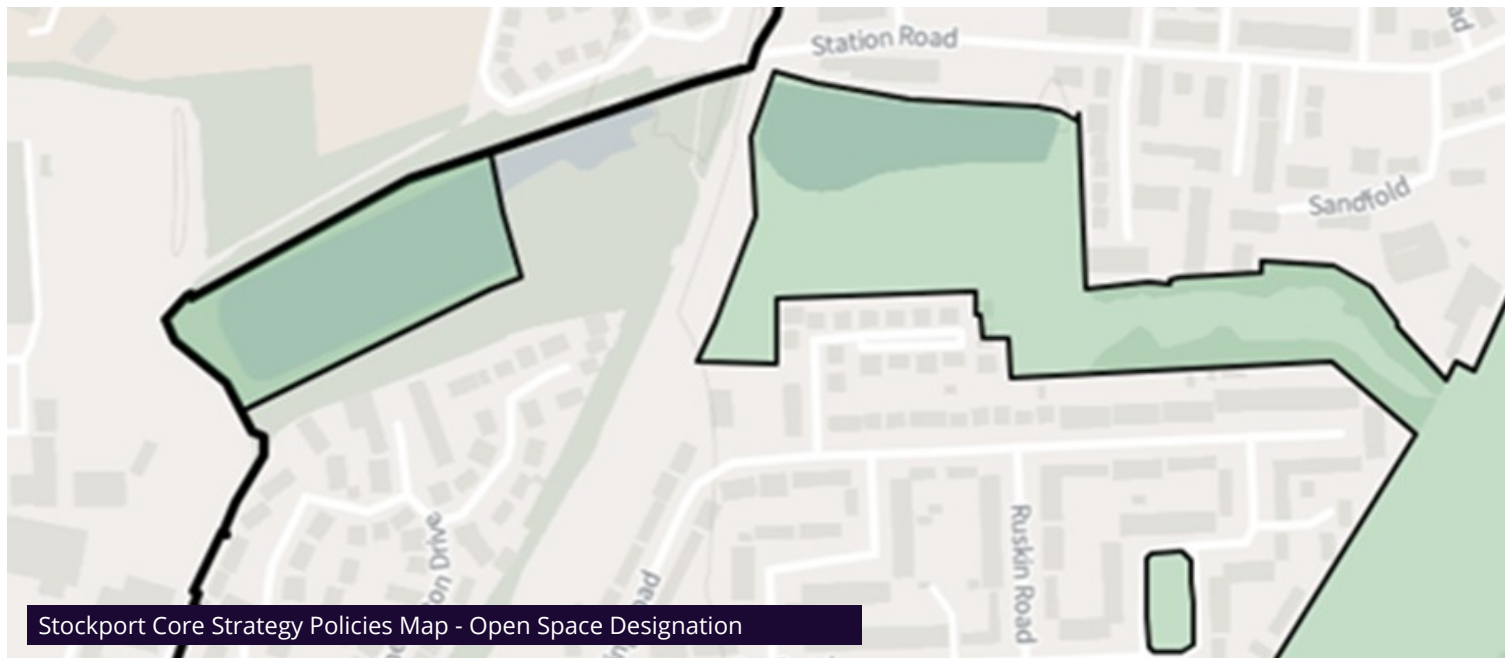
Assessment

Acceptability of development in a Predominantly Residential Area

The central parcel of the site is a Predominantly Residential Area (PRAs). UDP Policy CDH1.1 for new residential development in predominantly residential areas was superseded by the Core Strategy although policies CDH1.2 for non-residential development in PRAs remains. This policy is clear development in PRAs must not cause detriment to existing uses. The proposed development for exclusively residential development would be entirely at harmony with the surrounding residential uses and be appropriate in this location in line with the designation of this part of the site as a PRA.

Acceptability of proposed Open Space

Part of the application site (the eastern parcel and part of the central parcel) is designated as Local Open Space in the Development Plan. Consequently, a consideration of these proposals is the overall provision of open space and the benefits this brings against the quantitative loss of open space to facilitate residential development. An extract from the Policies Map is included below.



Assessment

The eastern parcel is largely inaccessible to the public, it is overgrown, unmanaged and of limited recreational value. The proposals would involve development on this area of Local Open Space. However, the western parcel is to be retained and substantive improvements to this western area are proposed. These include:

- The retention and improvement of the large water body (Secret Lake) including incorporation of recreational features such as fishing piers;
- Enhancing landscaping with planting of selected species, amenity grassland, reed beds, marginal aquatic species, proposed tree planting;
- Improved recreational routes which are widened, appropriately lit and maintained;
- Retained connections from the site to the Fallowfield Loop;
- Public access through the site;
- A newly created Local Equipped Area of Play (LEAP) to the east of the retained water body (just outside of the allocated Local Open Space) as well as opportunities for natural play; and,
- Formal management of landscaped and play areas.

Overall the proposed development would create an improved and highly attractive area of open space to the benefit of the community.

It is also critical to note that this whole area of Local Open Space (as is the whole site) is currently in private ownership. Whilst designated Local Open Space the applicant could (should it be desired) close off the site to the public. The open space would then serve no public recreational purpose. This is the fallback position.

Saved Policy UOS1.3 states development will not be permitted on Local Open Space unless:

“(ii) It can be demonstrated that there is an adequate provision of open space in the local area and that the loss of the site would not be detrimental to the well being of the local community or the amenities of the area; or

(iii) the open space that would be lost as a result of the proposed development would be replaced by open space of equivalent or better quantity, quality, usefulness, and attractiveness, in a location at least as accessible to current and potential users.”

Paragraph 104 of the NPPF states:

“Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. “

Assessment

The development makes provision of c. 2.3 Ha of publicly accessible open space. The proposed development includes multiple positive measures which contribute to enhanced open space and recreation, as set out above. The open space includes amenity grassland along public routes, fishing piers and children's play provision in the form of a LEAP and natural play. These all result in better quality, more attractive and useful open space on site. These measures also overcome the open space deficiencies identified in the Stockport Open Space Study (2017) at Table 2 which identify a deficiency in play provision and amenity grassland in the area. This position is further supported by the comprehensive Open Space Assessment prepared by Wardell Armstrong.

The proposed development therefore complies with Saved UDP Policy UOS1.3 and paragraph 104 of the NPPF.

There is no open space allocation covering the part of the site within Manchester (western parcel) so there are no corresponding Manchester policies that need consideration here.

Impact on land designated as Green Chain

The development falls within land that is designated as Green Chain under Policy NE3.1 of the Unitary Development Land covering the Fallowfield Loop and the land on which the two water bodies are situated. The Flood Risk Assessment prepared by Wardell Armstrong which accompanies this planning application observes that historical mapping shows that the two water bodies within the site area formed part of a group of manmade 'reservoirs' which extended along Station Road and Sandfold Lane. Based on mapping, it is assumed that the ponds were fed by an unnamed watercourse flowing westwards towards the site from springs approximately 1km to the east. This crossed under roads and a section of the Manchester and Stockport canal in culvert and discharged to the eastern unnamed pond within the Site. Mapping shows no apparent connection between the eastern pond and the Secret Lake. These are standalone engineered features.

The saved policy safeguards Green Chains from development that would detract from the wildlife or recreational value. Any proposals within these areas must avoid impedance to wildlife movement or to recreational use and to maintain the continuity of routes or habitats.

land High School

road

Station Road

Chelington Drive

owning Road

Macauley Road

Ruskin Road

Assessment

Supporting paragraph 3.57 states:

*“The presence of Green Chain notation on the Proposals Map does not necessarily prohibit new development. In considering development proposals within Green Chains, **the key factor from the point of view of this policy will be to avoid impedance to wildlife movement or to recreational use and to maintain the continuity of routes or habitats.**” (Eden emphasis)*

An extract of the Policies Map is provided on the next page to show the extent of the Green Chain designation.

A core design principle of the proposed layout was to ensure the Green Chain continued to fulfil its function supporting movement of wildlife and to avoid impedance on recreation in line with Saved Policy NE3.1. An ecological survey is submitted with the planning application prepared by Amenity Tree. This assessment considers the likely impact on species of the development. It concludes that at present there is some evidence of protected species on the site, which could be affected by development.

With regard to the potential presence of some protected species and the need to ensure the wildlife value to the Green Chain is retained the proposed development includes the retention and enhancement of the largest water body on site including reed beds and marginal aquatic planting. It also retains and enhances a sizeable green buffer along the northern boundary of the site. This buffer is the full length of the largest water body with proposed trees and amenity grassland. From the layout it should be clear the development, has at its heart the principle of retaining the Green Chain functionality as a corridor for wildlife. The corridor spans across the northern section of the site with direct connection to the water body. For this reason, the layout does not to impede the movement of wildlife and is considered to comply with the purpose of Saved Policy NE3.1.

Avoiding Impedance of Recreational Use

It has previously been mentioned that the site whilst currently informally open to the public is in private ownership and could be entirely closed off for public use. There are no public rights of way within the red edge. The intention of the applicant is to secure the long-term provision of the site. The recreational use would be vastly enhanced and accessible for use by the local community. The improvements to create an attractive and managed network for footpaths as well as play space and fishing piers along the lake age all facilitate whilst enhancing the recreational benefits of the site. The routes would be widened and lit were possible to create safe spaces for users. The recreational areas would be managed, providing an improved and positive user experience. Far from impeding the recreational use of the site the proposed development would enhance it. There is no conflict with Saved Policy NE3.1 in this regard.

Overall, the proposed development retains the functionality of the green corridor, secures long term public access (noting currently existing private land), and enhances the recreational aspects of the site satisfying the requirements of Saved Policy NE3.1.

There is no Green Chain designation covering the part of the site within Manchester (western parcel) so there are no corresponding Manchester policies that need consideration here.

Assessment

Impact on sites of Nature Conservation Importance

Saved Policy NE1.2 of the UDP states:

The habitats and biodiversity of sites of biological importance, geological conservation sites and local wildlife sites will be protected and enhanced where possible. Proposals for development on sites so designated must demonstrate that there is a justification which overrides any harm to the nature conservation value of the site.

Development should seek to secure the continuing viability of the habitat or wildlife interest of the site by adopting the following:

- Flexibility over the nature, scale, layout and density of development proposed;
- Measures which will remove or minimise damage to habitat and disturbance to wildlife; and
- Appropriate provision for the future maintenance of the site.

This policy applies to sites of Nature Conservation Importance. The status of the site as a SBI is uncertain and this policy assessment is included as a cautious approach but without prejudice to the current GMEU mapping which does not identify the site as an SBI.

The development is informed by a preliminary ecological appraisal prepared by Amenity Tree. Further surveys are recommended to establish any required mitigation. The layout retains large areas of habitat and a core wildlife corridor (Green Chain) along the north of the site. This has the objective of minimising damage to habitat and disturbance to habitat. A Construction Environmental Management Plan could be conditioned to specify the management of the site and maintenance of the areas. There will also be a Habitat Management and Maintenance Plan required for BNG. This would make appropriate provision for future maintenance of the site in line with this policy.

Assessment

Need for Residential Development (including affordable housing)

There is an undisputed need for new residential development in the borough. In the latest Housing Delivery Test (HDT) it was reported the Council had only delivered 54% of its housing requirement over the preceding three years (2020/21 – 2022/23). The Council's ability to deliver its housing requirement in full is further hampered by its failure to demonstrate a five-year housing land supply, which can in part be attributed to it not having an up-to-date Development Plan, including suitable and deliverable housing allocations.

Failure to have an up to date plan which includes deliverable housing allocations has also impacted the Council's delivery of affordable homes. The Council's Housing Need Assessment (2019) identifies there is an overall net requirement for 549 affordable dwellings per annum.

The evidence demonstrates there has been a significant under delivery in affordable housing over the past 10 years. This in turn means there is a significant backlog of unmet need for affordable housing.

Manchester has a stronger position with the latest HDT reporting Manchester had delivered 129% of its housing requirement and is able to demonstrate a five-year housing land supply. Nevertheless , the proposed development still makes a positive contribution towards housing delivery in the authority.

The pre-application advice from SMBC in August 2024 states the required tenure mix would be 45.9% social rent and 54.1% shared ownership. The tenure mix is to be agreed with the LPA as part of the application process to meet current local needs and in discussion with a Registered Provider.

Overall, it is clear there is a real need for new residential development within Stockport and the positive contribution to housing delivery in Manchester. The proposal will deliver 200 homes of which a minimum of 100 will be affordable, which will make a significant contribution to the housing position, at a time where Stockport is unable to demonstrate a five-year housing land supply, is under delivering against its housing requirements, and is not meeting its need for affordable housing.

07 Technical



Technical

This section of the Planning Statement provides an overview of the technical reports and surveys that have been undertaken to accompany this planning submission.

Design and Layout

A comprehensive Design and Access Statement has been prepared by Fletcher Rae and is submitted with this application. It provides an overview of the historical and contextual analysis that has influenced the proposals. It then provides a summary of guiding design principles and explains how these have influenced the submitted design and layout.

The proposed development is of high quality design with key features below:

- **General Layout:** The layout extends and enhances and existing access from Station Road. It retains and is focused around the water body on the central parcel as a key feature. Open space is located to the north and to the east of this central feature including improved planting, play space, recreational routes and fishing piers.
- **Nationally Described Space Standards (NDSS) or M4(2) compliance:** SMBC does not have specific policy requiring compliance with NDSS or M4(2) requirements. In Manchester PFE policy JP-H3 requires compliance with NDSS and all new build properties to satisfy M4(2) unless specific site conditions make this impracticable. All homes satisfy NDSS and M4(2) with 9no. apartments being M4(3) wheelchair accessible. As detailed within the accompanying Design & Access Statement, the architectural design of the development will follow the same landscape led approach, ensuring materials are sustainably sourced and visually in keeping with the natural landscape. Materials will comprise natural brick tones to blend in with the surroundings and provide quality textures and subtle features.

- **Materials:** As detailed within the accompanying Design & Access Statement, the architectural design of the development will follow the same landscape led approach, ensuring materials are sustainably sourced and visually in keeping with the natural landscape. Materials will comprise natural brick tones to blend in with the surroundings and provide quality textures and subtle features
- **Overshadowing & Overlooking and Separation Distances:** The proposed residential plots have been carefully designed and positioned to avoid any adverse impacts on neighbouring properties. Policy H-1 of the Stockport Core Strategy sets out that new residential development should provide good standards of amenity, privacy, safety, security, and open space for occupants. The Stockport Design of Residential Development SPD states that, for 1 to 2-storey dwellings, minimum spacing standards between habitable room windows on the public or street side of dwellings should be 21 metres, and between habitable room windows on the private or rear side, 25 metres. These standards have been incorporated into the scheme's layout to ensure privacy and amenity are appropriately safeguarded. This approach is in line with Manchester City Council Policy DM1, which requires all development to have regard to effects on amenity, including privacy and light.

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- **Garden Sizes:** The scheme provides a minimum of 50sqm private garden space per house and 6sqm balconies or 18sqm communal space for 1-bed apartments and 35sqm for 2-bed apartments in line with Stockport Standards. There is also ample quality public realm proposed across the Site to ensure prospective residents are provided with accessible, high quality public amenity areas. Manchester City Council encourages sufficient private or communal outdoor space to support residents' wellbeing, and the proposals provide accessible, safe, and functional amenity areas in line with this guidance.

The proposal is of high-quality design as detailed in the Design and Access Statement and with consideration of key policies. For the avoidance of doubt the proposals comply with Stockport Core Strategy Policy H-1, Design of Residential Development and Sustainable Design and Construction SPDs as well as Manchester's Guide to Development in Manchester SPD and Places for Everyone policy JP-H3.



Precent Images - Gold Street Norwich

Technical

Ecology

Preliminary Ecological Appraisal (PEA)

Amenity Tree Environmental Planning Consultants were instructed by the Applicant to undertake a Preliminary Ecological Appraisal (PEA) of the Site to inform the current Planning Application.

This report details the findings of a desktop study and data search, an Extended Phase 1 Habitat Survey, and a targeted assessment for relevant protected species. The survey was conducted on 10th April 2025 by a suitably qualified, licensed, and experienced ecologist.

A 1km search of the environs surrounding the site has confirmed there are no statutory designated sites or protected habitat records/protected species records. The development proposal does not appear to conform to those development types that require the LPA to consult Natural England on the likely risks

Based on the findings of the survey, the following potential ecological impacts have been identified:

- **Amphibians:** A low level of impact is considered likely due to the limited suitability of habitats on site.
- **Badger and Hedgehog:** No evidence of badger activity was recorded during the survey, although historical records exist for the local area. The site offers potential suitability for hedgehog.
- **Bats:** There is a potential loss of commuting and foraging habitat. Trees proposed for removal may support roosting bats. In addition, structures associated with the existing bridge and retaining walls (located outside the red line boundary) may be subject to indirect disturbance.
- **Birds:** The loss of foraging habitat and potential disturbance during the breeding season may affect avian species, including those of local conservation concern.
- **Reptiles:** Habitats within the site have some suitability to support reptile species, and impacts cannot be ruled out.
- **Grassland/Vascular Plants:** The loss of semi-improved grassland and associated vascular plant species is considered a low-level impact.
- **Water Vole:** No suitable habitat is present; therefore, impacts are not considered likely.

To appropriately inform mitigation and support the planning application, the following further surveys were recommended and have been undertaken:

- Ground-level tree inspection for potential bat roost features
- Night-time bat activity (walkover) survey
- Habitat suitability assessment for amphibians
- Breeding bird survey during the nesting season
- Presence/absence surveys for reptiles

Technical

Additional Ecology Surveys (needed prior to decision)

- **Ground-level tree inspection for potential bat roost features:** Initial inspections and emergence surveys of trees with potential roosting features have been completed. No bats were discovered during aerial inspections or the first emergence survey visit. Camera footage from the emergence surveys is currently being reviewed, and a second visit has been scheduled. An updated report will be provided upon completion.
- **Night-time bat activity (walkover) survey:** The initial survey has been completed, with the second survey scheduled for the week commencing 8th September. As anticipated, common bat species were observed (common pipistrelle only), predominantly within areas to be retained or enhanced as landscape and/or ecological habitats.
- **Habitat suitability assessment for amphibians:** Amphibian appraisal fieldwork has been completed. eDNA results are negative, confirming no presence within the two water bodies. Reasonable Avoidance Measures have been recommended (for toads). This can be addressed by condition.
- **Breeding bird survey during the nesting season:** Fieldwork has been completed within the appropriate survey season. Mitigation is likely to be required, with a condition avoiding vegetation removal during the nesting season and/or requiring supervision by a suitably qualified ecologist. This can be addressed by condition.
- **Presence/absence surveys for reptiles:** Refugia mats have been deployed and are being monitored, with two more visits scheduled. Due to anti-social behaviour, this survey has been challenging, with mats being destroyed or stolen. However, initial findings do not indicate any issues that cannot be accommodated with appropriate mitigation.

- **Riparian Mammal Survey:** One assessment was undertaken during the Preliminary Ecological Appraisal (PEA) phase, and the second is scheduled for early September. No evidence of riparian mammals was discovered during the first visit, and therefore, we do not anticipate any issues that cannot be mitigated.

Biodiversity Net Gain

Amenity Tree Environmental Planning Consultants were instructed by the Applicant to prepare a Biodiversity Net Gain (BNG) Assessment and Statutory Metric in support of this planning submission.

In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021), all new development is required to deliver a minimum 10% net gain in biodiversity.

The assessment has been informed by the Proposed Landscape Plans prepared by Amenity Tree Environmental Planning Consultants. These demonstrate that the scheme incorporates a range of biodiversity enhancements and habitat creation measures. Despite these efforts, the development currently results in a net change of -21.92 biodiversity units, equivalent to -43.61%, and therefore does not meet the statutory 10% BNG target on site. The trading rules within the Statutory Metric are not currently satisfied, and the unit shortfall to meet the mandatory 10% is calculated at 26.94 biodiversity units.

Notably, the scheme delivers a significant net gain in hedgerow units (+143.45%), reflecting the positive contribution of the proposed hedgerow planting and enhancement works.

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The development has been carefully designed to retain and enhance as much ecological value as possible within site constraints and has maximised opportunities for on site retention and enhancement of habitat including (but not limited to) the creation of 124no. urban trees, 0.09 hectares of woodland, 0.06 ha of scrub, 145 linear M of native hedgerow and 0.07 ha of moderate quality grassland. However, due to the nature of the site and the proposal, it is not possible to achieve the full 10% net gain solely on site. The Applicant intends to secure the remaining biodiversity units off site via a registered habitat bank, ensuring full compliance with both the 10% statutory requirement and metric trading rules. This off-site provision will be formally secured through a Section 106 agreement.

Based on the above, the proposal is considered to comply with Policies CS8 and SIE3 of the Stockport Core Strategy, JP-G8 of PfE and PA1 of the Manchester Core Strategy.

Landscape

Landscaping Strategy

The application is supported by detailed Landscaping Plans prepared by Amenity Tree Environmental Planning Consultants. The strategy for the Site follows a landscape led approach which seeks to retain as many of the existing landscape features as possible whilst providing further hard and soft landscaping enhancements.

As detailed upon the Landscape Masterplan and Soft Landscaping Plan, the following soft landscaping features are provided:

- Tree Planting
- Native Hedgerows
- Native Scrub Planting
- Native Woodland Planting
- Wildflower Orchards and Areas
- Marginal Aquatic Planting
- Reed beds
- Natural Play Areas
- Private Gardens



Technical

In terms of hard landscaping, the following is proposed:

- Tubular bollards
- Tarmac estate roads and paths
- Cycle & bin storage
- Timber and metal fencing
- Locally Equipped Area of Play (LEAP)
- Acoustic Fencing

Further detail on both the hard and soft landscaping proposals can be found upon the relevant plans which accompany this planning submission.

In accordance with Policy SIE3 of the Stockport Core Strategy the landscape proposals demonstrate that the development seeks to conserve, maintain, and enhance existing landscape features as well as minimise the impact of the proposal on the landscape and appearance of the local area which is discussed in further detail below.

Arboricultural Impact Assessment (AIA)

The proposal requires the removal of 11 trees across the site due to their condition (Category U). Additional removals are required to facilitate the proposal and these are contained within AIA.

Importantly, the proposals retain the higher value trees. Any losses are compensated with comprehensive planting proposed across the site (Landscape Master Plan and Softworks Plan). Further, the arboricultural method statement demonstrates how those trees to be retained will be protected, alongwith the root protection areas of trees adjacent to the site boundary.

Landscape & Visual Impact Assessment (LVIA)

A comprehensive assessment was undertaken to evaluate the potential effects of a proposed residential development of 200 dwellings accessed from Station Road. The assessment followed current legislation and best practice guidance, incorporating both desk-based research (including analysis of local planning policies, landscape character assessments, and a computer-generated Zone of Theoretical Visibility) and on-site observations conducted in August 2025.

The site was found to have medium landscape sensitivity and would experience a medium magnitude of impact, resulting in a moderate adverse effect on landscape character, which is not considered a material change.

Visual impacts during construction were assessed as materially adverse; however, these effects are expected to be significantly reduced over time through mitigation measures, vegetation growth, and natural weathering. Post-mitigation, the residual landscape effects are considered minor, with major to moderate residual visual effects limited to one viewpoint (#9) within the site boundary. Importantly, the proposed development is consistent with the character of the surrounding landscape, supporting its integration into the local environment.

Technical

Open Space

An Open Space Assessment has been prepared by Wardell Armstrong to accompany this planning application. The assessment confirms that 0.0489 Ha of amenity green space will be lost, whilst 2.367 Ha will be retained in the form of a LEAP, natural woodland play areas and amenity green space.

The assessment concludes that accessibility to amenity green space is maintained and, in fact, enhanced. The proposals include the delivery of landscaped public amenity space with new facilities that improve safety, visibility, and access. This results in a higher quality open space than that which currently exists on the site, in accordance with Policy SI2 of the Stockport Core Strategy, which seeks to enhance the quality of recreation and amenity open spaces to meet the needs generated by new residential development.

With regard to Manchester City Council (MCC) policy, it is noted that no open space is proposed within the western parcel, which falls within the MCC boundary. Nonetheless, the proposals are considered in the context of Policy EN11 of the MCC Core Strategy. This policy encourages new open spaces to be interconnected in order to support improved access for disabled people, pedestrians, and cyclists both across and between sites, and to enhance the City's biodiversity. Importantly, the proposed scheme incorporates improved connections from the western parcel, enabling residents and visitors to make better use of the open space provided within the central parcel.

Transport

Transport Assessment

Mode Transport was instructed by the Applicant to prepare a Transport Assessment which accompanies this Planning Application.

Both SMBC and MCC Highways were invited to comment on the proposals prior to submission and provided a scoping response which has been considered and reflected within the submission.

A summary of the conclusions of the TA is as follows:

- The site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel.
- There is no evidence to show the proposed development will have a detrimental impact on highway safety.
- The proposed access arrangement and visibility splays comply with the relevant highway design standards.
- Swept path analysis shows that a refuse collection vehicle is able to safely access the site and manoeuvre within the internal layout.
- The proposed development is expected to generate 107 two-way trips during the AM peak period and 88 two-way trips during the PM peak period.
- Junction capacity analysis demonstrates that the proposed development's impact on the local highway network is expected to be low and is not considered 'severe' in the 2030 with development scenario.

Technical

Parking

The parking strategy has been carefully balanced to meet demand while promoting sustainable transport modes and provides 247 car parking spaces in total split across the following:

- 1 car parking space per 2-bed dwelling
- 2 car parking spaces per 3-bed dwelling
- 91 apartments will be supported by 81 car parking spaces
- 10 visitor car parking spaces.

A census-based car parking assessment has been undertaken, demonstrating that this level of provision is appropriate and sufficient to meet anticipated demand, particularly in the context of the site's sustainable location and tenure mix.

Each dwelling will also be provided with one cycle parking space. All residential dwellings will be provided with an EV charging point and the proposed car parking for the apartment units will be 50% EV active provision with 50% passive EV provision ensuring that the scheme is future-proofed and aligned with local and national sustainability standards.

Taking the above into account, the proposed development is in accordance with Policy T2 of the Stockport Core Strategy and T1 of the Manchester Core Strategy.

Access Arrangements

The primary access to the central and western areas of the site will be from Station Road, via the existing bridge. As part of the development proposals, the bridge will be upgraded to accommodate a 5.5-metre-wide carriageway, along with 2-metre-wide footways on both sides.

Access to the eastern parcel is proposed via a new priority junction on Station Road. This new access road will provide a 5.5-metre-wide carriageway with 6-metre corner radii, facilitating easy vehicle movement. On either side of the access road, 2-metre-wide shared footways will connect into the existing footway network along Station Road, promoting safe and accessible pedestrian routes.

Station Road, adjacent to the site, currently has a 20mph speed limit. In accordance with Manual for Streets (MfS) guidance, visibility splays of 2.4m x 25m can be achieved in both directions, which is suitable for this speed environment. The proposals also include plans to increase the speed limit to 30mph near the site, supported by appropriate traffic calming measures to ensure safety.

Further details of the proposed access arrangements and visibility splays are illustrated within the Appendices of the TA.

Technical

Framework Travel Plan

Mode Transport was instructed by the Applicant to prepare a Framework Travel Plan to accompany this Planning Submission which should be read in conjunction with the Transport Assessment (referred to above).

As detailed within the FTP and in earlier chapters within this Planning Statement, the Site is within a highly sustainable location which is served by public transport and local amenities within acceptable walking distance (as specified in CIHT guidance for commuting purposes).

The purpose of the FTP is to provide the agreed reference point for a future full Travel Plan (TP) to be prepared once the development is occupied. The specific physical and management measures can be found within the FTP but are summarised below:

- **Promotion and Marketing** to make residents aware of the TP upon commencement of their residence at the development.
- **Travel Packs** will be provided to each new resident upon first occupation.
- **Travel Database** will be produced and maintained by asking residents to complete a baseline Residents' Travel Survey once at least 50% of units are occupied. A Residents' Travel Survey will then be undertaken annually for a period of 5 years
- **Pedestrian Routes** will be provided to residents within the TP to encourage walking at the Site.
- **Public Transport** Information will be provided to residents within the TP to encourage residents to adopt these modes.
- **Car Sharing and Car Hire** will be promoted to provide a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

Road Safety Audit (RSA)

Stage 1 Road Safety Audit was undertaken by Midland Road Safety Ltd on 15th May 2025 and is submitted in support of this Planning Application. The audit concluded that the proposed development is acceptable in principle, while identifying two specific “problems” aimed at further improving safety and accessibility for future users.

The first “problem” relates to pedestrian connectivity along the western industrial section of Station Road, where there is currently a lack of formal pedestrian infrastructure. To address this, the audit recommends the provision of a continuous footway on the southern side of Station Road, including dropped crossings at side roads and accesses, as well as measures such as street furniture or parking restrictions to prevent obstruction of pedestrian routes.

The second “problem” concerns the proposed internal spinal roads within the central and eastern parcels of the development. The audit notes that sections with limited horizontal or vertical alignment changes and consistent surfacing could lead to inappropriate vehicle speeds. As a result, speed mitigation measures are recommended as part of the detailed design to promote a safe, residential character.

In response, a detailed Designer's Response has been prepared, addressing each of the “problems” raised. Where relevant, the recommendations have been incorporated into the proposed layout to enhance overall safety and ensure alignment with current guidance and best practice.

Taking the above into account, the proposal and TP is in accordance with Core Policy CS9 and CS10 of the Stockport Core Strategy and T1 of the Manchester Core Strategy as it supports sustainable patterns of development and provides access to services and service centres by foot, public transport and cycling.

Technical

Bridge

The existing site access is via the Station Road Railway Bridge (owned by the Department for Transport and managed by Railway Paths) which is currently closed to general traffic. It comprises a c.5m paved carriageway and does not provide any footways. The bridge forms part of a local active travel route between Station Road and Sandfold Lane.

Engagement between the applicant and Railway Paths took place on 25th July to discuss the potential impact of increased traffic on the bridge resulting from the scheme who suggested a structural survey be undertaken for proposed load including any investigations. This has been commissioned. In any event as part of the proposals, the bridge will be upgraded to provide a 5.5m wide carriageway and 2m wide footways on both sides of the road and will be designed to meet all relevant safety, structural and adoptable standards ensuring it provides a robust and well-connected route within the development.

Ground Investigation

Phase 1 Preliminary Contamination Risk Assessment

A Phase 1 Preliminary Contamination Risk Assessment has been undertaken by Wardell Armstrong LLP and concludes that the site is considered to present a **moderate risk** due to historical land uses, adjacent industrial operations, and potential ground instability. Key findings and recommendations are outlined below:

Contamination Risk The site contains potential contamination sources, including made ground associated with a former railway and fly tipping. Off-site risks stem from historical industrial use and infilled ponds/reservoirs, which may lead to contamination and ground gas ingress.

Geotechnical Risk The site is at moderate geotechnical risk, primarily due to the presence of variable made ground and potential for differential settlement. Planned infilling of an on-site water body must follow a validated Earthworks Specification.

Taking the above into account, a Ground Investigation Survey (Phase 2) will be undertaken to better understand both contamination and geotechnical conditions.

Technical

Coal Mining Risk Note

Wardell Armstrong LLP (WA) was instructed by the Applicant to undertake a Coal Mining Risk Note.

A comprehensive review of multiple data sources, including Groundsure reports, historical geological mapping, BGS borehole logs, and site walkover findings, confirmed that the Site is not located within a Coal Mining Reporting Area or a Development High Risk Area, as defined by the Mining Remediation Authority.

No evidence of historic underground coal mining or mine entries was identified within or near the Site, with the nearest recorded mine entry located over 3km away. Additionally, geological data suggests that any deep-seated coal seams present would not pose a risk to surface stability.

On this basis, the Site is considered to be at negligible risk from coal mining-related ground instability.

Crime Impact

A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police (GMP) in support of this Planning Application. The CIS confirms that the proposed residential development is acceptable in principle, and provides a series of constructive recommendations to enhance safety and reduce the risk of crime. These include improving visibility to entranceways by avoiding recessed doorways, securing rear amenity spaces and access passageways with appropriate railings and gating, and incorporating security measures where footpaths or cycle routes run alongside rear garden boundaries.

In response to these recommendations, the site layout has been updated to incorporate GMP's guidance, ensuring the development promotes a safe and secure residential environment. The proposal is therefore considered to be in accordance with Stockport Core Strategy Policies SD-1, PfE Policies JP-S1, JP-1 and Manchester Core Strategy Policies SP1, EN1 and Saved Manchester UDP Policy DC7.1.

Technical

Flood Risk Assessment

A Flood Risk Assessment has been undertaken in accordance with the NPPF by Wardell Armstrong LLP.

The Environment Agency's Flood Map for Planning confirms that the site lies within Flood Zone 1, which indicates a 'Low' probability of flooding and is appropriate for the proposed 'More Vulnerable' residential use. The risk of surface water and sewer flooding is generally assessed as Very Low to Medium, with localised areas of Medium risk associated with topographical depressions and historic flow routes. The risk from groundwater is Very Low, while the risk of artificial flooding from the site's two interconnected ponds is considered Medium due to their hydraulic connections with culverted watercourses.

Drainage

A Surface and Foul Water Drainage Strategy has been developed by Wardell Armstrong LLP.

Surface Water Drainage

In regard to Surface Water, to ensure that flood risk is not increased downstream, surface water runoff from the development will be managed sustainably and discharged at a restricted greenfield runoff rate to the existing downstream culvert. Attenuation will be provided through a combination of vegetated detention basins and other SuDS features such as permeable paving and source control. These measures will accommodate flows up to the 1 in 100-year storm event plus 45% climate change allowance. The existing drainage regime will be preserved, with exceedance flows safely routed through landscaped areas, ensuring no adverse impact on either on-site or off-site flood risk. The infilling of the eastern pond will be preceded by controlled dewatering to prevent any impact on the downstream network.

Foul Water Drainage

Foul Water from the proposed development will be discharged into the existing public foul sewer network in accordance with United Utilities' requirements. The proposed drainage strategy will be designed to ensure sufficient capacity and compliance with all relevant standards, ensuring that foul water is managed effectively and without risk to public health or the environment.

Taking the above into account, it is considered, therefore, from a flood risk and drainage perspective the site is suitable for the proposed development is in accordance with Stockport Core Strategy Policies SD-6, SIE3 and Manchester Core Strategy Policy EN14.

Technical

Air Quality

Miller Goodall was instructed by the Applicant to undertake an Air Quality Assessment to assess the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality.

The AQA Report concludes that with appropriate dust mitigation measures in place during construction, residual dust and human health impacts will not be significant.

The proposed development therefore is not anticipated to have a significant effect on local air quality, and as such, is in accordance with Stockport Core Strategy Policies SIE3 and Manchester Core Strategy EN16.

Noise Impact Assessment

A detailed Noise Impact Assessment has been undertaken by E3P, including unattended background sound monitoring during both daytime and night-time periods, as well as 3D noise modelling in line with BS 4142:2014 to assess commercial noise from surrounding premises. The assessment identifies the need for windows to remain closed at night on one façade of the eastern parcel, with alternative ventilation provided, and proposes 3m and 4m high acoustic barriers to protect certain external amenity areas.

During discussions with Manchester City Council planners on 13th August 2025, conversations took place regarding the potential impact of the proposed new homes on the adjacent industrial estate and employment uses to the east. The importance of protecting existing jobs and maintaining the function of the employment site was acknowledged. To address this interface, a 4-metre-high acoustic fence is proposed along the boundary between the residential development and the adjacent employment site, providing a physical and noise buffer. It is also noted that the neighbouring businesses do not operate on a 24-hour basis.

With these mitigation measures incorporated into the submitted layout, the assessment concludes that there will be no adverse noise impact on future residents during either the day or night. This in turn ensures that the adjacent business properties can continue their operations. As such it is in accordance with Policy SIE3 of the Stockport Core Strategy and MCC's Saved UDP Policy DC 26 Development and Noise.

Technical

Energy Statement & Sustainability Checklist

Watt Energy was commissioned by the Applicant to prepare an Energy and Environmental Standards Statement in support of this planning submission. The report demonstrates how the development meets policy requirements and local targets through sustainable design, resource efficiency, and adherence to the Energy Hierarchy. All assessments are based on the latest drawings and modelled using SAP 10.2 to ensure accuracy in energy use and Co2 reduction projections.

Key sustainability measures include:

- The site is within Flood Risk Zone 1, with minimal flood risk.
- A comprehensive SuDS strategy (see Wardell Armstrong's Drainage Strategy) manages surface water on-site.
- Internal water use will be limited to under 110L per person per day, with efficient fixtures and A-rated appliances.
- Construction waste minimisation targets 90% diversion from landfill, with tri-separator refuse chutes installed to support recycling during occupation.
- Crime prevention and mental wellbeing are promoted through Secure by Design principles, active frontages, and natural surveillance (refer to DAS and Crime Impact Statement).
- The use of locally sourced and reclaimed materials is prioritised, with all new materials required to perform well in BRE's Green Guide to reduce embodied carbon.

- The site benefits from strong sustainable transport links, including Reddish North Station, Bee Network bus services (203 and 7), and proximity to East Didsbury Metrolink. Local amenities are accessible via Houldsworth Square and the broader Reddish area.
- Enhanced cycle storage is provided, with links to the TransPennine Trail and regional cycle routes through Reddish Vale Country Park.

A completed Sustainability Checklist, as required by SMBC's validation requirements, accompanies this submission and confirms compliance. The development aligns with Stockport Core Strategy Policies SD-1 and SD-6, Manchester Core Strategy Policy EN4, and PfE Policies JP-S1 and JP-S2.

Technical Conclusion

The suite of technical assessments accompanying this application has demonstrated that no matters have been identified which cannot be satisfactorily mitigated through the measures proposed. Where potential risks have been highlighted, appropriate mitigation strategies have been incorporated into the scheme to ensure that the development will not give rise to unacceptable impacts.

Accordingly, the proposals are in full accordance with the relevant policies of the Stockport Core Strategy, the Manchester Core Strategy, and Places for Everyone where applicable.

08 Planning Balance



Planning Balance

Social Benefits

Housing Delivery Amid Chronic Under-Delivery in SMBC

SMBC has consistently failed to meet its housing targets since 2018, despite implementing action plans intended to address this issue. This was recently confirmed in a relevant appeal decision for Gatley Golf Club (Ref. APP/C4235/W/24/3349825).

The new housing supply calculation method increases SMBC's annual requirement to approximately 1,815 dwellings, further exacerbating the shortfall. SMBC has acknowledged that its Housing Land Supply lies between 1.56 and 1.77 years—well below the required five-year threshold.

This highlights the acute and persistent housing need across the Borough. The proposed development would deliver 200 much-needed homes in an area suffering from chronic under-delivery, a fact acknowledged during all pre-application discussions with officers, councillors, and the local community.

This benefit must be given substantial weight in favour of the proposal.

Provision of Affordable Housing to Meet Substantial Unmet Needs

In the same appeal, the Inspector noted that the provision of affordable housing in recent years has failed to meet growing demand. The most recent Housing Needs Assessment (2019) identified an unmet need of 1,572 households within the local housing market area. Although the report is dated, its findings were not contested by the Council at the time.

The proposed development includes a range of affordable housing tenures tailored to local needs, contributing to housing supply while fostering a balanced community.

Delivering a minimum of 100 affordable homes in this part of the Borough would provide significant social value.

Planning Balance

Economic Benefits

As a residential development, the economic benefits primarily stem from construction activity and future resident expenditure. According to the Home Builders Federation calculator (assuming all homes fall within SMBC), building 200 homes is estimated to:

- Create 225 direct jobs, including 8 apprenticeships
- Generate over £5 million in tax revenue
- Add £402,500 in annual council tax revenue
- Deliver more than £5 million in additional local expenditure

These benefits would positively impact both SMBC and MCC.

Environmental Benefits

To align with key policy tests, this section outlines the environmental benefits, which also contribute to social benefits by enhancing community wellbeing, health and quality of life.

Creation of a Safer, Publicly Accessible, and Managed Recreational Area

The proposed development prioritises a safe, attractive, and well-integrated living environment. Key design features include well-lit pedestrian routes, managed woodland areas, and home orientations that maximise natural surveillance. Public and semi-private spaces are overlooked by active frontages, encouraging community interaction and deterring anti-social behaviour.

As detailed in the accompanying Crime Impact Statement, the site has historically experienced anti-social behaviour. Introducing a residential community will bring consistent, legitimate activity, increasing passive surveillance and reducing crime opportunities. Enhanced lighting, visibility, and movement will create a safer environment throughout the day and night.

The proposed scheme offers a proactive, sustainable solution by fostering a vibrant, lived-in community that naturally discourages anti-social behaviour. This development delivers tangible safety improvements for both future residents and the wider community, supporting long-term regeneration and enhancing the area's overall character.

Planning Balance

Qualitative Enhancement of Open Space and Recreational Areas

As shown in the Landscape Masterplan (Plan Ref: AT.25.12596.1000 Rev. R.01), the development provides a clear qualitative uplift to the site's open space through integrated landscaping. While the total area of informal open space is reduced, the remaining areas are significantly enhanced through formal management, structured access, and improved amenity value.

A new Locally Equipped Area of Play (LEAP) is proposed, addressing a known shortfall identified in the Stockport Open Space Study (2017), and offering a valuable resource for local children.

Footpaths across the site will be widened, formalised, and sensitively lit, ensuring year-round accessibility and reducing conflict with ecologically sensitive areas. These routes encourage exploration of the site's natural features, including new fishing piers that provide safe access to the lake.

The scheme has maximised opportunities for on site retention and enhancement of habitat within the context of the proposed development by proposing the retention and enhancement of woodland, urban tree planting creation, open water and reedbed retention, urban tree retention, hedgerow planting, neutral grassland creation, scrub creation, urban vegetated gardens and introduced shrub creation. Despite best efforts, the development cannot achieve the mandatory 10% on site and will seek off site units to reach the mandatory 10% from a registered habitat bank which must satisfy trading rules and achieve 10% gains to ensure full compliance with the Environment Act 2021.

These measures create a diverse, inclusive, and sustainable recreational environment that promotes wellbeing, community interaction, and environmental stewardship. Significant weight should be given to these benefits in the planning balance.

Planning Balance

Delivering Sustainable Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise. Given the acknowledged undersupply of housing land in SMBC, the presumption in favour of sustainable development, as defined by the National Planning Policy Framework (the Framework), is engaged.

Paragraph 11(d)(ii) of the Framework states that where a local authority cannot demonstrate a five-year housing land supply, planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the Framework as a whole.

This presumption does not apply to MCC. However, earlier chapters of this submission demonstrate full compliance with the relevant Development Plan policies, with the redevelopment of previously developed land for homes being supported.

The proposal clearly delivers substantial social, economic, and environmental benefits.

While it is acknowledged that the scheme would result in the technical loss of local open space and a reduction in land designated as part of the Green Chain (SMBC Policy Ref: NE3.1), this must be weighed against:

- The delivery of 200 homes, including at least 50% affordable housing, contributing meaningfully to the existing housing shortfall;
- The opening up and qualitative enhancement of approximately 2.36 Ha of open space for both existing and new residents;
- The delivery of measurable Biodiversity Net Gain (BNG).

There is no identified policy conflict within either SMBC or MCC that weighs against the proposal. This statement has demonstrated both policy compliance and the presence of additional material planning benefits.

Accordingly, there are no adverse impacts that would significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework as a whole. The proposed development therefore benefits from the presumption in favour of sustainable development.

09 Conclusion



Conclusion

There are significant economic, social and sustainable benefits that will be delivered as part of the proposal which are as follows:



The proposal would contribute 200 new homes in an area with recognised housing need.

The scheme includes a minimum of 100 affordable homes, across a range of tenures aligned to local needs.

The scheme is estimated to provide:



- 225 direct jobs, including 8 apprenticeships, during construction.
- Over £5 million in tax revenue.
- £402,500 in additional annual council tax revenue.
- More than £5 million in new local spending.



- The provision of a new Locally Equipped Area of Play (LEAP).
- Improved site safety through passive surveillance, lighting, and pedestrian-friendly design.
- 2.3 hectares of on-site ecological enhancements include woodland and hedgerow retention, new grassland and scrub habitats.

In accordance with Section 70(2) and Section 38(6) of the Framework the proposal should be afforded statutory presumption in favour of sustainable development. It complies with the relevant Development Plan policies and material considerations supporting the proposal. Respectfully, it is requested that full planning permission be granted.

Appendix 1 Schedule of Drawings & Documentation

Appendix 2 Planning History

Appendix 3 List of Relevant Planning Policy

Appendix 4 Copy of Press Notice

Appendix 1 Schedule of Drawings & Documentation

- Planning Application Form
- Ownership Certificate C
- Planning Statement (prepared by Eden Planning)
- Design & Access Statement (prepared by Horizon Fletcher Rae)
- Drawings Pack (prepared by Horizon Fletcher Rae)
 - Site Location Plan
 - Existing Site Plan
 - Proposed Site Plans (Whole / Western and Central / Central / Eastern)
 - House Type Plans (includes Elevations , Floor Plans and Roof Plans)
 - Apartment Plans (Elevations Block A / Elevations Blocks B and C / Floor Plans)
 - Proposed Site Sections & Finished Floor Levels
 - Proposed Streetscenes
 - Proposed Roofplan
 - Proposed Bin & Cycle Stores
- Landscape Plans (prepared by Amenity Tree)
 - Landscape Masterplan
 - Landscape Hardworks Plan
 - Landscape Softworks Plan
 - Landscape Play Areas Plan
 - Landscape Connectivity Plan
- Landscape and Visual Impact Assessment (prepared by Arbtech)
- Open Space Assessment (prepared by Wardell Armstrong)
- Transport Assessment (prepared by Mode Transport)
- Framework Travel Plan (prepared by Mode Transport)
- Road Safety Audit (undertaken by Midlands Road Safety Ltd)
- Air Quality Assessment (prepared by Miller Goodall)
- Noise Impact Assessment (prepared by E3P)
- Arboricultural Impact Assessment (prepared by Amenity Tree)
- Arboricultural Method Statement (prepared by Amenity Tree) - follow
- Biodiversity Net Gain Assessment including Metric (by Amenity Tree)
- Preliminary Ecological Appraisal and Surveys (prepared by Amenity Tree)
 - Ground-level tree inspection - follow
 - Habitat suitability assessment for amphibians - follow
 - Breeding bird survey during the nesting season - follow
 - Presence/absence surveys for reptiles - follow
- Energy Statement & Sustainability Checklist (prepared by Watt)
- Flood Risk Assessment (prepared by Wardell Armstrong)
- Proposed Foul and Surface Water Drainage Strategy (drawings prepared by Wardell Armstrong)
- Preliminary Contamination Risk Assessment (prepared by Wardell Armstrong)
- Coal Mining Risk Note (prepared by Wardell Armstrong)
- Statement of Community Involvement (prepared by Font)

Appendix 1 Schedule of Drawings & Documentation

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Appendix 2 Planning History

Application Reference	Address	Description of Development	Date of Decision
Stockport Metropolitan Borough Council			
J/54945	Western Reservoir South of Sandfold Lane Reddish	Residential Development with Access from Walton Hall Drive	Approved – 24.10.1996
J/31066	Sandfold Reservoir Sandfold Lane North Reddish	Infilling of part of reservoir to form picnic area and wild flower meadow	Approved – 19.10.1984
Manchester City Council			
048742/FO/CENTL3/95	Vacant land at Nelstrop Road/ Sandfold Lane, Levenshulme	Change of use of vacant land to create 5 builder's yards and erection of a 2.5metre-high concrete fencing with access from Sandfold Lane.	Approved – 01.05.1996
037820	Site at Sandford Lane/Nelstrop Road, Levenshulme	Outline application for industrial development	Refused - 31.01.1991
028535	Vacant Land, Nelstrop Road, Levenshulme	Erection of an animal sanctuary for the housing of sick and injured animals, including kennels, cattery, surgery, office, and private residence	Approved – 28 May 1987

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Appendix 3 List of Relevant Planning Policy

Appendix 4 Copy of Press Notice

Appendix 3 List of Relevant Planning Policy

Policy	Policy Description
Stockport Metropolitan Borough Council	
Stockport Strategy Development Plan ("DPD") (2011)	
SD-1 Creating Sustainable Communities	Gives favourable consideration to development which is demonstrated to assist in the creation of Sustainable Communities so long as it is in compliance with other development plan policies.
SD-6 Adapting to the Impacts of Climate Change	Development should be designed in such a way as to avoid, mitigate or reduce the impacts of climate change. In particular, all development will be required to incorporate Sustainable Drainage Systems (SuDS) so as to manage the run-off of water from the site.
CS2 Housing Provision	Sets targets for the provision of new homes in Stockport. The policy notes that existing housing stock should be safeguarded where possible but improved to more contemporary standards.
CS3 Mix of Housing	A mix of housing, in terms of tenure, price, type and size will be provided to meet the requirements of new forming households, first time buyers, families with children, disabled people and older people. New development should contribute to the creation of more mixed, balanced communities by providing affordable housing in areas with high property prices and by increasing owner occupation in areas of predominantly social rented housing. Highlights that the overall strategic affordable housing target is 50% of total provision.
H-1 Design of Residential Development	Emphasises the design and build standards of new residential development should be high quality, inclusive, sustainable and contribute to the creation of successful communities.
H-3 Affordable Housing	Affordable housing is required on sites providing 15 dwellings (gross) or more and sites of 0.5 hectares or more. The proportion of affordable housing sought varies across the borough to take account of property prices and economic viability. Within the Inner Urban Areas of the borough such as Reddish, the proportion of affordable that should be adhered to is 20-25%.

Appendix 3 List of Relevant Planning Policy

Policy	Policy Description
CS8 Safeguarding and Improving the Environment	Emphasises that proposals should improve green infrastructure provision, enhance biodiversity and nature conservation, safeguard the integrity of the historic environment and areas of strategic and local open space and provide facilities for children's play.
SIE2 Provision of Recreation and Amenity Open Space in New Developments	Advises developments should enhance the quality of recreation and amenity open spaces to cater for the demand generated by the new residential development
SIE3 Protecting, Safeguarding and Enhancing the Environment	Applications should provide mitigation measures which minimise disturbance to habitats and vegetation. Consideration should be given to not exacerbate/worsen existing pollution levels (including air quality, noise and vibrations, light, water or ground). Development which respects the historic environment and heritage assets are encouraged.
CS9 Transport and Development	Requires development to focus on areas accessible by walking, cycling and public transport. Proposals must consider the needs of the most vulnerable road users, starting with pedestrians.
CS10 An Effective and Sustainable Transport Network	States that the council aims to promote sustainable transportation. This includes enhancing walking, cycling and public transport provision.
T2 Parking in Developments	Development must provide car parking in accordance with maximum parking standards for its relevant land use, as detailed in the existing adopted parking standards. It must be proven that new development will not result in inappropriate on street parking that has a detriment to high street safety.
Saved policies of the Stockport Unitary Development Plan ("UDP") Review (May 2006)	
NE3.1 Protection and Enhancement of Green Chains	Encourages measures to improve linkages and habitat value within and between these Green Chains, and, where appropriate, will require such measures through the development control process.

Appendix 3 List of Relevant Planning Policy

Policy	Policy Description
UOS1.3 Protection of Local Open Space	Advises that if it can be demonstrated that there is an adequate provision of open space in the local area and that the loss of the site would not be detrimental to the well being of the local community or the amenities of the area or the open space that would be lost as a result of the proposed development would be replaced by open space of equivalent or better quantity, quality, usefulness, and attractiveness, in a location at least as accessible to current and potential users, development within Local Open Space will be permitted.
Manchester City Council	
Places for Everyone Joint Development Plan (2024)	
JP-S1 Sustainable Development	Establishes the plan's commitment to sustainable development that balances economic, social, and environmental needs.
JP-S2 Carbon and Energy	Expects all new development will, unless it can be demonstrated that it is not practical or financially viability is net zero carbon from adoption (to regulated operational carbon emissions).
JP-H1 Scale, Distribution and Phasing of New Housing Development	Sets housing growth targets for districts and ensures phased delivery aligned with infrastructure and need.
JP-H2 Affordability of New Housing	Aims to boost affordable housing supply across Greater Manchester.
JP-H3 Type, Size and Design of New Housing	Promotes a balanced mix of housing types and sizes to meet population needs.
JP-H4 Density of New Housing	Encourages appropriate density in sustainable locations to optimise land use.
JP-G7 Trees and Woodland	Aims to significantly increase tree cover, protect and enhance woodland and connect people to the trees and woodland around them.

Appendix 3 List of Relevant Planning Policy

Policy	Policy Description
JP-G8 A Net Enhancement of Biodiversity and Geodiversity	Aims to deliver a net enhancement of biodiversity value and improved access to nature through ensuring new development plays its part each delivering a net gain in biodiversity. This could involve the protection and improvement of existing habitats, the creation of new ones, and/or the strengthening of connections between them.
JP-P1 Sustainable Places	Aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places.
JP-C1 An Integrated Network	Aims to help deliver an accessible, low carbon Greater Manchester with world-class connectivity.
JP-C8 Transport Requirements of New Development	Requires developments to prioritise sustainable transport, accessibility, and integrating with existing networks.
Manchester Core Strategy (2012) and Addendum to Manchester Core Strategy (2024)	
SP1 Spatial Principles (Inner Area)	Emphasises the importance on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
EC8 Central Manchester	Seeks to improve public transport, walking and cycling connectivity between residential neighbourhoods and employment locations.
H1 Overall Housing Provision	Supports the delivery of a balanced housing offer, including affordable housing and housing for different needs.
H2 Strategic Housing Location	Identifies key areas across Manchester for significant new housing growth.
H5 Central Manchester	Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Appendix 3 List of Relevant Planning Policy

Policy	Policy Description
H8 Affordable Housing	Requires new residential developments to contribute to affordable housing provision.
T1 Sustainable Transport	Encourages a modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.
EN1 Design Principles and Strategic Character Areas	Promotes high-quality, inclusive, and sustainable design.
EN14 Flood Risk	All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.
EN16 Air Quality	Seeks to improve the air quality within Manchester.
PA1 Developer Contributions	Policy PA1 sets out the Council's approach to securing developer contributions to mitigate the impacts of development, including infrastructure, environmental improvements, and community benefits, where appropriate.
Saved Policies of the Unitary Development Plan (UDP) (1995)	
DC 26 Development and Noise	This policy seeks to ensure that noise-sensitive developments are protected from excessive noise and that new developments, such as commercial uses, do not generate unacceptable levels of noise for surrounding uses.
DC7.1 New Housing Development	This policy sets out criteria for new housing developments to ensure they provide a satisfactory residential environment, with regard to layout, design, and amenity considerations.

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Appendix 4 Copy of Press Notice

Safety first as speed limit on A34 lowered

A NEW speed limit is being introduced on the A34 in Cheadle to support the area's £33million transport corridor upgrade.

The limit will be lowered from 50mph to 40mph close to Kingsway School to help improve safety for road users including motorists, pedestrians and cyclists.

The section of road impacted runs from Broadway to the Cheadle Royal junction, close to both Kingsway School campuses.

Corridor improvements currently underway include a designated walking and cycling route built along the stretch of the A34 where the new speed limit is being brought in.

Grace Baynam, Stockport council's cabinet member for parks, highways and transport services, said: "Reducing the speed limit on this stretch of the A34 from 50mph to

40mph is a crucial step in improving safety for all road users, including pedestrians and cyclists. Lower speeds reduce the risk and severity of accidents, making our roads safer for everyone.

"Additionally, by encouraging smoother traffic flow, this change will help to improve air quality in the area, supporting Stockport's wider commitment to tackling air pollution and promoting healthier communities."

As part of the change, the council will install electronic speed warning signs highlighting the new speed limit, plus new signs on the north-bound carriageway bridge.

As motorists make their way over the M60, Manchester City Council has recently changed the speed limit on Kingsway to 30mph as motorists travel over the city boundary.

SCANNER SUITE OPENS

A NEW MR scanner suite has officially opened at Stockport's Stepping Hill Hospital and is now providing an enhanced service for patients.

The new suite includes two state-of-the-art new MR (Magnetic Resonance) scanners, which will benefit stroke care, cancer care, and emergency and urgent care services.

Hospital chiefs say it will help to reduce waiting times, with patients now no longer waiting longer than six weeks for a scan.

The scanners include innovative new screen technology, funded by the trust's own Stockport NHS Charity, which beam soothing images to patients as they have their scans, and can help patients feel less claustrophobic whilst

in the machines. MR scans can be used in many ways, including diagnosing neurological conditions, assessing musculoskeletal issues, detecting and staging cancer, examining organs and detecting inflammation. It is estimated around 11,000 patients a year will use the scanners, receiving swifter treatment than before.

The new development has taken around two years to complete. An opening ceremony was held, with the ribbon being cut by Stockport NHS Foundation Trust chief executive Karen James and divisional director Mike Allison.

Karen said: "It is excellent to see the suite finished, and our radiology teams working with the new scanners to provide a swifter service for



Ribbon Cutting: Karen James and Mike Allison do the honours (Photo credit: Stockport NHS Foundation Trust)

our patients.

"I'd like to thank all our colleagues and partners who

have worked so hard to make these enhanced new facilities possible."

Notice of Application for a new premises licence under the Licensing Act 2003

NOTICE is hereby given that, **Taj Mahal Stockport Ltd** have applied on 31st July 2025 to the Stockport Metropolitan Borough Council in respect of the premises known as **Taj Mahal, 391 London Road, Hazel Grove SK7 6AA** for a premises licence for late night refreshment:
Sunday – Thursday, 11pm – 12:30am,
Friday and Saturday, 11pm – 3:30am

Anyone wishing to make representations about this application must do so in writing by 28/08/2025 to The Licensing Officer (2003) Environmental Health and Trading Standards Service, Stopford House, Piccadilly, Stockport SK1 3XE
e-mail: licensing2003@stockport.gov.uk
website: www.stockport.gov.uk/licensing
fax: 0161 474 4369

where the record of this application and the Licensing Register may be inspected.

Please note that it is an offence knowingly or recklessly to make a false statement in connection with an application and that the maximum fine for which a person is liable on summary conviction for the offence is £5,000.

13/08/2025

Town and Country Planning (Development Management Procedure) (England) Order 2015 NOTICE UNDER ARTICLE 13 (CERTIFICATE C) OF APPLICATION FOR PLANNING PERMISSION

Notice is hereby given of a planning application submitted at Land at Station Road, Reddish for:

Proposed residential development of up to 200 dwellings, landscaping, open space, engineering works (including the infilling of an existing water body), car and cycle parking, improvements to access(es) from Station Road, improvements to access from Nelstrop Road North (for emergency vehicles, pedestrian and cycles), and other associated works/infrastructure.

Any owner of the land or tenant who wishes to make representations about this application should write, within 21 days of the date of this notice, to Stockport Metropolitan Borough Council, Planning Services, Place Directorate, Stopford House, Piccadilly, Stockport SK1 3XE.

Road upgrade bids to reduce flood risk

MAJOR improvements have now been completed on the A555 near Manchester Airport in a bid to reduce the risk of flooding and keep the road open during heavy rain.

The relief road, which links the A6 near Hazel Grove to the M56 near the airport, was completed in 2018 and has repeatedly flooded during heavy rainfall.

Earlier this year travel agents demanded an

investigation into why the road flooded so badly on New Year's Day that cars were completely submerged. They called for an inquiry.

Now Cheshire East Council has upgraded the pumping station that helps manage water levels on the key route connecting Stockport, Manchester Airport and surrounding areas.

It says the upgrade doubles the current pumping capability, which was limiting the

station's ability to cope during storms. The work involved replacing the ageing control panel, which had clocked up more than 61,000 hours of use.

A statement from the local authority said: "While no solution can completely eliminate the risk of flooding, this upgrade is a key step in improving the road's resilience to heavy rain."

And Mark Goldsmith, who chairs the council's highways and transport committee, added: "We know how worrying and disruptive it can

be for drivers when this road floods. This upgrade means the pumping station is now much more reliable and better equipped to deal with severe weather.

"It's a big step forward in keeping this important road open and safe during the increasingly heavy downpours we are getting."

The council says is continuing to explore further ways to strengthen flood prevention measures and ensure the road remains "a safe and reliable route for all road users".

Bus boost for the younger generation

AROUND 150,000 18-21-year-olds in Greater Manchester are set to benefit from half price Bee Network bus travel.

Launching on September 1, young people will be able to buy a 28-day bus travelcard for £40 – half the adult fare price they would normally pay.

Equivalent to just £1.43 per day, it provides unlimited travel on any Bee Network bus – including a growing network of night buses.

The plans were announced by mayor Andy Burnham as part of the launch of the Greater Manchester Strategy (GMS).

Making the biscuit!

Continued from page one

Stockport's reputation as a vital hub for innovation and industry – protecting our town's proud manufacturing heritage and future.

"Supporting world-famous brands like McVitie's here in Stockport boosts our local economy and community, and

I look forward to seeing this growth continue for many years to come."

The announcement follows a period of sustained growth for Pladis, with group revenues including the UK increasing by eight per cent year-on-year to £2.8bn, according to its most recent financial disclosures.

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Welcome: Jen, Dan and Brianna with councillor Dan Oliver (Photo credit: Stockport Council)

Stockroom's takes first baby steps

STOCKROOM, Stockport's new cultural and community venue, marked a significant milestone by registering its first baby birth, as the newly launched birth registration service opened to local families.

Parents Jen and Dan Nixon from Cheadle registered the birth of their baby, three-week-old Brianna, becoming the first family to use the new service.

They were officially

welcomed by councillor Dan Oliver, Stockport Council's cabinet member for culture, and Registration Officer Sophie Jones to mark the occasion.

Baby Brianna was also signed up as a library member which is offered to all new parents when they register a birth to encourage a lifetime love of books and learning. This innovative partnership between libraries and registrars is the first in the UK.

E D E N

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