

**POLICIES WHICH STILL APPLY FROM
1ST APRIL 2011 ONWARDS (POST CORE
STRATEGY ADOPTION)**

This document is an informal extract from the UDP Review, produced purely for ease of use when seeking to establish which UDP policies are still relevant following adoption of the Core Strategy DPD.

For the avoidance of doubt and for legal purposes, the statutory development plan for Stockport currently comprises the North West Regional Spatial Strategy along with:

- The full version of the Stockport Unitary Development Plan Review (31st May 2006);
- The Secretary of State's Direction on Saved Policies (dated 13th May 2009); and
- The Stockport Local Development Framework: Core Strategy Development Plan Document (March 2011).

For legal purposes these documents must be read as a whole. The legal version of each of these documents is that held on deposit by the Council.

INDEX OF UDP (REVIEW) POLICIES THAT STILL APPLY:

LCR1.1 LANDSCAPE CHARACTER AREAS	2
LCR1.1a THE URBAN FRINGE INCLUDING THE RIVER VALLEYS.....	5
LCR1.9 RECLAMATION OF LAND IN THE MERSEY VALLEY	6
LCR1.10 OFFERTON SAND AND GRAVEL WORKINGS	7
NE1.1 SITES OF SPECIAL NATURE CONSERVATION IMPORTANCE.....	9
NE1.2 SITES OF NATURE CONSERVATION IMPORTANCE	11
NE3.1 PROTECTION AND ENHANCEMENT OF GREEN CHAINS.....	13
HC1.1 DEMOLITION AND TREE FELLING IN CONSERVATION AREAS	15
HC1.3 SPECIAL CONTROL OF DEVELOPMENT IN CONSERVATION AREAS.....	16
HC1.4 NEW USES FOR BUILDINGS IN CONSERVATION AREAS.....	17
HC4.1 DEVELOPMENT AND PARKS AND GARDENS OF HISTORIC INTEREST	18
EP1.7 DEVELOPMENT AND FLOOD RISK	19
EP1.8 MANCHESTER AIRPORT PUBLIC SAFETY ZONE.....	21
EP1.9 SAFEGUARDING OF AERODROMES AND AIR NAVIGATION FACILITIES	22
EP1.10 AIRCRAFT NOISE.....	23
GBA1.1 EXTENT OF GREEN BELT	26
GBA1.2 CONTROL OF DEVELOPMENT IN GREEN BELT.....	26
GBA1.5 RESIDENTIAL DEVELOPMENT IN GREEN BELT	29
GBA1.6 RE-USE OF BUILDINGS IN THE GREEN BELT	32
GBA1.7 MAJOR EXISTING DEVELOPED SITES IN THE GREEN BELT	35
GBA2.1 PROTECTION OF AGRICULTURAL LAND	37
GBA2.3 FARM DIVERSIFICATION	38
UOS1.2 PROTECTION OF STRATEGIC OPEN SPACE.....	40
UOS1.3 PROTECTION OF LOCAL OPEN SPACE	43
UOS1.4 PROPOSED LOCAL OPEN SPACE AT ST. JAMES' R. C. HIGH SCHOOL, CHEADLE HULME	45
UOS1.5 PROPOSED STRATEGIC OPEN SPACE AT ADSWOOD	45
L1.1 LAND FOR ACTIVE RECREATION.....	46
L1.2 CHILDREN'S PLAY	48
L1.5 COUNTRYSIDE RECREATION	50
L1.6 GOLF DEVELOPMENT.....	51
L1.7 RECREATION ROUTES: MAINTENANCE AND EXPANSION OF NETWORK	52
L1.8 STRATEGIC RECREATION ROUTES.....	53
L1.9 RECREATION ROUTES AND NEW DEVELOPMENT	55
L1.10 CANALS AND DISUSED RAILWAYS	56
L1.11 DEVELOPMENT RELATED TO RECREATION ROUTES	57
CTF1.1 DEVELOPMENT OF COMMUNITY SERVICES AND FACILITIES.....	59
CTF1.3 PROPOSED SCHOOL SITE, NORTH REDDISH.....	60
CTF1.4 REDUNDANT COMMUNITY LAND	60
HP1.1 HOUSING LAND ALLOCATIONS.....	62

HP1.3 AVOIDANCE OF LOSS OF DWELLINGS	64
HP1.5 LIVING OVER THE SHOP.....	65
HP2.2 SHELTERED HOUSING.....	66
HP2.3 HOSTEL ACCOMMODATION	66
CDH1.2 NON RESIDENTIAL DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS .	68
CDH1.3 CARE AND NURSING HOMES.....	69
CDH1.4 HOUSES IN MULTIPLE OCCUPATION.....	70
CDH1.5 FLAT CONVERSIONS.....	70
CDH1.6 DAY-CARE NURSERIES	71
CDH1.8 RESIDENTIAL EXTENSIONS	72
CDH1.9 COMMUNITY FACILITIES IN PREDOMINANTLY RESIDENTIAL AREAS.....	73
E1.1 LOCATION OF NEW INDUSTRIAL DEVELOPMENT.....	75
E1.2 LOCATION OF NEW BUSINESS PREMISES AND OFFICES.....	77
E3.1 PROTECTION OF EMPLOYMENT AREAS	79
E3.2 REFURBISHMENT OF OLDER BUILDINGS IN EMPLOYMENT AREAS	80
E4.2 OFFICE CONVERSIONS	81
PSD1.2 LARGE-SCALE EXISTING RETAIL SITES.....	83
PSD2.1 RETAIL DEVELOPMENT IN DISTRICT AND LOCAL CENTRES	84
PSD2.2 SERVICE USES IN THE TOWN CENTRE, DISTRICT AND LARGE LOCAL CENTRES	86
PSD2.3 USE OF UPPER FLOORS IN SHOPPING CENTRES.....	87
PSD2.4 SERVICE USES IN OTHER LOCAL CENTRES.....	88
PSD2.5 OTHER DEVELOPMENT IN DISTRICT CENTRES.....	89
PSD2.6 LOCAL SHOPS.....	90
PSD2.7 RESIDENTIAL DEVELOPMENT IN LOCAL CENTRES.....	90
SE1.2 SHOPFRONTS	92
SE1.3 ADVERTISEMENTS ON SHOPS	93
SE1.4 SECURITY MEASURES FOR SHOP FRONTS	94
ST2.2 PROTECTION FOR MAJOR ROAD SCHEMES	96
TD2.2 QUIET LANES.....	98
PG1.1 HILLGATE SOUTH	100
PG1.2 STATION ROAD, NORTH REDDISH.....	100
PG1.3 ADSWOOD.....	101
PG1.4 BROOKFIELD, CHEADLE.....	102
PG1.5 GREEN LANE, ROMILEY	103
PG1.7 BREDBURY	103
PG1.9 EARL ROAD, STANLEY GREEN	104
MW1.3 MINERAL AND WASTE SITES: SCHEMES OF WORKING, RESTORATION AND AFTERCARE	106
MW1.5 CONTROL OF WASTE FROM DEVELOPMENT	107
TCG1 TOWN CENTRE AND M60 GATEWAY.....	110

TCG1.1 COMMUNITY AND CIVIC SPACE.....	111
TCG1.2 TOWN CENTRE/M60 GATEWAY TRANSPORT HUB.....	111
TCG1.3 PARKING IN THE TOWN CENTRE.....	113
TCG1.4 SUSTAINABLE ACCESS IN THE TOWN CENTRE/M60 GATEWAY.....	115
TCG1.5 IMPACT ON THE M60 MOTORWAY.....	116
TCG2.1 CENTRAL SHOPPING AREA	117
TCG2.2 GREAT PORTWOOD STREET AREA	118
TCG3 TOWN CENTRE MIXED USE AREAS.....	120
TCG3.1 RIVERSIDE	121
TCG3.2 CULTURAL, LEISURE AND HERITAGE QUARTER.....	122
TCG3.3 STOCKPORT STATION	123
TCG3.4 ST. THOMAS’S HOSPITAL.....	124
TCG3.5 CIVIC QUARTER	125
TCG3.6 SOUTH EAST QUADRANT	126
TCG3.7 NEWBRIDGE LANE	127
TCG4 STOCKPORT’S M60 GATEWAY	128
TCG4.1 TIVIOT WAY	129
TCG4.2 TRAVIS BROW.....	130
TCG4.3 DIDSBURY ROAD.....	131
TCG4.4 LAND NORTH OF WATER STREET.....	132
TCG4.5 GEORGES ROAD.....	133
TCG4.6 WATER STREET	134
SUMMARY OF APPENDICES AND EXPLANATORY MAPS / DIAGRAMS.....	135

1. DESIGN AND CHARACTER OF DEVELOPMENT

•	DCD1	DESIGN AND CHARACTER	
•	DCD1.1	Design Principles	
•	DCD1.2	Design Appraisals	Superseded
•	DCD1.3	Access for People with Access Difficulties	by Core
•	DCD1.4	Landscaping of New Development	Strategy –
•	<i>(DCD1.5 - deleted)</i>		17/03/2011
•	DCD1.6	Public Health, Safety and Security in Developments	
•	DCD1.7	Advertisements	
•	DCD1.8	Energy Efficient Design	Not saved beyond 31/05/2009

2. LANDSCAPE, COUNTRYSIDE AND RIVER VALLEYS

•	LCR1	LANDSCAPE, COUNTRYSIDE AND RIVER VALLEYS	Superseded by Core Strategy – 17/03/2011
•	LCR1.1	Landscape Character Areas	
•	LCR1.1a	The Urban Fringe Including the River Valleys	
•		<i>(LCR1.2 to LCD1.8 - deleted)</i>	
•	LCR1.9	Reclamation of Land in the Mersey Valley	
•	LCR1.10	Offerton Sand and Gravel Workings	
•	LCR1.11	Protection of Views from the Peak National Park	

This chapter contains policies to ensure that:

- Land use decisions take account of all available information on **landscape character**
- The long standing and successful approach to the protection and enhancement of the Borough's **river valleys** is continued
- Full attention is given to the effect of development proposals on the **Peak National Park**

LCR1.1 LANDSCAPE CHARACTER AREAS

Development in the countryside will be strictly controlled, and will not be permitted unless it protects or enhances the quality and character of the rural areas. Where it is acceptable in principle, development should:

- (i) be sensitively sited, designed and constructed of materials appropriate to the landscape character area in which it is located; and
- (ii) be accommodated without adverse effect on the landscape quality of the particular character area.

The landscape character areas which comprise the countryside for the purposes of this policy are described in Appendix 12, and shown on Diagram 1 and the Proposals Map.

Development proposals in the countryside should meet the following requirements, where relevant:

- (iii) protect or improve existing recreational land, so as to maintain or enhance the predominantly informal recreational role of the countryside around Stockport;
- (iv) not impede, and where possible, improve public access for all to the countryside;
- (v) protect or enhance the natural environment in accordance with policies in Chapter 3;
- (vi) conserve or enhance buildings, structures or remains which contribute to the history or character of the area, in accordance with policies in Chapter 4; and
- (vii) improve the appearance of the countryside, notably by removing or

screening unsightly existing development, by making waterside areas more attractive or through additional landscaping.

- 2.5 **Explanation:** The Council has carried out a preliminary landscape character assessment and replaced the former Special Landscape Area policy with Landscape Character Areas, in line with Countryside Agency advice. These areas cover the whole Green Belt, together with adjoining open land and some parts of the urban area within the river valley boundaries.
- 2.6 All areas beyond the boundaries of built up areas are the countryside for planning purposes.
- 2.7 The River Valley Landscape Character Areas which include some parts of the urban area are covered by Policy LCR1.1a The Urban Fringe Including the River Valleys.
- 2.8 Thirteen Landscape Character Areas (LCAs) have been identified (see Diagram 1):

A.	Woodford	H.	Offerton/Poise Brook
B.	Heald Green Fringe	I.	Hazel Grove/High Lane
C.	Ladybrook Valley	J.	Mellor Moor
D.	River Mersey	K.	Marple Bridge
E.	Tame Valley	L.	Ludworth Moor
F.	Brinnington East	M.	Etherow Parklands
G.	Goyt Valley		

Note: a brief description of each LCA is set out in Appendix 12. Full details are to be included in separate Landscape Assessment and SPD.

- 2.9 Where development is permissible under other policies of the plan it should be carried out in such a way as to make a positive contribution to the surrounding landscape. While specific guidance on certain key issues is set out below, in applying this policy the Council will also have regard to the more detailed descriptions and advice contained in Supplementary Planning Guidance. The general design principles under UDP Policy DCD1.1 will also be relevant.
- 2.10 **RIVER VALLEYS** - Since the 1970s the Council, in co-operation with other agencies, has pursued an integrated approach to environmental protection and recreational provision in the Borough's four river valleys (the Mersey, Tame, Etherow/Goyt and Ladybrook). As a result of the new landscape character approach these valley areas now form part of the pattern of character areas covering the whole of the Borough's countryside. Where reference is made in this plan to river valley areas this should be interpreted as Landscape Character Areas C, D, E, G and M. The Council recognises the distinctive history of the valley areas and the importance of a co-ordinated and consistent approach. For this reason specific river valley policies derived from earlier statutory river valley local plans are included in this chapter.
- 2.11 **SPORTS FACILITIES** – the emphasis of the river valley projects has been on informal recreation and the creation of a more rural environment. For this

reason the creation of new formal sports facilities may not be appropriate in Landscape Character Areas C, D, E, G and M. These will only be acceptable in the river valley LCAs where it can be clearly demonstrated that the facility can be absorbed by the landscape without damaging the predominantly rural character. Outside the river valleys there may be more scope for formal provision although there are other areas such as the upland fringe where the impact would be unacceptable. In all cases it will be necessary for the developer to demonstrate that the proposal can be accommodated without adverse landscape impact. More detailed guidance for each LCA will be included in Supplementary Planning Guidance.

- 2.12 Proposals for the establishment of new formal sports facilities within LCAs often result from the relocation of facilities from within the urban area to facilitate redevelopment for housing or other purposes. Other UDP policies are applicable to proposals to redevelop sites within urban areas. In the case of relocation proposals the main consideration in terms of this policy will be the ability of the landscape to absorb the proposal. However the fact that the proposal stems from the replacement of an existing facility which may be in a more suitable location will be taken into consideration.
- 2.13 **Note:** UDP Policy L1.5 deals specifically with countryside recreation and Policy L1.6 with golf development.
- 2.14 MINERALS AND WASTE – as well as the criteria in this policy and Supplementary Planning Guidance, proposals for mineral and waste development in LCAs will be considered against the criteria in UDP Policy MW1.1. The explanation to UDP Policy GBA1.2 gives further guidance for Green Belt areas.
- 2.15 TRANSPORT PROPOSALS – the UDP safeguards land for a number of major transport proposals within LCAs and other schemes may be proposed. Such schemes will only be permitted where the need for the proposal outweighs the inevitable impact on the landscape. Nevertheless, all schemes must be designed to minimise their landscape impact.
- 2.16 DEVELOPMENT OUTSIDE GREEN BELT – some LCAs contain significant urban areas within them. This occurs where these areas form a key part of the landscape unit, for example the residential areas in the Mersey Valley south of Didsbury Road. Proposals within these areas will be considered against the relevant UDP policies (e.g. for Predominantly Residential Areas), but it will also be important for the potential landscape impact of the proposal to be taken into account. As an example, the Mersey Valley area referred to above contains undeveloped land on a prominent scarp slope where any development would have implications for the wider valley. Supplementary Planning Guidance will provide more detailed background on these issues.
- 2.17 RURAL CHARACTER – a fundamental aim of the landscape character approach is to protect, or where possible to re-create, a predominantly rural character in these parts of the Borough. This extends to consideration of the general impact of activity on that character, including noise and light pollution issues. Policies in the Environmental Protection (e.g. EP1.3 Control of

Pollution and EP1.4 Light Pollution), Leisure (L1.5 Countryside Recreation) and Transport and Development (TD2.2 Quiet Lanes/Greenways) chapters are also relevant in this context.

- 2.18 AGRICULTURE AND “HORSECULTURE” – agriculture and similar land uses such as the keeping of horses for recreational purposes can have a significant landscape impact, but development is not in all cases subject to planning control. UDP policies GBA2 to 2.3 deal with agricultural development.
- 2.19 EXCEPTIONS AND MITIGATION – this policy aims to ensure that the character of the landscape in all the LCAs is given full weight and that development which would be detrimental to that character will not be permitted. Where other material considerations determine that detrimental development will take place measures will be necessary to minimise any adverse impact and to provide for appropriate compensatory action. Conditions and/or planning obligations might be used to prevent damaging impacts or to provide appropriate compensatory measures.
- 2.20 The general principle to be applied will be that there should be no net loss to the landscape character of the area, in accordance with Regional Planning Guidance Policy ER2.

LCR1.1a THE URBAN FRINGE INCLUDING THE RIVER VALLEYS

Proposals for development in the urban fringe should protect, conserve and improve the landscape quality and natural history of the locality, and encourage the development of a variety of attractive landscape types. Development should help to create a landscape which is capable of absorbing the pressures associated with urban recreation. Where appropriate, the Council will seek to re-establish a “countryside” character and development proposals should maintain or enhance the predominantly informal recreational role of the Landscape Character Areas covered by this policy.

Access to the urban fringe including the river valleys, for all people including those with disabilities and using all travel modes, should be enhanced. Riverside and other long distance walking routes, and access for water users should be protected and completed.

Improvements to the built environment will be carried out and encouraged. Where appropriate, the relocation or screening of unsightly and unneighbourly development will be sought.

- 2.21 **Explanation:** Landscape character areas C,D,E,G & M, as described in Appendix 12, are river valleys and urban fringe. Land within areas A,B,F,H,I and K which abuts built-up areas also constitutes urban fringe and is covered by this policy.
- 2.22 These character areas should continue to develop landscapes which are varied and attractive and able to both contribute to and withstand increased recreational use. It is important that areas which are already attractive and

valuable in wildlife terms are protected and enhanced by landscape improvements. The extension and development of a countryside character will provide a more natural setting for recreation and other uses of open land.

- 2.23 RIVER VALLEYS - Since the 1970s the Council, in co-operation with other agencies, has pursued an integrated approach to environmental protection and recreational provision in the Borough's four river valleys (the Mersey, Tame, Etherow/Goyt and Ladybrook). The Council recognises the distinctive history of the valley areas and the importance of a co-ordinated and consistent approach.
- 2.24 The river valleys are considered in the context of the objectives of Stockport's Action plan for Nature, 2000. This sets out The Biodiversity Action Plan for Stockport, which contains a series of Habitat Action Plans and action plans for key species that are of conservation importance in the Borough. The 'Water courses Habitat Statement' is of particular relevance. The Greater Manchester Biodiversity Action Plan provides a county, regional and national context.
- 2.25 SPORTS FACILITIES – the emphasis of the river valley projects has been on informal recreation and the creation of a more rural environment. For this reason the creation of new formal sports facilities may not be appropriate in Landscape Character Areas C, D, E, G and M. These will only be acceptable in the river valley LCAs where it can be clearly demonstrated that the facility can be absorbed by the landscape without damaging the predominantly rural character. It will be necessary for the developer to demonstrate that the proposal can be accommodated without adverse landscape impact. More detailed guidance for each LCA will be included in Supplementary Planning Guidance.
- 2.26 Landscape Character Areas A, B, F, H, I and K contain a number of outdoor recreational facilities which should be retained.
- 2.27 The siting of major built sport facilities will be restricted to established urban areas outside the Green Belt.
- 2.28 Proposals for the establishment of new formal sports facilities within LCAs often result from the relocation of facilities from within the urban area to facilitate redevelopment for housing or other purposes. Other UDP policies are applicable to proposals to redevelop sites within urban areas. In the case of relocation proposals the main consideration in terms of this policy will be the ability of the land to absorb the proposal. However the fact that the proposal stems from the replacement of an existing facility which may be in a more suitable location will be taken into consideration.

LCR1.9 RECLAMATION OF LAND IN THE MERSEY VALLEY

Land south of Craig Road, Heaton Mersey will be reclaimed for informal public open space, with landscaping. Increased provision will be made for public access including opportunities for horse riding and cycling.

Land west of the former bleach works site will be improved for public access for informal public open space, with landscaping which will re-create riverside wet wildflower meadows interspersed with copse planting and restored hedgerows.

The sewage sludge beds south of the river but partly opposite the former bleach works site are to be restored to demonstrate stages in ecological succession.

- 2.29 **Explanation:** The first area subject to this proposal relates to an area of former railway land. It is intended to retain this large and important area of open land, which is in the Green Belt, improve landscape structure, create much needed public open space and better provision for walkers, horse riders and cyclists. Paths on the site will form links between the riverside path and other recreation routes. Part of the site has been designated as a site of biological importance; wildlife considerations will be taken into account in preparing proposals for recreation use. The site is also affected by the proposed Metrolink extension from East Didsbury to Stockport.
- 2.30 The second part of this proposal aims to improve the land west of the former bleach works area and north of the river Mersey which has been naturally regenerating but which has in parts been damaged by off-road motorcycling activities. It is intended to retain this large and important area of open land, which is in the Green Belt, improve landscape structure, create much needed public open space and better provision for walkers. Paths on the site will form links between the riverside path and other recreation routes.
- 2.31 The sewage sludge beds south of the river Mersey are to be restored to demonstrate stages of ecological succession from active sewage sludge bed through to woodland providing opportunities for research, study, wildlife conservation and amenity enhancement.
- 2.32 Any proposals for improved access in this area should include provision for those with access difficulties in accordance with UDP Policy DCD1.3.

LCR1.10 OFFERTON SAND AND GRAVEL WORKINGS

If the existing sand and gravel workings at Offerton become available for re-use they should be reclaimed for recreation use, with a footpath link to Red Rock Bridge.

- 2.33 **Explanation:** The site has an outstanding planning permission for mineral working with associated backfilling and restoration. Extraction could carry on until 2042. However, the site could be affected by construction of major road schemes (the alignments of which are protected in policy ST2.2) or extraction may take place at a faster rate. This could lead to proposals for re-use during the plan period and bring forward the timetable for final restoration and re-use of the site.
- 2.34 It is intended that this site, which is in the Green Belt, should be used for an appropriate form of open air recreation, with suitable landscaping to

complement this part of the valley. A link should be provided under the major road scheme to the footpath network in the vicinity of Red Rock Bridge. In the preparation of any scheme for re-use of the site consideration should also be given to the potential for the creation of bridleways, cycleways, and facilities for mountain biking (non-motorised). In accordance with Policy MW1, remaining mineral resources should be extracted before or during implementation of the major road scheme, should this proposal go ahead.

- 2.35 This site lies within the birdstrike safeguarding zone of Manchester Airport. Any proposal for an after-use of this site for tree-planting, a refuse tip, a reservoir, sewage disposal works, nature reserve or bird sanctuary or further applications for mineral extraction, will have to be referred to Manchester Airport prior to determination to assess birdstrike risk (see UDP Policy EP1.9). Applications within the above categories should be refused unless an applicant can demonstrate, by means of a risk assessment, that the danger of birdstrike is not increased.
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3. NATURAL ENVIRONMENT

•	NE1	BIODIVERSITY AND NATURE CONSERVATION	
•	NE1.1	Sites of Special Nature Conservation Importance	
•	NE1.2	Sites of Nature Conservation Importance	
•	NE1.3	Development and the Natural Environment	Superseded by Core Strategy – 17/03/2011
•	NE1.4	Land Management and the Natural Environment	
•	NE1.5	Habitat Creation, Enhancement and Access	
•	NE1.6	Species Protection	
•	NE2	TREE AND WOODLAND PROMOTION	
•	NE2.1	Tree and Woodland Protection	
•	NE2.2	Tree and Woodland Planting	
•	NE2.3	The Use of Woodland	
•	NE3	GREEN CHAINS	
•	NE3.1	Protection and Enhancement of Green Chains	

This chapter contains policies to ensure that:

- sites and areas of **special nature conservation importance** are protected
- full account is taken in making land use decisions of the need to protect and enhance **habitats** and **biodiversity**
- proposed developments do not endanger **protected species**
- the value for wildlife and recreation of linked greenspace in the form of **Green Chains** is recognised and enhanced
- adequate steps are taken to **protect existing trees and woodlands** when new development is proposed
- opportunities are taken to **increase tree and woodland cover** in appropriate locations where this can be achieved through land use proposals
- development which would help to achieve the **multi-purpose use of woodlands** is encouraged, where compatible with other UDP policies

NE1.1 SITES OF SPECIAL NATURE CONSERVATION IMPORTANCE

Development which would destroy or adversely affect, directly or indirectly, the natural or wildlife value of a SSSI, NNR or LNR will not be permitted unless there is a justification for carrying out development in that particular area which overrides any harm to the substantial nature conservation value of these sites.

Development in or likely to affect SSSIs will be subject to special scrutiny in accordance with national policy to safeguard such sites.

In rare cases where development cannot be undertaken in alternative

locations and is permitted in accordance with or as a rare exception to this policy, it should ensure 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.**

The conduct of an Environmental Assessment may be required.

- 3.2 **Explanation:** (See information on Sites of Special Nature Conservation Importance designations below) This policy will apply to SSSI, NNR and LNR shown on the Proposals Map, and to any such areas which may be subsequently identified or designated.
- 3.3 Identification as a site of Special Nature Conservation Importance to which this policy applies will of itself normally be sufficient reason for the refusal of permission for inappropriate development. Development which would adversely affect the natural or wildlife value of statutory sites will only be considered in very exceptional circumstances, where there is a justification for carrying out the proposed development in that particular area which overrides nature conservation considerations. Examples could include transport proposals or mineral workings. Such cases will require the strongest justification and every consideration should be given to alternative routes or locations. Environmental Assessment under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999, may be required.
- 3.4 Proposals which would affect but not partially or totally destroy the nature conservation value of a site, for example recreational uses, will be carefully considered on their merits. Such proposals will not normally be permitted where there would be significant damage to the site.
- 3.5 This policy applies not only to development within statutory sites but also on land adjoining or adjacent to such sites.
- 3.6 Conditions may be used to require areas to be fenced or bunded off to protect them, or to restrict operations or uses to specific times of the year, and the provision of adequate buffer zones should be incorporated in any development proposal. Planning obligations may be required in order to secure long-term management, to provide funds for management, or to compensate for any such features lost when development takes place.
- 3.7 Sites of Special Nature Conservation Importance
- 3.8 Sites and areas of particular nature conservation importance may be subject to a number of designations, as outlined below:
- (i) Sites of Special Scientific Interest (SSSI)

These represent the best national examples of wildlife habitats, geological features and landforms. They are notified by English Nature for England under the Wildlife and Countryside Act, 1981. Notice of any potentially damaging operations must be given to English Nature. At the time of adoption of this plan two SSSI had been notified within Stockport Borough (Compstall Nature Reserve SSSI and Ludworth Intake SSSI)

(ii) National Nature Reserves (NNR)

NNR are designated by English Nature under the Wildlife and Countryside Act, 1981. There are none at present within Stockport.

(iii) Local Nature Reserves (LNR)

Local Authorities are empowered to set up and manage Local Nature Reserves under Section 21 of the National Parks and Access to the Countryside Act, 1949. Such sites offer greater opportunities than SSSI or National Nature Reserves for local people to see, learn about and enjoy wildlife in their natural surroundings. To establish an LNR the Local Authority must own or lease the site, or obtain the agreement of the owner, and must consult with English Nature. Designation of an LNR involves a commitment to positive management and therefore requires the allocation of resources. The Council has declared three LNRs (see Policy NE1.5 below).

- 3.9 In the case of all the special sites and areas identified above the position at mid 2001 is shown on the Proposals Map. The number and extent of sites are liable to change, and the Council will take account of the latest available information in making planning decisions affecting sites of nature conservation importance. Where it appears that a site may be of significant nature conservation importance but inadequate information is available, consultations will be undertaken with English Nature and other appropriate bodies.

NE1.2 SITES OF NATURE CONSERVATION IMPORTANCE

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.**

- 3.10 **Explanation:** (See information on Sites of Nature Conservation Importance designations below) This policy will apply to SBI, GCS and LWS shown on the Proposals Map, and to any such areas which may be subsequently identified or designated.
- 3.11 Identification as a site of Nature Conservation Importance value to which this policy applies may of itself normally be sufficient reason for the refusal of permission for inappropriate development. The loss of any site or part thereof protected by this policy will only be considered in exceptional circumstances, where there is a justification for carrying out the proposed development in that particular area which overrides nature conservation considerations. Examples could include transport proposals or mineral workings. Such cases will require the strongest justification and every consideration should be given to alternative routes or locations. A stricter approach will be taken to development affecting Sites of Biological Interest than Local Wildlife Sites.
- 3.12 Proposals, which would affect but not partially or totally destroy the value of a Site of Nature Conservation Importance, for example recreational uses, will be carefully considered on their merits. Such proposals would not normally be permitted where there would be significant damage to a site. This policy will not only apply to development within Sites of Nature Conservation Importance but also on land adjoining or adjacent to such sites.
- 3.13 Sites of Nature Conservation Importance
- 3.14 Sites and areas of particular nature conservation importance may be subject to a number of designations, as outlined below:
- (i) Sites of Biological Importance (SBI)
Sites of Biological Importance are identified on a county-wide basis. SBI are graded into three categories: 'A' (sites of regional or county importance), 'B' (district importance) and 'C' (more than local importance). In 2003 there were 63 SBI in Stockport covering some 687 hectares (see Appendix 2). A review takes place each year, though new designations may be made at any time.
 - (ii) Geology Conservation Sites
One such site within Stockport has been identified (Goyt River Section, Woodbank Park - Collyhurst Sandstone). This site is considered to be of equivalent value to a Grade A SBI.
 - (iii) Local Wildlife Sites (LWS)
LWS have been identified in line with Good Practice Guidance from the Royal Town Planning Institute. Sites display locally distinctive criteria including a combination of ecological, social, recreational, educational and aesthetic interest which provide the substantive nature conservation value.

- 3.15 In the case of all the sites and areas identified above the position at mid 2003 is shown on the Proposals Map. The number and extent of sites are liable to change, and the Council will take account of the latest available information in making planning decisions affecting sites of nature conservation importance. Where it appears that a site may be of significant nature conservation importance but inadequate information is available, consultations will be undertaken with English Nature and other appropriate bodies.

NE3.1 PROTECTION AND ENHANCEMENT OF GREEN CHAINS

Development which would detract from the wildlife or recreation value of the Green Chains identified on the Proposals Map will not be permitted.

The Council will initiate and encourage 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.

- 3.55 **Explanation:** The ecological value of Green Chains is dependent on a number of complex factors, including the relationship between the habitat types within the corridor and spaces that they contain. These issues are dealt with in greater detail in the Council's Action Plan for Nature 2000. The approach of the Unitary Development Plan is to establish a policy framework to promote, protect and enhance such features to enable their full ecological and recreational potential to be realised.
- 3.56 This positive action will have the following main objectives:
- enhancement of the value of Green Chains as wildlife corridors, including the creation of new habitat areas and minor measures to create vital links for particular species to bypass obstacles;
 - enhancement of the value of Green Chains for recreational use, including improvements to access and facilities where appropriate;
 - resolution of any conflicts between the above objectives/activities. Although for the most part these can co-exist, there may be problems, for example, from excessive or inconsiderate recreational use leading to erosion, damage or pollution;
 - the extension and connection of Green Chains through the creation of new linkages, including the requirement for provision in new developments; and
 - management to overcome any negative ecological effects associated with wildlife corridors, for example, dominance of habitats by invading species.
- 3.57 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. It will also be necessary to refer

to other policies which apply to the control of development within these areas, including Green Belt (UDP policies GBA1 to GBA1.7), Strategic and Local Open Space policies (UDP policies UOS1 to UOS1.3) and landscaping policies (UDP Policy DCD1.4).

- 3.58 Where developments are proposed adjoining or between Green Chains consideration will be given to the need or potential for protecting or creating linkages between existing Green Chains or other open areas. This could involve, for example, the designation and appropriate treatment of a substantial corridor within a major development area or the more detailed attention to the layout of small-scale developments. Where possible, the creation of linkages beyond the basic network shown on the Proposals Map will be encouraged.
- 3.59 Where there is a conflict between recreational and ecological interests, the priority accorded to either will in part depend on the particular location in question. Reference will be made to any relevant designations, for example, Sites of Biological Importance, and to routes with particular important recreation functions, for example the Peak Forest and Macclesfield Canals.
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4. HERITAGE CONSERVATION

<ul style="list-style-type: none"> • HC1 CONSERVATION AREAS • HC1.1 Demolition and Tree Felling in Conservation Areas • <i>(HC1.2 - deleted)</i> • HC1.3 Special Control of Development in Conservation Areas • HC1.4 New Uses for Buildings in Conservation Areas 	<p>Superseded by Core Strategy – 17/03/2011</p>
<ul style="list-style-type: none"> • HC2 LISTED BUILDINGS • HC2.1 Development Affecting Listed Buildings • HC2.2 Retention of Listed Buildings • HC2.3 New Uses for Listed Buildings • HC2.4 Protecting Listed Buildings • HC2.5 Development Affecting Buildings of Local Interest • HC3 PROTECTION OF ARCHAEOLOGICAL SITES • HC3.1 Development and Archaeology • HC3.2 Field Evaluation and Development • HC3.3 Recording of Archaeological Evidence • HC4 PROTECTION OF PARKS AND GARDENS OF HISTORIC INTEREST 	
<ul style="list-style-type: none"> • HC4.1 Development and Parks and Gardens of Historic Interest 	

This chapter contains policies to ensure that:

- development proposals take account of the need to preserve and enhance **Conservation Areas**
- **Listed Buildings** and other buildings of historic interest are suitably protected and re-used
- **archaeological remains** are adequately investigated and protected
- protection is given to **historic parks and gardens**

HC1.1 DEMOLITION AND TREE FELLING IN CONSERVATION AREAS

The Council will not permit the demolition of buildings or the felling of trees where retention is necessary to preserve the character or appearance of the Conservation Area.

The Council will permit the demolition of an unlisted building only where the proposed development which requires such demolition will itself preserve or enhance the character or appearance of the Conservation Area. Further, such demolition will not be allowed until the new development is about to commence. Where consent for tree felling is granted, the Council will

require appropriate replacement planting.

- 4.4 **Explanation:** Apart from some limited types of demolition, Conservation Area Consent is required for the demolition of buildings and structures within Conservation Areas. With regard to the need for Conservation Area Consent, reference should be made to the implications of the House of Lords judgement in the case of Shimizu (UK) Ltd. v Westminster City Council, as set out in Appendix D to DETR Circular 01/2001. The historic and architectural interest and attractiveness of Conservation Areas can only be safeguarded by first ensuring that the buildings that contribute to their character or appearance are so far as possible protected. The demolition of Listed Buildings is covered by Policy HC2.2. Unlisted buildings that contribute to the character or appearance of Conservation Areas will also be protected against unwarranted demolition. Further demolition will normally only be acceptable where the proposal preserves or enhances the character or appearance of the Conservation Area.
- 4.5 Except in special circumstances, such as the interests of public safety, the Council will resist the demolition of buildings until new construction is about to commence in order to avoid unnecessary and undesirable perpetuation of demolition sites in Conservation Areas.
- 4.6 Trees are an important part of the street scene. The removal of even a single tree can detract significantly from the appearance of a street, not least in Conservation Areas where trees, often of considerable age, are an integral part of their character and appearance. Advance notice must be given to the Council of any proposal to fell a tree in a Conservation Area and the Council will through this policy and Policy NE2.1 seek the protection of significant trees. Where approval for tree felling is granted the Council will require appropriate replacement planting. This should be of an equivalent quality, be completed at the same time as the development (or, subject to planting seasons, within a reasonable period thereafter) and be subject to a scheme of management to ensure long term survival.

HC1.3 SPECIAL CONTROL OF DEVELOPMENT IN CONSERVATION AREAS

Development proposals within a Conservation Area (or proposals outside a Conservation Area which would affect its setting or views into or out of the area) will not be permitted unless:

- (i) siting, scale, design, materials and landscaping of the development are sympathetic to the site and surroundings;**
- (ii) the proposal safeguards important open spaces, views, skylines and other features which contribute to the character or appearance of the Conservation Area; and**
- (iii) the application is accompanied by sufficient details to show the proposals within their settings and the likely impact on the Conservation Area.**

- 4.7 **Explanation:** Conservation Areas are not museums and their protection and enhancement is dependent upon their performing worthwhile and economic functions. In this way investment is attracted which is needed to maintain, repair and restore the fabric of Conservation Areas. Continued or revived vitality in Conservation Areas often derives from new development, be it new buildings, alterations to an existing building or a change of use. This policy sets down the ways in which the Council will seek to ensure that new development, where it conforms to other policies of the Plan, safeguards or enhances the character or appearance of Conservation Areas. Not only is the siting and design of new buildings and alterations to buildings within Conservation Areas of importance but also new development taking place adjacent to or adjoining them as this can have significant impact on the setting of Conservation Areas.
- 4.8 The character and appearance of Conservation Areas is determined not only by their buildings, but by the nature of the spaces between buildings, views between buildings and other features such as shop fronts, gardens, garden walls and hedges. The Council will encourage the retention of these features and the replacement of undesirable features such as incongruous shop fronts where opportunities arise.
- 4.9 The Council recognises that general removal of permitted development rights and deemed consent for the display of advertisements is not appropriate in Conservation Areas. However, there may be situations where the special character of Conservation Areas merits control over such development, for example minor extensions or non-illuminated fascia signs. In such situations the Council will seek additional powers, for example through Article 4 Directions.
- 4.10 Because of the need to safeguard the special character and appearance of Conservation Areas it is important that applications for development proposals which might have an impact on that character and appearance are in sufficient detail to enable their full and proper consideration from the outset. Outline planning applications with details reserved for subsequent approval will generally, therefore, be considered inappropriate in Conservation Areas.
- 4.11 Further policies in respect of urban design, shop fronts, advertisements and security measures including roller shutters are included elsewhere in the UDP.
- 4.12 Some sites of Special Nature Conservation Importance extend into Conservation Areas. They contribute to the character and appearance of such Conservation Areas and the Council will seek to protect them in this regard, in accordance with Policy NE1.1, and for their own sake.

HC1.4 NEW USES FOR BUILDINGS IN CONSERVATION AREAS

The change of use of unlisted buildings of character in Conservation Areas will be permitted, provided that the use is appropriate to the character of the building and the Conservation Area, and would not result in the loss of a dwelling or dwellings.

- 4.13 **Explanation:** Finding appropriate new uses for buildings in Conservation Areas, particularly Buildings of Local Interest (subject to policy HC2.5) and other unlisted buildings of character, is often important in safeguarding them from neglect. In these situations the Council will encourage new uses which enable the character and appearance of buildings and Conservation Areas to be protected and enhanced, which safeguard the amenities of the area, and which are appropriate in terms of the other policies of this Plan. The Council may be prepared to relax development control standards where it can be demonstrated that this is in the interests of finding a viable alternative use for a significant building in a Conservation Area which would be likely to lead to the protection and enhancement of that building.
- 4.14 Proposals involving the loss of dwellings and the introduction of other uses in Conservation Areas or parts of them which are primarily residential in character will only be permitted where the character or appearance of the area would be preserved or enhanced.

HC4.1 DEVELOPMENT AND PARKS AND GARDENS OF HISTORIC INTEREST

Development which would adversely affect the special character and appearance of parks and gardens of historic or landscape interest, or detract from their settings, will not be permitted.

- 4.39 **Explanation:** Vernon Park and the grounds of Cheadle Royal Hospital are included in the English Heritage Register of Parks and Gardens of Historic Interest as Grade II sites. These sites are shown on the Proposals Map. The registration, while involving no additional statutory control, is a material planning consideration. Vernon Park has been the subject of a major restoration scheme. The Council will seek to safeguard the character and appearance of these sites. The Council is required to consult English Heritage on planning applications affecting a Grade I or II* registered site, and the Garden History Society on applications affecting any registered site.
- 4.40 Though not shown on the Proposals Map, the Council will take into account the historic or landscape value of other parks and gardens of local interest when considering proposals that affect them. In most cases such sites will be protected by Strategic Open Space or Local Open Space policies.
- 4.41 Within parks and gardens the conservation of landscape and architectural features, and the maintenance and restoration of historic boundary features and layouts, will be encouraged. As was the case with Vernon Park, any restoration should be based on thorough and complete historical research. Any development proposals relating to parks and gardens of historic interest should make provision for access by those with disabilities in accordance with UDP Policy DCD1.3.
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5. ENVIRONMENTAL PROTECTION AND IMPROVEMENT

<ul style="list-style-type: none"> • EP1 ENVIRONMENTAL PROTECTION AND IMPROVEMENT • (EP1.1 - deleted) • EP1.2 Treatment of Derelict and Vacant Land • EP1.3 Control of Pollution • EP1.4 Light Pollution • EP1.5 Development on or near Contaminated Sites • EP1.6 Hazardous Substances and Development 	<p>Superseded by Core Strategy – 17/03/2011</p>
<ul style="list-style-type: none"> • EP1.7 Development and Flood Risk • EP1.8 Manchester Airport Public Safety Zone • EP1.9 Safeguarding of Aerodromes and Air Navigation Facilities • EP1.10 Aircraft Noise 	
<ul style="list-style-type: none"> • EP1.11 Telecommunications Development • EP1.12 Prior Approval of Permitted Telecommunications Development 	

This chapter contains policies to ensure that:

- **environmental improvement** and the treatment and re-use of **derelict and vacant land** are given priority
- adequate control of land use is exercised in relation to **pollution, contaminated land, hazardous substances** and **flood risk**
- control of development is exercised with due regard to the impact of **aviation**
- appropriate control is exercised over **telecommunications** development

EP1.7 DEVELOPMENT AND FLOOD RISK

The Council will not permit development, including the raising of land, where it would:

- (i) be at risk from flooding;
- (ii) increase the risk of flooding elsewhere;
- (iii) hinder future access to watercourses for maintenance purposes;
- (iv) cause loss of the natural floodplain;
- (v) result in extensive culverting;
- (vi) affect the integrity of existing flood defences; or
- (vii) significantly increase surface water run-off

unless the applicant can demonstrate that satisfactory and sustainable measures will be implemented to overcome the adverse effects. All development which is likely to have an impact on drainage patterns should incorporate, as far as is practicable, sustainable drainage systems taking account of current Government advice.

- 5.32 **Explanation:** The effect of flooding on development, and the impact which new development may have on flood risk, is an important issue in making land use decisions. Flood risk is expected to increase as a result of climate change. The adopted Regional Spatial Strategy for the North West (formerly RPG13) identifies the River Mersey network as one of the areas at greatest risk from flooding in the North West. Within floodplains, and in the case of extreme flood events, over a wider area, new developments may be liable to flooding. New development, redevelopment and raising of land can have significant implications for flood risk not only within floodplains but also across whole river catchment areas. This is due to their potential impact on run off and patterns of water flow and storage. Surface water run-off from new development can increase the rate at which water reaches a watercourse. This can cause flooding problems downstream as well as physically damaging the river environment. Similarly, damage to the stability or continuity of fluvial defences can place large areas at risk. With large development it may be necessary to investigate the rate of run-off and the provision of on-site surface water attenuation facilities.
- 5.33 In applying this policy the Council will have regard to PPG25 “Development and Flood Risk”, July 2001. This emphasises the relevance of the precautionary principle in managing development and flood risk and introduces a sequential approach to allocating or permitting sites for development.
- 5.34 “Areas at Risk of Flooding” and “Areas at Risk of Extreme Flooding Events” are identified on the Proposals Map. These areas are based on the latest available information from the Environment Agency at the time of adoption. Subsequent revisions to this information will be published as SPD.
- 5.35 Within “Areas at Risk of Flooding”, development will not be permitted unless a particular location is essential (e.g. water-based recreation, transport or utilities uses) or the development would form part of an area which is already extensively developed and provided with adequate flood defences.
- 5.36 Within “Areas at Risk from Extreme Flooding Events”, special consideration will need to be given to proposals for civil infrastructure such as hospitals, fire and ambulance stations, and depots to ensure that access can be guaranteed in times of flood emergency.
- 5.37 Where development in flood risk areas is permitted following consultation with the Environment Agency, appropriate flood protection or mitigation measures will be required as part of the development unless existing flood defences can be shown to be adequate. Funding of such measures will be the responsibility of the developer, either directly or through contributions secured by a Section 106 agreement. Without such provision, applications will be refused, in line with the precautionary principle.
- 5.38 Where existing buildings are redeveloped any vulnerability to flooding should be taken into account and dealt with by suitable measures, and the

development should include measures to reduce any contribution the site makes to increasing flood risk.

- 5.39 In all cases developers should use methods which take account of advice on Sustainable Drainage Systems included in PPG25 (paragraph 56 and Appendix E) and Environment Agency guidance. Close liaison will be necessary with the relevant drainage authorities and utility providers.
- 5.40 Developers will be required to carry out a Flood Risk Assessment (FRA) for any development within the flood risk areas shown on the Proposals Map. In addition an FRA will be required for developments outside this area where there may be significant implications for flood risk, and in cases where Environment Agency advice indicates that an assessment is necessary. Developers are advised to consult the Environment Agency at an early stage in preparing their proposals. Proposed mitigation works may require an Environmental Impact Assessment (EIA) under the Town and Country Planning (EIA) Regulations, 1999. Further guidance on flood risk assessments and related matters is contained in PPG25.

EP1.8 MANCHESTER AIRPORT PUBLIC SAFETY ZONE

Within the Public Safety Zone shown on the Proposals Map, development (including replacements) or changes of use will not be permitted, except in the limited circumstances set out in paragraphs 12 and 13 of the Annex to Department for Transport Circular 1/2002.

- 5.41 **Explanation:** The Public Safety Zone (PSZ) for Manchester Airport has been defined by the Government and is based on the 1 in 100,000 individual risk contour. Guidance is set out in DfT Circular 1/2002 "Control of Development in Airport Public Safety Zones". This includes a description of the risk assessment appraisal on which the zone is based.
- 5.42 Within Stockport Borough the PSZ affects land within a tapering extended triangle from Daisy Bank Lane north west of Heald Green Station to the northern part of Bruntwood Park. The extent of the PSZ is shown on the Proposals Map.
- 5.43 Circular 1/2002 states that the basic policy objective governing the restriction on development near civil airports is that there should be no increase in the number of people living, working or congregating in Public Safety Zones and that, over time, the number should be reduced as circumstances allow. There is therefore a general presumption against new or replacement development, or changes of use of existing buildings. Exceptions may only be made in the case of minor developments or change of use which are unlikely to increase the numbers of people living, working or congregating in the PSZ. Reference should be made to paragraphs 12 and 13 of Circular 1/2002 for guidance on the nature of these exceptions.

EP1.9 SAFEGUARDING OF AERODROMES AND AIR NAVIGATION FACILITIES

Development which would adversely affect the operational integrity or safety of Manchester Airport, Manchester Radar or Woodford Aerodrome will not be permitted.

- 5.44 **Explanation:** Safeguarding zones around airports and aerodromes are established by the Secretary of State and defined on safeguarding maps issued by the Civil Aviation Authority and the Secretary of State for Defence. They define certain types of development which, by reason of their height, attraction to birds or inclusion of or effect on aviation activity require prior consultation with the airport or aerodrome operator. Safeguarding zones around air navigation facilities are established by National Air Traffic Services Ltd (NATS) and defined on safeguarding maps issued by them. They define certain types of development which because of their height or effect on aviation activity require prior consultation with NATS. Government advice in ODPM Circular 01/2003 sets out detailed guidance on how the safe and efficient operations can be secured. These areas are neither the responsibility nor the proposal of the Council as local planning authority.
- 5.45 The safeguarding zones for Manchester Airport and Woodford Aerodrome cover significant areas of the Borough and are illustrated in Diagram 9 (A and B). The main implications for types of development which will require consultation are:
- **Any proposal likely to attract birds**, such as proposals involving significant tree planting, minerals extraction or quarrying, waste disposal or management, reservoirs or other significant areas of surface water, land restoration schemes, sewage works, nature reserves or bird sanctuaries in any part of the Borough;
 - Applications connected with an **aviation use** in any part of the Borough;
 - **All development** in the western part of Heald Green; in the immediate vicinity of Woodford Aerodrome, including the Bridle Road area; and in the Mellor Moor area, including part of Mellor;
 - Buildings and structures **over 15 metres** (49.2 feet) in the eastern part of Heald Green; the southern part of Gatley; western parts of Bramhall and Cheadle Hulme, including Cheadle Hulme District Centre; most of Woodford village; Ludworth Moor and Mellor Moorend; and high ground east of Wybersley Road, High Lane;
 - Buildings and structures **over 45 metres** (147.6 feet) in most of Gatley; the western part of Cheadle including the District Centre; the Kitts Moss and Pownall Green areas of Bramhall, including Bramhall District Centre; the Jacksons Lane area of Hazel Grove and the Ladybrook Valley to the south; High Lane, Hawk Green, Marple Ridge and the central areas of Marple; and parts of Mellor, Mill Brow and Lane Ends; and

- Buildings and structures **over 90 metres** (295.3 feet) in all remaining parts of the Borough with the exception of North Reddish and the Northern part of Woodley.

5.46 In the control of development reference will be made to the detailed safeguarding maps supplied by the Civil Aviation Authority, the Secretary of State for Defence and NATS. The forms of development listed above are those specified by the safeguarding maps. However, on a precautionary basis, consultations should be made for any proposals involving:

- the propagation of radio or microwaves in locations which might affect avionics equipment, e.g. close to the aerodromes or flight paths (NB consultation is required by the GPDO on masts erected under permitted development rights within 3km of aerodrome perimeters); and
- street lighting, floodlighting, searchlights, illuminated advertising or laser displays which may present a confusing image to pilots on the approach to a runway (see Policy EP1.4 regarding light pollution).

5.47 Consultations in respect of Manchester Airport, Manchester Radar, Manchester DVOR (NATS) and Woodford Aerodrome (Defence Estates) will be carried out in respect of all wind turbine development.

EP1.10 AIRCRAFT NOISE

Special policies dealing with noise from aircraft using Manchester Airport shall apply to development as follows:

RESIDENTIAL DEVELOPMENT

- (i) **planning permission will be refused for new dwellings within areas subject to day-time noise levels in excess of 72 Leq or night-time levels in excess of 66 Leq. Conversions will be permitted provided that the proposal incorporates noise attenuation measures that would result in a night-time noise level within the building (with windows closed) of less than 35 dB(A) Leq.**
- (ii) **planning permission will not be granted for new dwellings within areas subject to day-time noise levels between 66 and 72 Leq or night-time levels between 60 and 66 Leq. In addition, planning permission for new dwellings will not be granted where individual noise events of aircraft regularly exceed 82dB(LA)Max (S time weighting) several times in any one hour between 2300 and 0700 hours. Where material considerations indicate that planning permission should be granted as an exception to this policy, conditions will be imposed to ensure a commensurate level of protection against noise within the dwelling. Conversions will be permitted but the requirement for protection against noise within the dwelling will be the same as that for any new dwellings.**
- (iii) **in areas subject to day-time noise levels between 57 and 66 Leq or**

night-time levels between 48 and 60 Leq planning permission for new dwellings will be granted subject to other planning policies and to conditions (where appropriate) to ensure an adequate level of protection against noise in dwellings.

[Note: in parts (i), (ii) and (iii) day-time is regarded as 0700 to 2300 and night-time as 2300 to 0700]

OTHER NOISE SENSITIVE DEVELOPMENT

Planning permission for other noise sensitive development under the flight path to Manchester Airport, such as offices, hospitals and schools will only be granted (subject to other relevant policies of the plan) where it has been demonstrated that the proposed development would not be subject to unacceptable levels of aircraft noise. This will be assessed having regard to the aircraft noise contours, the nature of the use or uses, the time of day or night when noise sensitive elements of the use operate and the standards of proposed noise insulation within buildings. Account will also be taken of the extent, if any, to which the proposed development is required to replace existing facilities which serve the existing local community and the availability of alternative sites.

- 5.48 **Explanation:** By controlling the type of land uses and the level of noise insulation in development within these areas the Council intends to limit the impact of aircraft noise on residents, workers and other building occupants in accordance with the guidance given by the Government in PPG24 "Planning and Noise", 1994. The noise levels in the policy are adapted from the Noise Exposure Categories in Annex 1 to PPG24 and reflect the Council's concern to protect the amenity of occupiers of new dwellings affected by aircraft noise. Explanations of the terms "Leq", "dBLA" and "S time weighting" are given in the Glossary.
- 5.49 An example of a situation where planning permission for residential development within areas subject to noise levels stipulated in sub-paragraph (ii) might be acceptable is where no alternative quieter sites are available. In such cases planning permission would be subject to conditions requiring commensurate levels of protection against aircraft noise.
- 5.50 The World Health Organisation advises that for night-time: "based on limited data available a level of less than 35 dB(A) is recommended to preserve the restorative process of sleep". Where appropriate therefore the Council will require sound insulation of dwellings, including conversions, sufficient to achieve this level. The Council will advise on sound insulation measures but the onus will be on the applicant to demonstrate that the requisite noise attenuation will be achieved.
- 5.51 Reference in the policy to "conversions" means the subdivision or other alteration of an existing predominantly residential building to form dwelling units, such as the subdivision of a family size dwelling to create two small dwellings. Proposals involving the change of use of a building to create a

significant amount of additional living accommodation are not considered as conversions for the purpose of this policy, but the development of new dwellings.

- 5.52 The plan showing areas subject to the policy in respect of new dwellings is available for inspection in the Council's offices. The diagram of noise contours (Diagram 9 (C)) is for illustrative purposes only and should not be used to definitively identify areas subject to the policy. Changes in the type of aircraft, frequency of flights and technology advancements will require regular monitoring of the contours.
- 5.53 Extensions to existing dwellings are not subject to the requirements of this policy as permitted development rights and enforcement difficulties render it inappropriate. The Council will, however, endeavour to notify developers of extensions to existing dwellings, where appropriate, of the possible advisability of incorporating sound proofing measures, by way of an "informative" issued with planning consents.
- 5.54 Developments such as offices, hospitals and schools will contain buildings and activities which are noise-sensitive but these developments are likely to occupy sizeable sites and to contain a proportion of buildings and activities which are less noise sensitive. The Noise Exposure Category principle in PPG24 cannot therefore be sensibly applied to such developments and it will be more appropriate to refer to specific guidance on internal noise standards in respect of each activity. General information can be found in BS8233:1999 "Sound Insulation and Noise Reduction for Buildings: Code of Practice". Information about guidance for health and hospital buildings is available from NHS Estates. The Department for Education publishes guidance for schools.
- 5.55 It is beyond the scope of this UDP to include land use policies for areas outside the Borough. It is important, however, to point out that the Council will strive to ensure that future expansion of Manchester Airport and significant increase in flights are conditional upon measures to control the effects of aircraft noise on the Borough.
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6. GREEN BELT AND AGRICULTURE

•	GBA1	GREEN BELT PROTECTION	Superseded by Core Strategy – 17/03/2011
•	GBA1.1	Extent of Green Belt	
•	GBA1.2	Control of Development in Green Belt	
•		<i>(GBA1.3 and GBA1.4 - deleted)</i>	
•	GBA1.5	Residential Development in Green Belt	
•	GBA1.6	Re-use of Buildings in the Green Belt	
•	GBA1.7	Major Existing Developed Sites in the Green Belt	
•	GBA2	AGRICULTURE	Not saved beyond 31/05/2009
•	GBA2.1	Protection of Agricultural Land	
•	GBA2.2	Control Over Agricultural Development	
•	GBA2.3	Farm Diversification	

This chapter contains policies to ensure that:

- permanent protection is given to the **Green Belt** within Stockport
- adequate control is exercised over the limited range of developments which may be appropriate in the **Green Belt**
- the best and most versatile **agricultural land** is protected
- an adequate land use planning framework is provided for **agricultural development** and **farm diversification**

GBA1.1 EXTENT OF GREEN BELT

Development control policies GBA1.2, GBA1.5 and GBA1.6 will apply over the area of Green Belt defined on the Proposals Map and covering the following broad areas:

- Mellor Moor and Peak fringe
- Land between Marple/High Lane and Hazel Grove (including part of Poise Brook valley)
- Woodford area and land between Cheadle Hulme and Handforth
- Tame Valley
- Etherow Valley
- Goyt Valley
- Mersey Valley
- Ladybrook
- Gatley Brook

6.6 **Explanation:** This Policy defines the extent of the Greater Manchester Green Belt within Stockport Borough. The purposes of the Green Belt are those set out in paragraph 1.5 of PPG2, reproduced in the Explanation to Policy GBA1 above.

GBA1.2 CONTROL OF DEVELOPMENT IN GREEN BELT

Within the Green Belt, there is a presumption against the construction of new buildings unless it is for the following purposes:

- (i) agriculture and forestry (unless permitted development rights have been withdrawn);**
- (ii) essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;**
- (iii) limited extension, alteration or replacement of existing dwellings (in accordance with Policy GBA1.5); or**
- (iv) limited infilling or redevelopment of Major Existing Developed Sites identified on the Proposals Map, in accordance with Policy GBA1.7.**

Forms of development other than new buildings, including changes in the use of land, will not be permitted unless they maintain openness and do not conflict with the purposes of including land in the Green Belt. Proposals for the re-use of buildings will be assessed against the provisions of Policy GBA1.6.

Proposed development falling within these categories will be permitted only where it will not act to make adjoining Green Belt areas less defensible against encroachment.

- 6.7 **Explanation:** The forms of development which may be permitted by this policy are appropriate in the Green Belt in terms of PPG2 “Green Belts” (1995). All other forms of development are “inappropriate development” which is, by definition, harmful to the Green Belt. Planning applications not in accordance with this policy will be treated as departures from the development plan and will be dealt with in accordance with the criteria contained in PPG2, paragraphs 3.1 to 3.3.
- 6.8 **AGRICULTURE AND FORESTRY** - guidance on the withdrawal of permitted development rights is contained in PPG2, Annex D, paragraph D2.
- 6.9 **ESSENTIAL FACILITIES** - PPG2, paragraph 3.5, indicates that:
- “essential facilities should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it. Possible examples of such facilities include small changing rooms or unobtrusive spectator accommodation for outdoor sport, or small stables for outdoor sport and outdoor recreation.”
- 6.10 It should be noted that leisure facilities of an urban nature, not ancillary to outdoor sport or outdoor recreation, and leisure facilities containing large buildings, will not be permitted. Tourist accommodation will not be acceptable in the Green Belt except as provided for by Policy GBA1.6 (Re-use of Buildings), as small-scale extensions to existing accommodation, in the form

of touring caravan or tent sites, or in accordance with Policy GBA2.3 (Farm Diversification).

- 6.11 Acceptable recreation facilities are those where an open air/countryside location is essential, e.g. playing fields, golf courses, country parks, touring caravan or tent sites; ancillary buildings and structures will only be acceptable where these are directly related to the outdoor activity existing or proposed. Because of the size of the structures involved major stadium facilities for football or other sports are not an appropriate form of development in the Green Belt (see PPG17, paragraphs 22 and 30 / PPG2 Annex E). Proposals for playing fields which result from development proposals on sports grounds within the urban area, protected under UDP Leisure Policies, will not be favourably considered unless the relocation is in a no less convenient location and is acceptable under Urban Open Space policies.
- 6.12 Reference should be made to Policy L1.6 regarding golf development. This makes it clear that large-scale or intensive facilities will not be appropriate in the Green Belt. Urban features such as large buildings, car parking and floodlights, together with traffic generation and lengthy opening hours, can make golf driving ranges unacceptably intrusive in the Green Belt. Such facilities will only be acceptable where these concerns can be overcome.
- 6.13 Small-scale riding schools and equestrian facilities may be acceptable provided adequate provision is made for grazing (at least 0.6 hectares per horse is likely to be required to accord with British Horse Society recommendations), there is access to suitable riding routes and the proposal would not harm countryside character or local amenities. Large-scale commercial facilities will not be appropriate.
- 6.14 Small-scale facilities related to the use of land for nature conservation purposes or related to farm diversification may be acceptable (see Policy GBA2.3 on Farm Diversification).
- 6.15 EXISTING DWELLINGS – see Policy GBA1.5 for guidance on this category.
- 6.16 INFILLING – new residential infill development will not be permitted in the Green Belt.
- 6.17 MAJOR EXISTING DEVELOPED SITES – see Policy GBA1.7 for guidance on this category.
- 6.18 CHANGE OF USE – see Policy GBA1.6 for guidance on the re-use of buildings.
- 6.19 MINERALS AND WASTE - special consideration will need to be given to planning applications for the exploitation of minerals, where these occur within the Green Belt. Mineral extraction need not be incompatible with the broad objectives of Green Belt, although in particular cases there may be other good reasons for not granting permission. The Green Belt will have the positive effect of helping to conserve valuable mineral resources by preventing

inappropriate development. Proposals related to waste management and disposal may in certain circumstances be acceptable in the Green Belt. Detailed guidance on the control of mineral and waste development is contained in Chapter 18.

- 6.20 ROAD SCHEMES – land for major road schemes, including the A6(M), Poynton Bypass and Manchester Airport Link Road (remainder), is safeguarded by the UDP (see Policy ST2.2). For the most part the routes of these roads pass through the Green Belt, often in fairly close proximity to the edge of the existing urban area. There will inevitably be pressure for development close to these roads, in view of the benefits of improved road accessibility. In some cases this will involve arguments for the “rounding off” of the existing development area along the line of a new road.
- 6.21 The Council considers that these new roads do not form an appropriate boundary to the urban area. To permit developments related to these routes would undermine the aims of Green Belt policy and seriously weaken the integrity of the Green Belt. Any development attracted by the construction of these roads should be located on sites identified in the UDP or other appropriate locations within the urban area. These general principles will also apply to the M60 and other existing roads within the Green Belt.
- 6.22 PARK AND RIDE – PPG13 “Transport”, March 2001, indicates that in some circumstances park and ride schemes may be acceptable in the Green Belt (see PPG13 paragraph 62). Annex E of the PPG sets out criteria for the consideration of such schemes and amends PPG2 by the addition of paragraphs 3.17 to 3.20. Reference should also be made to UDP Policy ST1.3, “Interchange and Park and Ride Facilities”.
- 6.23 DERELICT SITES - Every encouragement will be given to the environmental improvement of derelict and unsightly areas. The visual appearance of a site cannot in itself, however, be seen as a justification for development as an exception to normal policy. Such an approach would act to encourage the deliberate neglect of land in the Green Belt. There will be a presumption in favour of ‘soft’ or ‘green’ after uses of derelict land and against any development not in accordance with Green Belt policies. Any proposals should take account of the intrinsic nature conservation interest that such sites may contain. Reference should also be made to policies NE1.5 (Habitat Creation, Enhancement and Access) and EP1.2 (Treatment of Derelict and Vacant Land) in respect of the treatment of derelict sites.
- 6.24 OTHER DEVELOPMENT - guidance on other development and changes in the use of land, is contained in PPG2, paragraphs 3.11 to 3.14. These paragraphs also highlight the need for any large-scale development or redevelopment to contribute, so far as is possible, to the objectives for the use of land in Green Belts as set out in paragraph 1.6 of PPG2.

GBA1.5 RESIDENTIAL DEVELOPMENT IN GREEN BELT

Within the Green Belt new residential development will be restricted to the

following categories:

- dwellings essential for the purposes of agriculture;
- re-use of buildings as provided for by Policy GBA1.6; and
- development which meets the requirements of Policy GBA1.7 “Major Existing Developed Sites in the Green Belt”.

Proposals relating to existing residential uses in the Green Belt may be permitted in the following cases:

- alterations and extensions where the scale, character and appearance of the property are not significantly changed;
- rebuilding or replacement of an existing habitable dwelling where the new dwelling is of similar size and would not be more intrusive in the landscape than the one demolished; and
- subdivision to form smaller units of accommodation, subject to safeguards concerning parking, highway safety, the character and appearance of the Green Belt, and amenities.

- 6.25 **Explanation:** Policy GBA1.2 makes it clear that new residential development is not normally acceptable in the Green Belt. This policy clarifies the Council’s approach to minor domestic development and certain forms of residential use which may be acceptable and not in conflict with the purposes of Green Belt policy.
- 6.26 **AGRICULTURAL DWELLINGS** - Since most of the Green Belt is within a mile of an urban area, cases where the construction of a dwelling within the Green Belt is needed to meet agricultural or similar rural needs are likely to be few. Such dwellings will only be permitted where there is a long term need which cannot be met in a nearby village or urban area and the proposal is essential to the efficient working of a farm or woodland. The applicant must submit full justification of the need for the dwelling. Careful consideration should be given to the siting of dwellings to avoid isolated development unrelated to existing buildings. Suitable existing buildings might be successfully converted to provide agricultural dwellings (see Policy GBA1.6).
- 6.27 Occupancy conditions will be imposed on planning permissions for agricultural dwellings. In some cases, a legal agreement restricting the sale of an approved or existing dwelling separately from the holding or enterprise may be necessary. Occupancy conditions will only be lifted where the dwelling is surplus to the needs of the enterprise and it can be clearly demonstrated that there is no demand for agricultural dwellings in the locality.
- 6.28 **RE-USE OF BUILDINGS** - See Policy GBA1.6.
- 6.29 **ALTERATIONS/EXTENSIONS** - The policy aims to allow for the reasonable requirements of homeowners for the provision of additional space while safeguarding the countryside from the impact of large-scale extensions. The interpretation of “significant change” will vary according to the character of the

property but as a general guideline extensions which increase the volume of the original dwelling by more than about one third are unlikely to be acceptable. The cumulative effect of any previous extensions will be taken into account. Proportionally larger extensions may be appropriate in the case of dwellings with inadequate basic amenities, but account will also be taken of the need to maintain a supply of smaller dwellings. Additional guidance is contained in paragraph 3.6 of PPG2 "Green Belts", January 1995.

6.30 **REBUILDING/REPLACEMENT** - The rebuilding or replacement of dwellings will not be acceptable where this amounts to the creation of a new dwelling. The replacement of temporary structures, derelict buildings or abandoned dwellings will not normally be appropriate, except where a proposal satisfies the guidelines for the rebuilding of dwellings constructed of temporary materials set out below. The rebuilding of an existing habitable dwelling as an alternative to refurbishment may be acceptable where the existing structure is not of architectural or historic interest and where the resulting dwelling is not significantly larger or more intrusive than that previously existing. As a general guideline, the volume of the proposed dwelling should not exceed the volume of the original dwelling by more than about one third and the form of the dwelling should not be significantly altered. The cumulative effect of any extensions to the original dwelling on the site will be taken into account in assessing the acceptability of a proposal. Additional guidance is contained in paragraph 3.6 of PPG2 "Green Belts", January 1995. Siting should remain the same unless there would be environmental and amenity gain from a relocation.

6.31 The following guidelines will be taken into account in considering proposals for the rebuilding or replacement of dwellings constructed of temporary materials in the Green Belt:

- (i) established residential use - proposals will not normally be permitted unless it can be demonstrated that an existing building has been occupied as a permanent dwelling for a period of 20 or more years;
- (ii) structure and condition of building - the Council will have regard to the structural condition of the building, materials used in construction and its fitness or otherwise for continued occupation. Proposals may be favourably considered where rebuilding would be preferable in environmental terms to the perpetuation of an existing habitable but unsightly structure. Permission will not normally be given where the proper course of action would be the removal of a ruinous or semi-derelict structure;
- (iii) isolated buildings - the rebuilding of structures remote from other buildings, access roads or public services is unlikely to be acceptable;
- (iv) access - proposals will need to demonstrate that safe and otherwise satisfactory access can be provided to the highway network;

- (v) site and service requirements - the Council will have regard to the existing availability of basic services and amenities, and the implications of new provision where these are absent. A curtilage of sufficient size should be available to accommodate servicing and ancillary requirements without visual or amenity detriment;
 - (vi) visual appearance/impact - where the principle of rebuilding is accepted it will need to be demonstrated that adequate measures can be taken in terms of siting, design, materials and landscaping to minimise the impact of the resulting building in the countryside.
- 6.32 SUBDIVISION - Where dwellings already exist, their subdivision to form smaller units may contribute to meeting housing needs and need not harm the purposes of the Green Belt. In determining applications, account will be taken of the scale of the proposed development, environmental impact, the need for significant extensions and arrangements for access and parking. Any increase in traffic and domestic activity must not be detrimental to the aims of Green Belt policy or the rural character of the area.
- 6.33 GARDENS - Extensions to domestic gardens or curtilages are likely to encroach into the open character of the countryside and are regarded as inappropriate development in terms of PPG2.

GBA1.6 RE-USE OF BUILDINGS IN THE GREEN BELT

The change of use or conversion of buildings of permanent and substantial construction will be permitted provided that the building:

- (i) would be used for economic or other purposes other than wholly residential ones;**
- (ii) would maintain openness and would not conflict with the purposes of including land in the Green Belt; and**
- (iii) would safeguard or improve the appearance of the rural environment.**

In addition, all buildings should be structurally sound, well related to their surroundings and capable of:

- (iv) accommodating the new use without the need for major rebuilding or extension;**
- (v) being provided with an adequate curtilage without adverse impact on the Green Belt; and**
- (vi) being satisfactorily accessed and serviced without adverse impact on the Green Belt.**

In the case of buildings which may be used by bats, barn owls or other protected species, satisfactory investigation must be carried out into the possible presence of such species and, where appropriate, measures must be implemented to ensure that legal obligations are met and that any damage to habitats is minimised.

- 6.34 **Explanation:** Within the Green Belt in Stockport Borough there are about 180 farmsteads or groups of agricultural buildings. There is continuing pressure for the conversion of barns and outbuildings in such groups, and of other buildings in the countryside, particularly for residential use.
- 6.35 The re-use of buildings will only be appropriate when in accordance with PPG2 "Green Belts" (1995) or appropriate subsequent guidance.
- 6.36 Where buildings are not listed or of permanent and substantial construction, conversion to residential use can be equated with the construction of a new dwelling and is clearly contrary to Green Belt policy. Even Listed Buildings and other buildings of permanent and substantial construction may be unsuitable for conversion because the degree of alteration required enabling residential use would destroy features of interest in the building.
- 6.37 More favourable consideration may be given to conversions for residential use where the proposal is for agricultural occupancy or is within an existing settlement or other group of buildings where the additional impact in terms of visual appearance, activity and effect on service provision would be minimal. Use of existing buildings for extensions to existing dwellings or to provide ancillary accommodation may also be acceptable subject to appropriate safeguards.
- 6.38 Employment and tourism related proposals may be more easily accommodated in existing buildings without destroying features of interest and may be appropriate as a means of safeguarding attractive buildings. Such uses may also be of benefit to the economy of the Borough.
- 6.39 **BUILDINGS OF PERMANENT AND SUBSTANTIAL CONSTRUCTION -** Buildings should be worthy of retention because they are Listed Buildings or other buildings of permanent and substantial construction. Any conversion proposals should make a positive visual contribution to a group of buildings or the wider landscape.
- 6.40 There may be some flexibility in the application of this policy in the case of Listed Buildings in the Green Belt where it can be shown that the proposed use provides the best opportunity of safeguarding their architectural or historic character and that the development would not adversely affect the landscape setting of the Listed Building or seriously conflict with the purposes of Green Belt policy. Account will be taken of appropriate advice from English Heritage. Reference should also be made to policies HC2 to HC2.5 of this UDP.
- 6.41 Proposals that relate to structures which are not Listed Buildings or other buildings of permanent and substantial construction will only be permitted where the proposed use would conform with normal Green Belt policies and where the proposal would enhance the environment.
- 6.42 **STRUCTURE OF BUILDING -** Buildings should be structurally sound and capable of accommodating the new use without the need for major rebuilding or extension. Minor reconstruction works and small-scale extensions may be

acceptable where the character of the original building is not harmed. Proposals which in effect involve the creation of new structures will not be permitted. Any application for conversion of such buildings should include a supporting structural survey to demonstrate the structural integrity of the building.

- 6.43 **NATURE OF USE** - While this policy allows for greater flexibility than normal in terms of uses permissible in the Green Belt, any proposed use should not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it (PPG2 paragraph 3.8(a)) and should be capable of being accommodated without detriment to the rural setting or to the amenities of neighbours. Proposals should not give rise to unreasonable disturbance from traffic, noise, pollution or other activity.
- 6.44 **SITE REQUIREMENTS** - A curtilage of sufficient size should be available to accommodate servicing and ancillary requirements without visual or amenity detriment or adverse impact on the openness of the Green Belt. In the case of employment uses, obtrusive outside storage areas will not be acceptable. The creation of a residential curtilage can have a harmful effect on the character of the countryside and the Council will have regard to this when considering proposals for conversion to residential use.
- 6.45 **SURROUNDINGS** - Structures in isolated locations remote from access roads or public services are unlikely to be suitable for conversion schemes, except possibly for a specialised use such as a camping barn. Where the conversion of individual isolated buildings is considered acceptable in principle account will be taken of the impact of the proposal on the openness, character and appearance of the Green Belt.
- 6.46 **SIZE OF BUILDINGS/CUMULATIVE IMPACT** – while the re-use of buildings is acceptable in principle, the conversion of large buildings or complexes of buildings may have an unacceptable impact. This could be, for example, through the effect of ancillary external areas or the generation of high levels of traffic and activity. Each case will require careful consideration in terms of its impact on openness, the purposes of the Green Belt and the appearance of the rural environment. Further advice is contained in PPG2, paragraphs 3.7 to 3.10, and PPS7 paragraphs 17 and 18. See Policy GBA1.7 and PPG2 (Annex C) regarding Major Existing Developed Sites in the Green Belt.
- 6.47 **RECENT PLANNING HISTORY** - In the case of proposals for residential re-use the recent planning history of sites will be examined particularly carefully.
- 6.48 **PROTECTED SPECIES** – see Policy NE1.6.
- 6.49 **RESTRICTIONS** - Depending on the nature of the proposal, the Council may wish to impose restrictions, for example to limit permitted development rights, to limit hours of working or to restrict occupancy. Such restrictions would be made to protect residential or visual amenities, to prevent misuse of the building (e.g. the re-use of recently erected agricultural buildings for residential purposes) or to prevent the proliferation of farm buildings

constructed under permitted development rights as a result of the inappropriate re-use of existing agricultural buildings (see PPG2, Annex D and PPS7 Annex A).

- 6.50 **Note:** All proposals which are considered acceptable in principle under this policy must also satisfy the detailed requirements of PPS7 paragraphs 9(ii) and 17 and Policy HP1.2 .

GBA1.7 MAJOR EXISTING DEVELOPED SITES IN THE GREEN BELT

Within the Major Existing Developed Sites identified on the Proposals Map and listed in the Explanation to this policy:

A. Limited infilling will be permitted provided that it would:

- (i) be related to the continuing use of the site;**
- (ii) have no greater impact on the purposes of including land in the Green Belt than the existing development;**
- (iii) not exceed the height of the existing buildings; and**
- (iv) not lead to a major increase in the developed proportion of the site.**

B. Complete or partial redevelopment will be permitted provided that it would:

- (i) result in environmental improvement;**
- (ii) have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less;**
- (iii) contribute to the achievement of the objectives for the use of land in Green Belt; and**
- (iv) not result in the loss of Listed Buildings or other buildings or features of visual, amenity, ecological, environmental or archaeological importance.**

Any proposals involving redevelopment should not occupy a larger area of the site nor exceed the heights of existing buildings. However, good design and layout principles should be employed to remove any harmful impacts on openness or visual amenity. This may result in small increases in site coverage to compensate for reductions in the height of development depending on individual site characteristics.

Any proposals involving major redevelopment and/or major changes to the built area of the site should be developed in a consultative and collaborative way with the Council, implementing agencies and all those likely to be affected by the scheme.

- 6.51 **Explanation:** PPG2, paragraph 3.4, indicates that limited infilling or redevelopment is a category of appropriate development in the Green Belt where Major Existing Developed Sites are identified in the development plan. The following sites are identified on the Proposals Map:

- 6.52 Factories/employment sites
- BAE Systems Factory/Woodford Aerodrome
 - Chadkirk Industrial Estate
 - Factories at Compstall Village (Compstall Mills Estate, etc.)
 - Goyt Works, Strines
 - Pear Industrial Estate, Bredbury
- 6.53 Hospital sites
- Alexandra Hospital, Cheadle
 - Barnes Hospital, Cheadle
- 6.54 Education sites
- Bramhall High School, Seal Road
 - Cheadle Hulme School
 - Marple Hall High School
 - Offerton High School and adjoining educational buildings (Bridge College)
 - Reddish Vale School
 - Royal Schools for the Deaf, Heald Green
- 6.55 In the application of this policy reference will be made to the criteria contained in Annex C of PPG2, January 1995, or to appropriate subsequent guidance. In addition reference will be made to the site-specific guidelines set out in Appendix 10.
- 6.56 Other UDP policies, for example for Landscape Character Areas, may result in additional restrictions on infilling or redevelopment proposals as set out in the site-specific guidelines. The effect of proposals on the visual amenities of the Green Belt will be a material consideration in all cases (see PPG2 paragraphs C8 and 3.15).
- 6.57 Development briefs in accordance with the last part of this policy may be prepared by the Council, by site owners/agents or by third parties. In all cases Council approval of the brief will be required. Proposals for the replacement of existing buildings with residential estates of a suburban character are unlikely to be acceptable (see PPG2, paragraph C6).
- 6.58 PPG13 emphasises the need to reduce growth in the length and number of motorised journeys, to encourage alternative means of travel which have less environmental impact, and hence to reduce reliance on the private car. It will therefore be important to consider the impact of any proposals on travel patterns (see PPG2 paragraph C8). In addition the impact of traffic generated by any proposal on the local area will be a significant consideration.
- 6.59 Proposals for residential development within Major Existing Developed Sites will need to satisfy (i) the criteria for the sequential approach to the allocation of housing development as set out in PPG3, as well as (ii) the terms and criteria for the phasing of housing development as set out in Policy HP1.2.

- 6.60 A consultative and collaborative approach is required to secure efficiency, comprehensiveness and high quality outcomes in planning and implementing major redevelopment schemes. Development briefs will often be the best mechanism to achieve these objectives.

GBA2.1 PROTECTION OF AGRICULTURAL LAND

Development which involves the permanent loss of the best and most versatile agricultural land will not be permitted unless it can be demonstrated that the agricultural value of the land is outweighed by other factors. Proposals involving extensive use of land should be capable of easy reversion to agricultural use.

- 6.64 **Explanation:** LAND QUALITY - The Council will have regard to the grading of land under the Agricultural Land Classification. Grade 1, 2 or 3a land will normally be regarded as the best and most versatile and Grade 3b, 4 and 5 as lower quality. Account will also be taken of any other information on the agricultural value of the land that may be made available.
- 6.65 Paragraphs 28 and 29 of PPS7 (“Sustainable Development in Rural Areas”) set out that the presence of best and most versatile agricultural land should be taken into account alongside other sustainability considerations when determining planning applications. Where a proposal involves the use of such land, its quality will be taken into account along with other factors including other applicable policies (see below) and sustainability factors. Where development of agricultural land is unavoidable, the use of areas of poorer quality land is preferable to that of higher quality, except where other sustainability considerations suggest otherwise.
- 6.66 The Council is required to consult the Government if a planning proposal would involve or be likely to lead to the loss of 20 hectares or more of Grade 1, 2 or 3a agricultural land and would materially conflict with or prejudice the implementation of the Development Plan (Town and Country Planning (General Development Procedure) Order, 1995, Article 10(w)). Further guidance is contained in PPS7.
- 6.67 **REVERSIBLE USE** - Such factors as changing economic circumstances or agricultural practices could alter the current emphasis on limiting the productive use of agricultural land. Any extensive non-agricultural use of land in the rural part of the Borough should, therefore, be physically capable of relatively easy reversion to agricultural use and an equivalent grade of agricultural land. Appropriate development could include, for example, open-air recreation, mineral workings or waste disposal. Small-scale built development, which accords with Green Belt policy, for example extensions or ancillary recreational buildings, would not need to meet this requirement.
- 6.68 **OTHER POLICIES** - Virtually all agricultural land in the Borough is within the Green Belt. Green Belt and environmental policies severely limit the types of

development possible in the rural area. The number of cases where agricultural land quality will be the deciding factor in determining development proposals is, therefore, likely to be limited. The general approach of this policy has been taken into account in the allocation of sites for development in this plan. Should any conflict arise, however, the allocation of the site overrides the requirements of this policy.

GBA2.3 FARM DIVERSIFICATION

Proposals for the diversification of farming activity will be permitted provided that:

- (i) proposed uses are subsidiary to farming activity on the agricultural unit;**
- (ii) proposed uses are in some way related to agricultural activity or are appropriate in the countryside; and**
- (iii) proposals would not have an adverse effect on the Landscape Character Areas and are not in fundamental conflict with Green Belt or other UDP policies.**

- 6.78 **Explanation:** Pressures on farmers to reduce surplus production and to supplement incomes may lead to proposals for development aimed at maintaining or improving the viability of holdings. Maintenance of a healthy farming economy is an essential aspect of protecting the character and appearance of the countryside. This cannot, however, be used as a justification for development (for example housing development) which would be in direct conflict with the Green Belt or other countryside protection policies.
- 6.79 Where proposals are clearly subsidiary to the continuing agricultural use of a holding and involve activities clearly related to farming, or which could otherwise be carried out without detriment to the countryside location, a more flexible application of development control policies may be possible.
- 6.80 Proposals should be for business purposes that are consistent in their scale with their rural location. Acceptable uses might include, for example, farm tourism (including accommodation), workshops for craft activities, processing of farm produce and farm shops. This list is not exclusive. Proposals should provide access for those with disabilities.
- 6.81 Such uses might be accommodated through the re-use of buildings in line with Policy GBA1.6. Re-use of good quality existing buildings is preferable but limited new building may be justified in some circumstances. Conditions and/or agreements to restrict the use of buildings to activities appropriate in the rural area are likely to be necessary. A high standard of design and materials appropriate to their rural surroundings will be required in all such schemes, which should also satisfy sustainable development objectives.

- 6.82 Difficult situations may arise where the expansion of farm enterprises leads to a demand for larger scale buildings or facilities. Flexibility will be needed in considering such proposals but where activities have outgrown their location and are no longer subservient to the farming operation it may be more appropriate to consider relocation to an urban site. Large-scale new building would not be appropriate in the countryside.
- 6.83 The Council has less control over diversification in the use of land than it has over the use and construction of buildings. Certain uses, for example open-air recreation, come under the scope of planning control and may be acceptable under Green Belt and Countryside policies. The most suitable approach to the issue of surplus land may be continued agricultural use with less intensive production. There may also be scope to improve provision for informal recreation. The Council will encourage the positive management of land for the benefit of wildlife, landscape and the local community. Within Stockport Borough, the amount of land which may become genuinely surplus to agricultural requirements is not, however, likely to be great.
- 6.84 Reference should be made to Green Belt policy GBA1.2 and to Leisure policies L1.5 (Countryside Recreation) and L1.6 (Golf Development) in relation to schemes for the diversification of farmland.
- 6.85 Further guidance is contained in PPS7 "Sustainable Development in Rural Areas", 2004, paragraphs 30 and 31, and Annex A. General advice on rural diversification is contained in "Planning for Rural Diversification - A Good Practice Guide", Department of the Environment, 1995.
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7. URBAN OPEN SPACE

• UOS1	URBAN OPEN SPACE	Superseded by Core Strategy – 17/03/2011
• UOS1.2	Protection of Strategic Open Space	
• UOS1.3	Protection of Local Open Space	
• UOS1.4	Proposed Local Open Space at St. James R.C. High School, Cheadle Hulme	
• UOS1.5	Proposed Strategic Open Space at Adswood	

This chapter contains policies to ensure that:

- Protection is given to areas of **Strategic Open Space** within the built-up part of the Borough
- The recreation and amenity value of smaller areas of **Local Open Space** are taken into account in the control of development
- Pressure for development does not give rise to “**town cramming**” within the urban area

UOS1.2 PROTECTION OF STRATEGIC OPEN SPACE

Within the areas of **Strategic Open Space** listed below and shown on the **Proposals Map**, only limited development will be permitted. Development which, by reason of its type, scale, siting, materials or design would be insensitive to the maintenance or enhancement of attractive green and open areas for public enjoyment and recreation will not be permitted. In addition, development proposals in strategic open spaces should:

- (i) protect them from increased overlooking, traffic flows or other encroachment;
- (ii) protect and enhance rights of way; and
- (iii) safeguard biodiversity and nature conservation area interests.

7.6 **Explanation:** Certain large areas of open land are not suitable for designation as Green Belt, for example because they are isolated within the urban area, but nevertheless perform an important strategic function. These areas add to urban quality: promoting health and well-being, helping to support regeneration and improving quality of life for communities by providing visually attractive green spaces close to where people live.

7.7 The areas of Strategic Open Space identified below and on the **Proposals Map** are relatively large open areas (generally over 25 hectares) and possess one or more of the following characteristics:

- contribute to physical separation of distinct settlements (within the Borough or in adjoining Districts)
- contribute to the maintenance of the identities of communities
- incorporate land currently or last used as major public or private recreation facilities (e.g. 9/18 hole golf course)

- provide actual or potential public access for informal recreation
- include areas of importance and/or potential for nature conservation
- make a significant visual contribution to urban fabric
- make a major contribution to Borough-wide standards of recreational open space provision
- make a significant contribution to green chains of related open space.

[**Note:** the above characteristics are not listed in any priority order].

7.8 Through the protection of clearly identified areas of Strategic Open Space the UDP seeks to safeguard particular open areas of structural importance because of their own characteristics and contribution to the urban fabric. This protection is, therefore, separate from and additional to the protection of recreation land under Policy L1.1, which seeks to achieve an overall minimum standard of provision for the Borough.

7.9 **Schedule of Strategic Open Space**

- **Houldsworth Golf Course and adjoining land** - Area of mixed recreational uses and under used land totalling some 40 ha. Major contribution to separation of Manchester and Stockport Districts (Levenshulme/Reddish) and linked with generally open areas within Manchester. Some public access, potential to improve.
- **Heaton Moor Golf Course and adjoining land** - Area of primarily recreational uses (approximately 38 ha.), making important contribution to separation of Manchester and Stockport Districts (Burnage/Heaton Moor). Links to Cringle Fields Park which extends separation function. Some public access. Sites of archaeological and ecological interest within the area.
- **Bruntwood Park** - Major area of open land (approximately 55 ha.), forming green wedge with narrow link to Green Belt to south. Separation function between Gatley/ Heald Green and Cheadle/Cheadle Hulme. Important public recreation uses - district facility for western part of Borough. Existing and potentially increased contribution to wildlife habitats and corridors. Bounded on west by the A34 Handforth By-Pass.
- **Brookfield Park/Cheadle Golf Course** - Mixed recreational area of about 28 ha. Of strategic importance because of location within Ladybrook Valley and links with Bruntwood Park area and Ladybrook Valley Green Belt. Significant public access including Ladybrook Valley Way.
- **Bramall Park Golf Course/Carr Wood** - Important open area (about 40ha.) between Cheadle Hulme and Bramhall, including area of ancient woodland. Primarily private recreational use but with some public access. Within Ladybrook Valley and with important links to Green Belt. Importance of protecting open area reinforced by proximity to area of public open space deficiency to west and south.
- **Mirlees area, Woodmoor** - Extensive stretch of open ground (about 29 ha.) including grassland, semi-natural areas of nature conservation

interest and recreational uses. Major contribution to Green Chain network and significant visual contribution to urban fabric. Valuable open lung within largely built-up suburban area. Potential for increased recreational use. Adjoins area of deficiency for public open space.

- **Gatley Golf Course/Rose Vale Park** - Area of some 25 ha. between Gatley and Heald Green containing private and public recreation facilities and making major contribution to Green Chain network.
- **Poise Brook, Offerton** - Area of some 34ha. south of Marple Road, between Great Moor/Offerton and Offerton Green. Route of A6(M) passes through valley but were this to be built a significant open break would remain which contributes to physical separation of distinct communities and forms significant part of Green Chain network. Some potential for increased recreation use. Areas of open space deficiency exist to south and east.
- **Adswold** – A former tip (approximately 29 ha.) situated between the three communities of Adswold, Cheadle Hulme and Bramhall. This large area of grassland, linked to the Ladybrook Valley is of ecological value especially as a site for wintering birds and breeding Skylarks. Improved public access to this natural greenspace would make a valuable contribution towards meeting the English Nature Accessible Natural Greenspace Standards in Towns and Cities (ANGSt) criteria. In addition, through the development of a Planning Brief, prepared in liaison with local residents, it is hoped to protect and enhance existing UKBAP habitats and species. This site will continue to contribute to the Green Chain network (see Proposal UOS1.5).

7.10 Within these areas indoor recreation facilities of a commercial nature will only be permitted where they are of a small-scale and ancillary to existing uses, for example limited extensions to golf club facilities solely intended for users of the golf course.

7.11 Facilities such as bars and restaurants open to the general public or unrelated to the recreational use of the open land will not normally be appropriate. Any built development will need to satisfy the criteria regarding design and impact on the open area.

7.12 There are few sources of employment within the identified areas of Strategic Open Space. Where they do exist the policy would allow for essential small-scale additions. Extensions to employment areas or premises located outside but adjacent to an area of Strategic Open Space will not be acceptable where they intrude into the Strategic Open Space.

7.13 The policy allows for small-scale development relating to existing public services within areas of Strategic Open Space where these would not prejudice the open character of the area. The establishment of completely new facilities in such areas will not normally be acceptable unless there is an overriding locational requirement.

7.14 Proposals for the development or change of use of existing uses in areas of Strategic Open Space will be assessed on their merits. Full weight will be

given to the general presumption against development considered inappropriate in such areas. Any changes should not involve intensification of activity or have an adverse visual impact.

- 7.15 The revised PPG17 Planning for Open Space, Sport and Recreation (2002) is relevant to this policy. In line with PPG17 the Council intends to carry out a robust assessment of the existing and future needs of the population for open space, sports and recreation facilities.

UOS1.3 PROTECTION OF LOCAL OPEN SPACE

Within areas of Local Open Space development will not be permitted unless:

- (i) It is clearly needed in connection with the outdoor recreational use of the land or is otherwise appropriate to the maintenance of the open nature of the land, and it would clearly enhance the overall quality of Local Open Space provision in the area; or**
- (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.**

- 7.16 **Explanation:** In addition to the major areas of Strategic Open Space there are many areas of local open space within the built up parts of the Borough. These areas generally fall within the following categories:

- public parks and recreation facilities
- private recreation facilities
- school playing fields
- allotments
- small areas of woodland
- unused/derelict land (may include unmanaged or wild areas of positive value)
- churchyards and cemeteries
- other areas of local amenity value.

- 7.17 Such areas are increasingly under pressure from development, particularly in view of the strategic restrictions on development on the periphery of the urban area. Where an area of Local Open Space serves a valuable recreational or amenity function it will normally be desirable to protect it from development. Any proposals will be assessed against the criteria set out in this policy.

- 7.18 The following factors are of importance in determining the value of particular areas of Local Open Space:

- standards of open space provision in the local area, in general terms and in terms of specific facilities, as set out in policies L1.1 and L1.3
- visual or amenity value of the land
- ecological value of the land, in general terms and in terms of designations set out in policies NE1.1 and NE1.2 and including possible contribution to Green Chains or linked areas of open land
- formal recreational use
- informal public access
- contribution to urban form or general well being of a community.

7.19 The function and quality of a piece of open land is of importance as well as the overall level of provision in an area.

7.20 The more significant areas of Local Open Space are shown on the Proposals Map. Smaller areas of open space which make a contribution to local recreational provision and to the quality of life of communities will also be subject to this policy.

7.21 Areas of more than 0.2 hectares (0.5 acre) identified in the Council's open space survey which are located outside the Green Belt are shown on the Proposals Map. This includes local parks, informal public recreation or amenity areas and public and private sports grounds, school and other educational playing fields and statutory allotments.

7.22 **Note:** In accordance with Policy L1.1, proposals which involve the loss of existing public or private sports grounds or other land currently or last used for active recreation will not normally be permitted. This is in view of the Borough-wide shortage of such facilities. In respect of formal recreation facilities, Policy L1.1 is applicable irrespective of the local level of open space provision.

7.23 Allotments are subject to separate legislation to ensure no overall loss in provision. They are also shown on the Proposals Map, as their loss from a specific location may be detrimental to the aims of the UDP.

7.24 School and other educational playing fields and other institutional open areas are also subject to UDP Policy CTF1.4 (redundant community land).

7.25 In the application of this policy to smaller areas of open space not identified on the Proposals Map, particular attention will be paid to the following factors:

- value as a buffer between incompatible uses
- contribution to establishment and protection of Green Chains
- usefulness as children's play area, particularly in areas of deficiency
- overall standards of recreational open space provision (reference will be made to the standards set out in the Leisure Chapter)
- public access for recreation.

- 7.26 Areas of open space/landscaping provided for amenity purposes within areas of residential development will normally be protected. In many cases these will be subject to restrictions imposed through the planning consent. In some cases proposals which would result in the provision of smaller areas of better quality open space may be acceptable.
- 7.27 Any proposals should provide for access in accordance with Policy DCD1.3 Access for People with Access Difficulties.
- 7.28 For the avoidance of doubt, there will be a presumption against the loss of local open space, whether or not it is identified on the Proposals Map, unless it can be clearly demonstrated that this would not be contrary to the requirements of this policy.
- 7.29 The revised PPG17 Planning for Open Space, Sport and Recreation (2002) is relevant to this policy. In line with PPG17 the Council intends to carry out a robust assessment of the existing and future needs of the population for open space, sports and recreation facilities.

UOS1.4 PROPOSED LOCAL OPEN SPACE AT ST. JAMES' R. C. HIGH SCHOOL, CHEADLE HULME

Land is proposed as Local Open Space to provide for school playing fields north of St. James' R.C. school, Cheadle Hulme.

- 7.30 **Explanation:** This site is proposed as Local Open Space to provide the St James' R.C. High School with adequate playing fields under "The Education (School Premises) Regulations", 1999, in a well related and convenient location to the school premises. The site remains within the Green Belt.

UOS1.5 PROPOSED STRATEGIC OPEN SPACE AT ADSWOOD

Land is proposed as Strategic Open Space to provide accessible open space for informal recreation and support nature conservation.

- 7.31 **Explanation:** A former tip (approximately 29 ha.) situated between the three communities of Adswold, Cheadle Hulme and Bramhall. This large area of grassland, linked to the Ladybrook Valley is of ecological value especially as a site for wintering birds and breeding Skylarks. Improved public access to this natural greenspace would make a valuable contribution towards meeting the English Nature Accessible Natural Greenspace Standards in Towns and Cities (ANGSt) criteria. In addition, through the development of a Planning Brief, prepared in liaison with local residents and landowners, it is hoped to protect and enhance existing UKBAP habitats and species. The planning Brief will also consider the potential for pedestrian links with the Landscape Character Area 'C' Ladybrook Valley. This site will continue to contribute to the Green Chain network.
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8. LEISURE

•	L1	LEISURE IN STOCKPORT	Superseded by Core Strategy – 17/03/2011
•	L1.1	Land for Active Recreation	
•	L1.2	Children's Play	
•	L1.3	Provision of Recreation and Amenity Open Space in New Developments	
•	L1.4	Indoor Leisure Facilities	
•	L1.5	Countryside Recreation	
•	L1.6	Golf Development	
•	L1.7	Recreation Routes Maintenance and Expansion of Network	
•	L1.8	Strategic Recreation Routes	
•	L1.9	Recreation Routes and New Development	
•	L1.10	Canals and Disused Railways	
•	L1.11	Development Related to Recreation Routes	

This chapter contains policies to ensure that:

- adequate land is provided and safeguarded for **active recreation**
- **new developments** make adequate provision for their open space needs
- there is an adequate policy framework for **indoor leisure, countryside recreation** and **golf development**
- the Borough's network of **recreation routes** is protected and enhanced

L1.1 LAND FOR ACTIVE RECREATION

The Council will seek to achieve an overall minimum standard for the Borough of 2.4 hectares per thousand population for active recreation.

Proposals which involve the loss of public or private sports grounds or other land currently or last used for active recreation will not be permitted except where the proposed development would provide facilities of sufficient benefit to sport and recreation to outweigh the loss.

Development of land currently or last used as playing fields will not be permitted unless:

- (i) The proposed development is ancillary to the use of the site as a playing field (e.g. new changing rooms) and does not adversely affect the quantity or quality of pitches and their use;
- (ii) The proposed development only affects land which is incapable of forming a playing pitch (or part of one) and results in the retention and enhancement of pitches;
- (iii) The playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity, quality, usefulness and attractiveness in

**(iv) a location at least as accessible to current and potential users;
the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field.**

8.2 **Explanation:** Background to this policy is at Appendix 4. There is strong pressure for development of land within Stockport Borough. This is directed towards the urban area by the maintenance of a tight Green Belt policy. Provision of land for formal sports is currently below the desired standard and protection of existing facilities from development is considered essential to meet the needs of the present and future population. Protection of private as well as public recreational land from development is in line with Government advice, which is reiterated in Planning Policy Guidance Note 17 “Planning for Open Space, Sport and Recreation”. In terms of assessing the supply under 2.4 ha per 1000 population, public and Private sports grounds include: publicly owned sports grounds, privately owned sports grounds (i.e. private sports clubs and sports grounds owned by businesses or institutions) and school playing fields where dual use exists. Playing fields which do not contribute to the dual use category will still be considered under this policy. Where the condition of a sports ground has deteriorated due to lack of use and maintenance, the Council will consider that the site has potentially the same recreational value as it did when it was last in use and the site will continue to be safeguarded from development. Within the overall standard of 2.4 hectares per 1,000 population, 1.7 hectares should be for formal sports provision, including:

- pitches, courts and greens for public and private use by all age groups
- athletics facilities
- pitch and putt courses and similar facilities.

[**Note:** for the purposes of this policy the term ‘playing field’ covers the three points mentioned above.]

8.3 Within the overall standard of 2.4 hectares per 1,000 population, 0.7 hectares should be available within easy access of homes for casual play. The Council will seek to achieve and maintain these standards at the Borough-wide level, but locally based calculations will also be made in response to particular proposals. Areas of “surplus” provision may make a contribution to meeting the needs of the Borough as a whole, but there will be a continuing need to protect existing sites in all areas and seek new provision in areas of deficiency. This policy is aimed at protecting land of recreational value, including that used for casual recreation, and will be applicable whether or not the land is identified as being of open space or amenity value on the Proposals Map or under the Urban Open Space policies of this plan. There is considerable overlap between leisure and open land issues and reference should be made where appropriate to the above policies. In certain circumstances the loss of open space in an area of surplus may be acceptable if additional provision is made in an area of deficiency.

- 8.4 **GOLF COURSES** - The standards set out in this policy do not include golf courses. Golfing organisations have suggested that there should be one 18-hole course for every 25,000 to 30,000 people. In Stockport, due to the relative affluence of the population, the Council accepts that provision should be towards the “higher” end of this range (i.e. one 18-hole course per 25,000 people). In mid 1991 there were eleven “18 hole equivalent” courses (total 12 courses) for a population of about 291,000, or one course for every 26,500 people. This represents a slight under provision in terms of the above higher standard. Limited further golf course provision may, therefore, be justified during the plan period (one further 18-hole course would more than compensate for the identified deficiency). Any proposals must, however, meet the criteria set out under policies for Countryside Recreation (see in particular L1.6), Green Belt, Agriculture and Nature Conservation.
- 8.5 **ALL WEATHER PITCHES** - There may be scope for the introduction of more all weather playing surfaces to offset the shortfall in formal open space in the Borough, particularly in areas of deficiency. While useful in enabling more intensive recreational use, such pitches should not be used to justify a reduction of existing recreational open space which contributes positively to the amenity of the urban area.
- 8.6 Statutory Instrument No. 1817 (1996) makes the English Sports Council a statutory consultee on proposals for development which affect playing fields, land used as playing fields at any time in the last five years which remains undeveloped, or land which is identified for use as a playing field in a development plan.
- 8.7 The Town and Country Planning (Playing Fields)(England) Direction, 1998, requires that in cases where the English Sports Council objects to a planning application and the Local Planning Authority (LPA) are minded to approve the LPA must notify the Secretary of State. He will then decide whether to intervene or leave the matter for the LPA to decide.
- 8.8 The revised PPG17 “Planning for Open Space, Sport and Recreation” (2002) is relevant to this policy. In line with PPG17 the Council intends to carry out a robust assessment of the existing and future needs of the population for open space, sports and recreation facilities.

L1.2 CHILDREN’S PLAY

In considering development proposals the Council will take account of children’s play needs and will require, where appropriate, the provision of suitable and accessible space and facilities to meet these needs.

- 8.9 **Explanation:** To play is the indisputable right of every child. The UN convention on the Rights of the Child, ratified by the UK Government 1991, confers on children the right to play (Article 31) and Article 2.1 confirms that this right applies to all children 'without discrimination of any kind'.

- 8.10 Children's play, both formal and casual, merits special mention because of the particular problems faced by this age group. Overall open space standards are of necessity generalisations and mask detailed issues which are of importance in planning for recreation needs.
- 8.11 Children's play takes a variety of forms, frequently unrelated to specific recreational areas or facilities. Over time, play fosters children's independence and self-esteem, helps them develop respect for others and offers opportunities for social interaction. It supports their well-being, healthy growth and development, increases their knowledge and understanding and promotes their creativity and capacity to learn. Issues are inevitably local and it is not possible to deal with these in detail. The planning process, however, impinges on children's play in a number of ways, including the loss of cherished "wild" and undesignated areas through new development. New residential development itself brings the need for additional opportunities of children to play.
- 8.12 A thought from the child's viewpoint when land use proposals are made and considered may enable the retention or provision of valued opportunities for play and may perhaps reduce the incidence of antisocial behaviour resulting from inadequate or inappropriate facilities.
- 8.13 This policy will be applied through the use of standards as set out elsewhere in this section, through the detailed consideration of development proposals and with reference to any available local survey information. The views of children and their families will be an important consideration when development proposals affect play areas (in their widest sense) and when new play areas are proposed. The impact of development on valued "wild" and undesignated areas used for play will be taken into account in addition to the protection of more formal facilities covered by UDP Policy L1.1. Where practicable such areas should be retained or suitable alternative areas made available. Such areas may also be protected for nature conservation reasons.
- 8.14 The following factors will be relevant in assessing whether space for children's play is sufficient, suitable and accessible:
- adequate space is needed within range of children's homes
 - spaces should allow for challenging activities
 - land should be suitable and usable - not "leftovers"
 - where limited space is available safer street play might be encouraged through Home Zones (see UDP Policy TD2.1), traffic calming and environment enhancement schemes
 - children need access to the natural environment and to indoor play space.
- 8.15 The safety and security of children at play will be important considerations in the design of both recreational and non-recreational developments.

- 8.16 Any proposals should provide for access in accordance with Policy DCD1.3 Access for People with Access Difficulties and account should be taken of the needs of children with disabilities.

L1.5 COUNTRYSIDE RECREATION

Recreation development will only be permitted where it would not spoil the enjoyment of the river valleys or the wider countryside through the introduction of noise, excessive traffic or other intrusive features, or by damaging the landscape or appearance of the countryside. Proposals must be in accordance with Green Belt and other relevant policies of the UDP.

The scale and location of recreational development should be closely related to the ability of the landscape and the ecology of the area to accept an increase in recreational use and to the need to retain the character of attractive and unspoilt areas of land. Proposals should take account of the Council's Landscape Character Assessment.

- 8.50 **Explanation:** There is a continuing need to safeguard the Borough's countryside for quiet informal recreation and to protect the rural environment from intrusive development and activities. Built development will not normally be appropriate in the river valleys. Reference should be made to policies for the control of development in the Green Belt, Landscape Character Areas, River Valleys and for the protection of the natural environment. Particular care will be necessary where floodlighting is proposed for recreational facilities in the countryside (see Policy EP1.4 "Light Pollution"). There may be scope for noisy sports and activities where local environmental conditions permit, e.g. in former mineral sites. However, the scope for this kind of activity in the Borough's countryside is likely to be limited.
- 8.51 In addition to control over development, the Council will maintain and enhance opportunities for countryside recreation, subject to the need to safeguard nature conservation and other countryside interests, and will seek to improve awareness and promote understanding of the countryside. There will be a continued emphasis on the recreational value of the four river valleys (Etherow/Goyt, Tame, Mersey and Ladybrook). Country Parks have been established at Etherow and Reddish Vale (see Diagrams 2 and 3).
- 8.52 The effect of new recreational development on other existing or potential forms of recreation will be taken into account.
- 8.53 The Council will continue to support regional and inter-authority initiatives such as the Trans-Pennine Trail and the Pennine Bridleway.
- 8.54 While the emphasis will be on recreation routes, where possible the Council will seek the creation of new attractions and facilities within the countryside. In all cases of new provision or maintenance and management of existing routes and areas, it will be necessary to have regard to the possible impact of

recreation activity on sites and areas of nature conservation value, and on farming or other countryside activities.

- 8.55 The Council will seek to improve access to countryside recreation opportunities for all sections of the community. There will be a particular emphasis on improvements to access by public transport to key “gateways” to the countryside, and on provision of countryside recreation opportunities for people with disabilities. Improvements will be made where possible in the provision of information about countryside recreation opportunities. The Council will continue to carry out and encourage environmental enhancement schemes in the countryside, particularly in the river valleys, which will be of benefit to recreational users.
- 8.56 Golf courses form a significant land use in the Borough’s countryside. In view of the scale of golf development a specific policy is included below to clarify the Council’s approach to the provision of these facilities. As with other forms of recreation in the countryside, however, golf development is subject to the Green Belt policies of this plan.
- 8.57 Any proposals should take account of DCD1.1 Design Principles and provide for access in accordance with Policy DCD1.3 Access for People with Access Difficulties.

L1.6 GOLF DEVELOPMENT

New golf courses will be acceptable in principle, subject to detailed considerations regarding scale, impact, siting and design except in the following areas:

- (i) The river valleys, unless the proposal would have the effect of maintaining or enhancing the quality of the environment and can be accommodated without detriment to the mainly informal recreational character of the valley;**
- (ii) The best and most versatile agricultural land protected by policy GBA2.1.**

All proposals should take account of the landscape character of the area within which they are located. Permission will not be granted unless the proposal can be accommodated without damage to landscape quality. Large-scale or intensive facilities will not be appropriate in the Green Belt.

- 8.58 **Explanation:** Golf courses can be an appropriate use in the countryside, particularly on the urban fringe where they provide a transition from the built-up area to the open countryside. In some circumstances, however, such artificial landscapes and the development associated with them will be intrusive and inappropriate in a countryside setting.
- 8.59 Established policies within the river valleys place an emphasis on informal recreation and further golf course provision is not normally acceptable in these areas). New courses may also be acceptable in other Landscape Character

Areas, particularly in the open countryside away from the urban fringe. Assessment of landscape impact will be a particularly important consideration and decisions will be informed by the Landscape Character Assessment.

- 8.60 Policy GBA2.1 seeks to protect the best and most versatile agricultural land. Grade 1, 2 or 3a land would not normally be a suitable location for golf course development.
- 8.61 The Council will have regard to relevant Government advice, including PPG 17, "Planning for Open Space, Sport and Recreation", July 2002. Applications should be accompanied by full details including:
- impact on landscape including features of historic interest;
 - effect on public rights of way, other recreation routes or other recreational uses;
 - impact on habitats and other features of nature conservation interest;
 - impact on ground water and surface waters;
 - any effect on residential amenities;
 - traffic and highway implications, including the need for any significant roadworks;
 - accessibility by public transport.
- 8.62 A full landscaping/ecological scheme will be required, including arrangements for future management. Applications should identify the full extent of intended development, and there will be no presumption in favour of subsequent additions and extensions. The use of planning agreements in relation to the above two issues may be appropriate. The potential for developing new, improving or extending existing recreation routes in connection with any proposals will be considered.
- 8.63 Any built development and ancillary facilities should be small-scale and strictly related to the open-air recreation use, in line with the Green Belt Policy GBA1.2 of this plan. Use should be made of suitable existing buildings where possible.
- 8.64 Golf development may take a variety of forms. "Pay as you play" courses open to the general public would be particularly welcome in view of the shortage of these facilities and the smaller scale of buildings likely to be required. Proposals which involve substantial built development or overnight accommodation would conflict with established Green Belt policies.
- 8.65 The Council will take account of the cumulative impact of formal recreation facilities within particular countryside areas. Applications may be refused where over-intensive use would significantly change the character of the countryside or detract from its quiet enjoyment. **[Note:** See explanation to Policy L1.1 for information on standards of provision.]

L1.7 RECREATION ROUTES: MAINTENANCE AND EXPANSION OF NETWORK

The Council will not permit proposals which would result in the loss of public rights of way and other recreation routes. All existing and proposed routes should be appropriately surfaced, signposted and waymarked and kept free from obstruction. The Council will negotiate for extensions and additions to the network and improvements in the standard of routes.

- 8.66 **Explanation:** The Borough is relatively well provided with recreation routes. Much work remains to be done to bring existing routes up to an acceptable standard and in view of the limited resources available the maintenance and improvement of the existing network will be the Council's first priority. Particular emphasis will be given to the maintenance and enhancement of continuous routes along the length of the river valleys, following the riverside wherever possible. Routes throughout the Mersey and Tame valleys are of special significance as they form part of the Trans-Pennine Trail.
- 8.67 It is, however, proposed that certain new strategic links will be established (see below), and the Council will seek to take advantage of other opportunities which may arise to make additions to the network. Such opportunities may arise, for example, as a result of private sector proposals, through the use of management agreements or in response to suggestions by local communities. In such cases the potential for any development of the network to be multi-purpose will be considered. There will be a particular emphasis on links between urban residential areas and the countryside, particularly in the river valleys, links between countryside attractions and between recognised trails.
- 8.68 This policy and the policies below are relevant both to public rights of way as shown on the Definitive Map and to informal or permissive routes such as those provided in the river valleys. They apply to recreational routes within the urban area (for example within areas of Strategic Open Space) as well as in the countryside. (N.B. Policy L1.9 below deals in detail with recreation routes and new development).

L1.8 STRATEGIC RECREATION ROUTES

The Council will safeguard and enhance the network of Strategic Recreation Routes shown on the Proposals Map. Development which would conflict with the strategic recreation value of these routes will not be permitted.

The Council will initiate measures to complete this network through the addition of missing sections and the creation of key links.

- 8.69 **Explanation:** A Strategic Network of Recreation Routes for Greater Manchester, together with links to adjoining areas, has been identified. Any measures to enhance the network of routes will take account of the particular needs of people with access difficulties, having regard for Policy DCD1.3.
- 8.70 Within Stockport many of these routes already exist, and will be subject to protection under policies L1.7 and this policy. A number of new links are

proposed to enhance the Strategic Network. The majority of existing Strategic Recreation Routes shown on the Proposals Map are based on existing long distance, regional, County or other identified routes, including the following:

- Trans-Pennine Trail
- Goyt Way and Etherow/Goyt Valley Way/Midshires Way
- Ladybrook Valley Way
- Middlewood Way
- Macclesfield and Peak Forest Canal towpaths (forming part of the Cheshire Ring)
- Cown Edge Way
- Fred Perry Way
- Marple Multi User Trail
- The Halls Route

8.71 Additional or enhanced provision will involve the creation of key links between these routes and others outside the Borough, and will enhance the potential for circular walks based on the Strategic Route Network. The main routes which are identified for enhancement, completion or the provision of new links are:

- River Mersey - development/improvement of continuous riverside route (former Mersey Valley Local Plan proposal);
- Highfield to Debdale - recreation route following disused railway line, passing through Sandfold Lane area of Reddish and linking the proposed Highfield Country Park, Levenshulme, with Debdale Park (both in Manchester City);
- Bramhall to Hazel Grove - upgrading of existing paths via Carrwood, New House Farm and Mirrlees (ultimately to form link with Goyt Valley - see below);
- Heaton Mersey to Heaton Chapel -upgrading/waymarking of existing paths via areas of Local Open Space and Heaton Moor Golf Course to connect Mersey Valley and the proposed Highfield Country Park at Levenshulme (Manchester City). Involves road sections;
- Hazel Grove to Foggbrook - completion of link between Ladybrook and Goyt valleys, via Mirrlees area and Poise Brook and link to Cown Edge Way; and
- East of Etherow Country Park - route across moorland fringe to link with Cown Edge and Peak National Park.

8.72 A number of the identified Strategic Recreation Routes will be multi-purpose, catering for horseriders and cyclists as well as walkers (e.g. Trans Pennine Trail). This is not appropriate in all cases due to the physical characteristics of routes, the areas through which they pass, or management arrangements (e.g. on canal towpaths). In some cases physical constraints necessitate inclusion of short sections of public road within identified routes. A number of the routes which already exist require improvements to surfacing, waymarking or other detailed features.

- 8.73 This policy is complementary to L1.7 and recognises the strategic importance of these routes in forming links within Greater Manchester and with surrounding areas. The Council will have regard to this strategic importance when considering development proposals which may affect the routes and in the allocation of resources for the enhancement of the recreation route network. Where development proposals offer the opportunity to complete or improve the network, for example the provision of a riverside route as part of the redevelopment of an employment site, these will be pursued through the development control process. Diversion of routes shown on the Proposals Map may be acceptable where this would clearly enhance the convenience and attractiveness of the route, in line with Policy L1.9.

L1.9 RECREATION ROUTES AND NEW DEVELOPMENT

Where development affects existing public rights of way or other recreation routes, provision should be made for either:

- (i) protection and where possible enhancement of the line and amenity of the existing route within the development; or**
- (ii) incorporation of a convenient and attractive alternative route within the site.**

Where appropriate, incorporation of attractive, safe and convenient new footpaths and other recreation routes will be required in new developments, both within the site and to link with adjoining areas in such a way as to promote such routes as the prime means of access.

- 8.74 **Explanation:** The objectives of this policy are to protect existing and proposed recreation routes and to promote more sustainable transport choices and reduce the need to travel, especially by car. When considering new development the Council will ensure that it helps create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and horse riding and the use of public transport.
- 8.75 In terms of housing and other built development, this policy will be more relevant to the urban area as Green Belt policies limit development in the countryside. In the rural areas severance problems may be caused by road schemes and special attention will be paid to the safeguarding of existing and proposed recreation routes. Care is also required with other recreation proposals such as golf courses.
- 8.76 When considering development proposals in or adjoining the river valleys, the Council will where appropriate require the provision of footpaths into the valley segregated from traffic.
- 8.77 Existing routes should not be diverted where this can reasonably be avoided, unless the new route would be of equal or greater benefit to users. Where any changes to existing routes are proposed the Council will need to be satisfied that the alternative is at least as attractive as that being replaced, both in terms of the route and the quality of its environmental corridor. Any proposals

should provide for access in accordance with Policy DCD1.3 (Access for People with Access Difficulties).

- 8.78 Where development proposals affect features or areas with a reasonable potential for the creation of new recreation routes, for example disused railway lines, the Council will seek to ensure that any such potential is not precluded by development.
- 8.79 Care will be taken, where new routes are provided, to protect sensitive habitats and ensure that the interests of existing residents and occupiers of land are not prejudiced by excessive numbers of visitors, trespass or vandalism.

L1.10 CANALS AND DISUSED RAILWAYS

Canals and, where appropriate, disused railways will be protected and conserved, and their use for recreation promoted. Development, which would impede the aims of this policy, will not be permitted unless it involves the re-use of the route for transport purposes. Where former rail or canal routes are currently in use as recreation routes, any proposals to re-introduce transport use should take account of the recreation value and make alternative provision. Where former rail or canal routes are not in use as recreation routes any proposals should consider creating or improving recreational use.

- 8.80 **Explanation:** This policy applies primarily to the Macclesfield Canal, Peak Forest Canal and Middlewood Way. These very attractive features are used regularly by residents and visitors to the area. Further improvements to enable recreational use to increase will be supported provided they respect nature conservation importance and other existing recreational users and do not conflict with other UDP policies. Other schemes for the recreational use of disused railways will be promoted where practicable. Particular attention will be paid to the recreation and conservation value of canals and disused railways when proposals are made for development on or adjoining them. Where possible, opportunities will be taken to enhance the surroundings of these features when such proposals are considered.
- 8.81 Where former rail or canal routes are currently in use as recreation routes, any proposals to re-introduce transport use should take account of the recreation value and make alternative provision. Where disused routes with no current recreational use are re-used for transport purposes, the potential for inclusion of recreation routes should be considered where this is viable. Any proposals should take account of Policy NE1.6 (Species Protection).
- 8.82 The Council will have regard to the Stockport Branch Canal and the potential for restoration. The Council will have regard to the need ensure that the route is not unnecessarily severed by new buildings and non transport uses.
- 8.83 **Note:** former UDP Policy UL1.10 (Country Lanes) is now incorporated in Policy TD2.2 in Chapter 16.

L1.11 DEVELOPMENT RELATED TO RECREATION ROUTES

Proposals for development related to recreation routes will be permitted provided that:

- (i) In Green Belt areas, they are directly related to the open air recreational use of the route, are of an appropriate scale, and are otherwise in accordance with Green Belt, Landscape Character and other relevant UDP policies;**
- (ii) In urban areas, they do not conflict with other UDP land allocations or policies, including those for the protection of residential amenity and the safeguarding of employment land**

Proposals should respect the character and environment of the route to which they relate.

- 8.84 **Explanation:** Proposals may be made for development linked to recreation routes. These might include boatyards and marina development, refreshments or other retail sales or cycle hire facilities. In urban areas there is unlikely to be any objection in principle to such development. In the Green Belt restrictive policies apply, but facilities may be acceptable provided that they are genuinely related to outdoor recreation. Proposals must not prejudice, by reason of scale, siting or design, the primary purposes of the Green Belt. Regard will also be paid to other policies of the UDP, including those for Landscape Character Areas and river valleys, and to current Government Guidance and Supplementary Planning Guidance. Re-use of existing buildings is likely to be preferable to new-build. Where new-build is acceptable in principle, this should normally be well related to existing buildings.
- 8.85 Proposals which are not directly linked to the recreational use of the route and which are in conflict with Green Belt policy, for example hotel development or general retail sales to the public, will not be acceptable in the Green Belt unless very special circumstances can be shown.
- 8.86 All development proposals adjacent to recreation routes should respect the line of the route and existing and potential recreation value, and contribute to their special character, particularly in waterside locations.
- 8.87 In the case of proposals for the development of canal based facilities, the Council will have regard to the following factors:
- the capacity of the canal for increased recreational use (in consultation with British Waterways);
 - the disadvantages of extended permanent linear moorings in terms of environmental impact and the recreational use of the canals;
 - outside urban areas, the acceptability of the proposal in terms of Green Belt, landscape character, agricultural land and other relevant policies. In such areas built facilities should be kept to the minimum needed in

connection with the open air recreation use and particular attention will be paid to landscaping, design and phasing of development;

- acceptability of the proposal in design and conservation terms, bearing in mind the availability of specific British Waterways guidance;
 - acceptability in terms of highway, access and car parking requirements; and
 - impact on sites/areas of nature conservation interest, historic buildings or other environmentally important features.
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9. COMMUNITY AND TOURISM FACILITIES

•	CTF1	COMMUNITY SERVICES AND FACILITIES	Superseded by Core Strategy
•	CTF1.1	Development of Community Services and Facilities	– 17/03/2011
•	CTF1.2	Proposed School Site: Romiley	Not saved beyond 31/05/2009
•	CTF1.3	Proposed School Site: North Reddish	
•	CTF1.4	Redundant Community Land	
•	CTF2	TOURISM DEVELOPMENT	Superseded by Core Strategy – 17/03/2011
•	CTF2.1	Development of Tourism Facilities	

This chapter contains policies to ensure that:

- Proposed development does not lead to the **loss of existing community services and facilities**
- **New community services and facilities** can be developed, subject to appropriate safeguards
- Land is safeguarded where **specific proposals** exist for new facilities
- The recreational potential of **redundant community land** is taken into account
- There is a land use framework for the development of **tourism** in the Borough

CTF1.1 DEVELOPMENT OF COMMUNITY SERVICES AND FACILITIES

Development which would result in the loss of existing community services and facilities will only be permitted where adequate replacement is provided or special justification can be shown.

Proposals for the provision of additional community services and facilities will be permitted provided that:

- they are well located to serve the relevant population by sustainable transport modes;
- satisfactory access, parking, design and landscaping standards would be achieved;
- there would be no harm to the living conditions of neighbouring residents;
- there would be no harm to Employment Areas, as shown on the Proposals Map, and no harm to the vitality and viability of existing centres;
- there would be no harm to the openness of or purposes of including land within Green Belts;
- there would be no loss of urban open space.

- 9.2 **Explanation:** This policy is applicable to public and private sector services of the type described in the explanation to Policy CTF1. Other UDP policies apply to proposals which are essentially retail or commercial in character.
- 9.3 Development related to existing community uses will normally be acceptable provided that proposals do not prejudice the potential contribution of any open land on the site for meeting community recreation needs (see Policy CTF1.4).
- 9.4 Where development is proposed involving either creation of new or enhancement of existing community facilities, the potential for achieving the widest possible community use will be considered.
- 9.5 It is not possible to predict the site requirements for all service providers over the plan period. Where needs arise the Council will seek to identify suitable sites for its own services and will take a positive view of the needs of other essential public services and utilities and of private sector operations aiming to meet genuine social and community needs. This will include the identification of a potential site for a new Central Library, which is closely integrated with the Town Centre.

CTF1.3 PROPOSED SCHOOL SITE, NORTH REDDISH

Land is reserved to provide for the construction of a new primary school off Harcourt Street.

- 9.7 **Explanation:** The existing junior school is substandard and will be replaced as soon as Council resources permit.

CTF1.4 REDUNDANT COMMUNITY LAND

Where proposals for the re-use or redevelopment of redundant community facilities are made on sites which include open land, and where there is a local deficiency of recreational open space, the proposals should make a contribution to reducing that deficiency.

- 9.8 **Explanation:** Community facility sites, particularly schools and hospitals, frequently include playing fields or other areas of open land. These may have potential for meeting community recreation needs when no longer required for their original purpose. This policy seeks to ensure that such land is not released for development without full account being taken of its recreation potential.
- 9.9 Where proposals are made for the disposal or re-use of such land an assessment will be made of open space provision in the local area and of existing and potential community and educational needs. Where there is a deficiency of recreational open space and the land makes or could make a contribution to such needs the Council will retain or seek the provision of an appropriate level of open space within the site when re-used or developed. The Policy is applicable to both public and private land. Further guidance on

this issue is contained in PPG17, "Planning for Open Space, Sport and Recreation".

- 9.10 The Council will also have regard to the potential contribution of sites to the Borough-wide supply of formal sports pitches, in view of the current under-provision. Policy L1.1 applies to sports grounds or other land currently or last used for active recreation. The loss of such land will not normally be permitted. Reference should also be made to policies for the protection of Strategic and Local Open Space (UOS1.2 and UOS1.3).
- 9.11 In some cases there may be potential for the creation of community nature areas on redundant community land, particularly in parts of the Borough which are deficient in existing wildlife resources.
- 9.12 Statutory Instrument (No. 1817 1996) makes the English Sports Council a statutory consultee on proposals for development which affect playing fields, land used as playing fields at any time in the last five years which remains undeveloped, or land which is identified for use as a playing field in a development plan.
- 9.13 The Town and Country Planning (Playing Fields)(England) Direction 1998 requires that, in cases where the English Sports Council objects to a planning application and the LPA are minded to approve, the LPA must notify the Secretary of State so that he may decide whether to intervene or leave the matter for the LPA to decide.
- 9.14 **Note:** This policy applies to land which is not already covered by policies L1.1 or UOS1.3.
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10. HOUSING PROVISION

•	HP1	HOUSING PROVISION	
•	HP1.1	Housing Land Allocations	Superseded by Core Strategy – 17/03/2011
•	HP1.2	Phasing of Housing Development	
•	HP1.3	Avoidance of Loss of Dwellings	
•	HP1.4	Windfall Housing Sites	Not saved beyond 31/05/2009
•	HP1.5	Living Over the Shop	
•	HP2	MEETING HOUSING NEEDS	Superseded by Core Strategy – 17/03/2011
•	HP2.1	Provision of Affordable Housing	
•	HP2.2	Sheltered Housing	
•	HP2.3	Hostel Accommodation	
•	HP2.4	Accommodation for Travelling People	
•	HP2.5	Dwelling Mix	Superseded by Core Strategy – 17/03/2011
•	HP3	REGENERATION OF THE EXISTING HOUSING STOCK	

This chapter contains policies to ensure that:

- the **housing supply** is managed to meet the needs of the Regional Spatial Strategy
- the **existing dwelling stock** is maintained and regenerated
- criteria are set out for **windfall housing** proposals
- appropriate proposals for “**living over the shop**” are encouraged
- new housing development makes adequate provision for all sectors of the community taking account of the **Housing Needs Assessment**
- clear guidelines are set out for the provision of **affordable housing**
- adequate guidance is given on proposals for **sheltered housing, hostels** and accommodation for **travelling people**
- there is an appropriate **mix of dwelling types** in new developments

HP1.1 HOUSING LAND ALLOCATIONS

The following sites are allocated for housing development and are shown on the Proposals Map:

H1P	Bradshaw Hall	4.0ha	120 units
H2P	Bridgehall	5.0ha	150 units (52)
H5P	Trident Foams site, Marple Road, Offerton	0.7ha	21 units
H7P	Davis & Metcalf site, Stockport Road, Romiley	1.0ha	116 units
H8P	Adswood Road/Range Road	2.5ha	84 units
H9	Adswood Road/Stockholm Road (north of)	1.0ha	35 units (12)
H10	Adswood Road/Stockholm Road (south of)	0.5ha	18 units (6)
H11	Adswood Road/Siddington Avenue	1.9ha	67 units (23)

(The figures in brackets are the number of affordable dwelling units the allocated sites not yet under construction are estimated to deliver.)

- 10.10 **Explanation:** The list includes sites with planning consent and is based on sites available for development at 01/02/03. See explanation to policy HP1. It should be noted that the figures above in policy HP1.1 do not tally with those in the housing supply tables under policy HP1 as the latter do not include completed dwellings.
- 10.11 The following provides a justification for the four allocated sites which had not started to be developed for housing as at 01/04/05. (The remaining sites were all under construction.)
- 10.12 H2P Bridgehall. This site was formerly railway sidings prior to being reclaimed with the use of a derelict land grant. A new road access has been constructed over the railway line and the site is now vacant after being regraded and levelled. Outline planning permission for housing was first granted on the site in June 1993, and subsequently in August 2003. A condition attached to the valid consent stated that the maximum number of dwellings shall not exceed 200 units. A residential development providing private sector housing will assist in broadening the social mix of the area and will also make a significant contribution to the provision of low cost affordable accommodation in the Borough. The site is previously developed land within the urban area and is in an accessible and sustainable location. The whole of the site is within 400 metres walking distance of a bus stop on the high frequency Bridgehall route to the town centre (via Edgeley District Centre). Edgeley District Centre is 1 km away on foot. Furthermore, the business parks and industrial estates in the Birdhall Lane Employment Area are all within walking distance of the site.
- 10.13 H9 Adswood Road/Stockholm Road (north of). This under-used site contains obsolescent buildings and was previously designated as an Employment Area. It is not a quality employment site and is within an inner Housing Renewal Area of Stockport in need of regeneration. Continued employment use is unlikely to involve redevelopment whereas a housing allocation will bring regeneration benefits and improve the appearance of the area. The site is previously developed land within the urban area, and is in an accessible and sustainable location. It is located on a high frequency bus route (Adswood Road) which connects the site to Stockport Town Centre and Cheadle Hulme District Centre. The site is 1 km walking distance from Edgeley District Centre, 1.2 km from Davenport railway station and 1.4 km from Stockport railway station.
- 10.14 H10 Adswood Road/Stockholm Road (south of). The site is vacant and was last used for open storage. It was previously designated as an Employment Area, but is not considered to be the best employment land in the borough and has failed to come forward for redevelopment. Housing is the only acceptable use that offers the prospect of swift redevelopment and area uplift. The site is in an accessible and sustainable urban location with a high frequency bus service running along Adswood Road in either direction to the

town centre and Cheadle Hulme District Centre. Davenport railway station is 1.2 km walking distance from the site, and Stockport railway station is 1.4 km away on foot.

- 10.15 H11 Adswood Road/Siddington Avenue. The majority of the site is currently in industrial use and was previously allocated as an Employment Area. However, it is no longer regarded as one of the best locations for employment in the borough. Access to the strategic highway network is indirect and poor, and the nature of the surrounding area has recently been changed. A new residential development is underway to the north (H8P Adswood Road/Range Road) and housing has been built on the opposite side of Adswood Road. Allowing the site to be redeveloped for housing will bring regeneration benefits and improve the appearance of the area. Located on a bus route with frequent services to the town centre and Cheadle Hulme District Centre, the site is highly accessible. It is 1 km walking distance to Davenport railway station and just over 1 km to Edgeley District Centre.

HP1.3 AVOIDANCE OF LOSS OF DWELLINGS

In determining planning applications which would involve loss of land allocated for residential purposes or existing dwellings, whether by change of use or demolition, the Council will have regard to the balance of the following factors:

- (i) the restricted housing land supply in Stockport;**
- (ii) whether the change of use or redevelopment is for some form of community facility in accordance with policies CTF1 and CDH1.9;**
- (iii) whether the development is small-scale and is a source of employment or service for the local residential community; and**
- (iv) the extent to which dwellings suffer from adverse environmental conditions;**
- (v) whether the loss of dwellings would be justified to facilitate regeneration (including the achievement of mixed housing types) or the environmental improvement of an area, for example within Policy Guidance Areas, Employment Areas or the Green Belt.**

The loss of dwellings or residential land to other uses will not be permitted unless a justification can be shown taking into account the above factors.

- 10.31 **Explanation:** The retention of existing dwellings is particularly important in view of the demand for housing which cannot be met in Stockport (though it can be elsewhere in Greater Manchester). Retaining existing dwellings (or ensuring where redevelopment occurs that the new use is also residential in nature) will limit the extent of the deficiency.
- 10.32 There are, however, particular circumstances in which changes of use (or redevelopment of housing sites) will be acceptable. This is most likely to be where the change of use is sought for some form of community facility especially small-scale uses such as a doctor's surgery. Such provision can

take pressure off existing facilities and provide a specific benefit to the residents in the immediate neighbourhood.

- 10.33 There are locations where dwellings suffer from serious adverse environmental conditions, in particular housing fronting, or in close proximity to, those parts of the strategic highway network which suffer from high degrees of congestion, noise and fumes and danger for a considerable part of the day, and where scope for the alleviation of these conditions is limited. Subject to other planning considerations, favourable consideration will be given to change of use to other uses which are less affected by such adverse environmental conditions. In addition, there may be cases where the loss of dwellings would be justified to enable the proper planning of an area. This could be, for example, redevelopment to more appropriate uses within particular Policy Guidance or Employment Areas or proposals that enhance the openness of the Green Belt.

HP1.5 LIVING OVER THE SHOP

The creation of residential accommodation in vacant and under-utilised premises above shops and offices will be permitted provided that the scheme adequately safeguards residential amenities.

Unless the proposed residential accommodation is to be used by proprietors or employees of the A3/A4/A5 business existing on the ground or lower floors, permission will be granted for residential accommodation above these uses in former shops only where it can be demonstrated that the proposed accommodation would provide a satisfactory living environment. All applications in such cases must be accompanied by an acoustic engineer's report.

Reduced parking may be appropriate for living over the shop schemes.

- 10.42 **Explanation:** There is evidence of considerable under use of upper floors of "shop" premises as well as non-use, though the incidence varies from centre to centre with some of the larger district centres such as Cheadle illustrating quite high usage of upper floors. Vacant or underused upper floors also tend to be poorly maintained over long periods leading to a disrepair problem and affecting the attractiveness of the street scene. The introduction of residential uses over shops could provide additional income both in terms of retail sales and rent towards the maintenance of the properties and contribute to the Borough's housing requirement.
- 10.43 Though some upper floors are occupied by businesses they tend to operate during the normal working day or shop hours and as a result shopping centres lack life outside normal shopping hours. The introduction or re-introduction of residential accommodation into town, district and local centres would assist in bringing back activity with a consequent improvement in overall security. Another justification for the re-introduction of residential accommodation above is the restricted housing supply and its high price in Stockport. Clearly the "living over the shops" scheme cannot provide general needs housing, but

any contribution towards the overall supply will be desirable. Accommodation over shops is unlikely to be suitable for families, especially those with young children but it could well be suitable for small households and at a reasonable cost.

- 10.44 Parking demand from residents may well be lower than other uses and tends to occur largely in the evenings and night-time when car parking for retail units is not required. The largely complementary nature of residential and retail parking would suggest it would be desirable to reduce substantially the parking requirement for flats over shops. Indeed without this incentive, few living over shops schemes are likely to be implemented in view of the built up nature of much of Stockport's shopping centres. The Council's adopted parking standards are set out at Appendix 9.
- 10.45 Residential units above A3/A4/A5 uses can suffer from problems of noise and nuisance. However, additional residential accommodation is particularly desirable in the town centre and district centres and schemes may be permitted where it can be shown that problems can be overcome and a satisfactory living environment provided. All such proposals should be accompanied by an acoustic engineer's report assessing potential noise sources and explaining how problems can be overcome.
- 10.46 **Note:** A shop for the purposes of this policy is defined as class A1 use, or class A2 (financial and professional services to visiting members of the public) of the 1987 Use Classes Order as amended by Circular 03/2005. The policy is also applicable where the ground floor of a former shop is used for B1 (office) use. The "defined areas" to which this policy refers are identified in Appendix 7).

HP2.2 SHELTERED HOUSING

Sheltered housing and housing for other people with limited mobility should be located within easy walking distance of local facilities and services, integrated within established residential communities and avoid sites with steep gradients.

- 10.61 **Explanation:** Dwellings for elderly people and others with limited mobility must be carefully located to minimise any disadvantage to residents. Special attention should be paid to the avoidance of steep gradients and the provision of lively and interesting surroundings. All such schemes should be accessible by public transport and close to social and community services such as post offices, shops, health care, parks, libraries and day centres. Because most residents of "sheltered" housing schemes will become increasingly frail and less mobile the choice of location is crucial to the success of any scheme. Where the Council has land for disposal for housing purposes, sites close to community facilities will be allocated for special needs housing.

HP2.3 HOSTEL ACCOMMODATION

The Council will permit residential hostels which:

- (i) are compatible with the residential character of the locality;**
- (ii) respect residential amenities;**
- (iii) are close to community facilities;**
- (iv) are easily accessible by public transport; and**
- (v) would not cause demonstrable harm to other interests of acknowledged importance.**

10.62 **Explanation:** There is a continuing requirement for accessible hostel accommodation to help meet a number of particular housing needs - for single people, short term residents and, in some cases, people previously in institutional care. Such accommodation should be properly located, preferably close to public transport facilities to reflect the high intensity of activity which it may generate and, in particular circumstances, the specific requirements of the expected occupants. Siting must also respect the residential amenities of the area and take account of building and fire regulations. Further guidance is contained in the Change of Use of Buildings and Other Land: The Town and Country Planning (Use Classes) Order 1987: Circular 03/05.

10.63 The Town and Country Planning (Use Classes) (Amendment) Order 1994 separated hotels and hostels, both not providing a significant element of care, from within the same use class (C1). Whilst hotels remain within use class C1, hostels are now a separate "*sui generis*" use requiring planning permission. It is essential that hostel locations are carefully considered to avoid over-concentration of commercial lodging-house premises which would effectively change the character of established residential areas.

11. CONTROL OF DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS

•	CDH1	DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS	Superseded by Core Strategy – 17/03/2011
•	CDH1.1	New Residential Development in Predominantly Residential Areas	
•	CDH1.2	Non Residential Development in Predominantly Residential Areas	
•	CDH1.3	Care and Nursing Homes	
•	CDH1.4	Houses in Multiple Occupation	
•	CDH1.5	Flat Conversions	
•	CDH1.6	Day-Care Nurseries	
•	(CDH1.7 – deleted)		
•	CDH1.8	Residential Extensions	
•	CDH1.9	Community Facilities in Predominantly Residential Areas	

This chapter contains policies to ensure that:

- adequate control is exercised over new residential and other appropriate development in **Predominantly Residential Areas**

CDH1.2 NON RESIDENTIAL DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS

Non residential development will be permitted in Predominantly Residential Areas where it can be accommodated without detriment to the residential amenity of adjacent dwellings or the residential area as a whole. In particular account will be taken of:

- (i) noise, smell and nuisance;
- (ii) traffic generation and safety and accessibility by sustainable transport modes;
- (iii) parking;
- (iv) hours of operation;
- (v) proximity to dwellings;
- (vi) the scale of the proposal; and
- (vii) whether or not the character of the area will be changed.

Most large-scale, non-residential development will be inappropriate in Predominantly Residential Areas.

11.17

Explanation: The plan generally promotes the retention of existing dwellings so that the amenity of residents is protected and so that the stock of housing is not diminished in a situation of restricted housing supply (see Policy HP1.3). There will be, however, particular circumstances where changes of use are

acceptable. This is most likely to be where the change of use is sought for some form of local and small-scale community facility such as a doctors or dentists surgery (see Policy CDH1.9 below).

- 11.18 Commercial and industrial development will only be acceptable in Predominantly Residential Areas where the proposal is small-scale and can be accommodated without detriment to residential amenities or loss of dwelling stock (see UDP Policy HP1.3, Avoidance of Loss of Dwellings).

CDH1.3 CARE AND NURSING HOMES

Subject to the overall requirements of Policy CDH1.1, conversion of a dwelling to, or new development for, a care or nursing home will be permitted provided that the proposal:

- (i) provides a minimum of 15 square metres of amenity space per resident in one continuous usable area;**
- (ii) provides car parking in accordance with Policy TD1.4. Parking areas should be screened from public view by retention of existing trees and mature planting where possible. A landscaping scheme acceptable to the Council should be implemented within one planting season to screen parking areas;**
- (iii) if a change of use is proposed, is in a detached dwelling or a pair of semi-detached dwellings where both are to be converted simultaneously;**
- (iv) in the case of care homes, is within reasonable walking distance of local facilities.**

Proposals for extensions should have regard to the following criteria:

- (v) the area remaining after an extension to a care and nursing home must be sufficient to accommodate car parking and amenity space requirements in accordance with (i) and (ii) above;**
- (vi) extensions should be in scale with and smaller in mass than the original building with the whole remaining in character with its surroundings;**
- (vii) extensions should not cause damage to the amenity of neighbouring properties by reason of overlooking or overshadowing or loss of privacy. Habitable room windows should not have a direct line of sight of less than 10 metres to a neighbouring private garden or less than 21 metres to a neighbouring window of a habitable room. For ground floor habitable rooms a relaxation may be acceptable subject to a high degree of screening being agreed with the Council.**

- 11.19 **Explanation:** Planning permission is required for a change of use from a dwelling house to a care or nursing home. The essential difference between the two types of home is that a “nursing home” looks after people who need nursing care and, therefore, requires staff with a nursing qualification and “a registered elderly persons home” looks after people who require care and attention but not nursing care. Care and nursing homes are appropriately

located in residential areas and the Council will require that they do not adversely affect neighbouring properties or the area. The provision of amenity space around the building is important for the enjoyment of residents and also for the protection of the residential character of the area. Also, the location of care homes close to local facilities such as shops, a post office and parks is considered important for the benefit of residents who may have limited mobility. Inappropriate extensions to care and nursing homes can cause problems due to the increase in the intensity of use. Also the scale of the building which may result from an overlarge extension may be inappropriate or cause unacceptable overlooking or loss of privacy to adjoining dwellings.

CDH1.4 HOUSES IN MULTIPLE OCCUPATION

Subject to the overall requirements of Policy CDH1.1, conversion of dwellings to multiple occupation will be permitted provided that the proposal:

- (i) does not result in more than 2 houses in multiple occupation adjoining;**
- (ii) does not result in a single dwelling having a house in multiple occupation on both sides;**
- (iii) does not create such a concentration of houses in multiple occupation in a particular area or intensity of occupation of the property concerned that the character of the area is adversely affected;**
- (iv) includes useable rear gardens within the curtilage of at least 50m²;**
- (v) includes suitably enclosed refuse storage areas at the rear of the property;**
- (vi) includes parking within the curtilage at the rate of 0.5 space per letting. Where car parking is to be provided by hard paving of the area in front of the dwelling, no less than 40% of that area should be landscaped to the satisfaction of the Council; and**
- (vii) complies with Policy EP1.10 (aircraft noise).**

11.20 **Explanation:** There are a considerable number of houses in multiple occupation in the Borough that are a valuable source of cheaper accommodation. However, policies are needed to minimise the potential detrimental effects and to ensure a high standard of amenity for residents, neighbouring properties and the area in general. While the concentration of houses in multiple occupation is acceptable up to a point it is possible the cumulative effect of concentration could adversely affect the residential area. The location of car parking through hard paving associated with this type of use can be unsightly. Good landscaping can reduce the damaging effects of this and enhance the appearance of the dwelling and, therefore, the residential area.

CDH1.5 FLAT CONVERSIONS

Subject to the overall requirements of Policy CDH1.1, conversion of

dwelling to self-contained units of accommodation will be permitted provided that:

- (i) the dwelling has 4 or more bedrooms or it can be demonstrated that the dwelling is large enough to provide adequate accommodation for the new units;**
- (ii) useable amenity space of at least 50m² is provided;**
- (iii) appropriately landscaped and screened car parking is included, in accordance with policy TD1.4;**
- (iv) there are enclosed refuse storage areas at the rear of the property;**
- (v) sound attenuation measures are included on sensitive floors and walls between dwelling units; and**
- (vi) the proposal complies with policy EP1.10, aircraft noise.**

11.21 **Explanation:** The conversion of large dwellings to smaller self-contained units of accommodation is a good way of using dwellings which may be unsuitable for single family occupation. Conversion of larger properties helps meet a need for small units of accommodation and preserves the established character of residential areas. In permitting conversions of this kind a high standard of amenity is required for the occupants of the dwelling and adjoining properties. The increase in traffic and parking requirements which is likely to result from the greater intensity of use must be accommodated to ensure there is no disruption to the safe movement of traffic.

CDH1.6 DAY-CARE NURSERIES

Subject to the overall requirements of Policy CDH1.1, day care nurseries will be permitted provided that the proposal:

- (i) provides parking in accordance with policy TD1.4;**
- (ii) provides a drop off facility of a suitable size, location and layout within the site;**
- (iii) is of an appropriate scale in terms of the number of children, traffic generation, noise, general disturbance to neighbours and opening hours, to be accommodated within a residential area without materially lowering residential amenity for neighbouring occupiers or causing a loss of residential character. As a guide day nurseries in a residential area should operate at an upper limit of about 30 child places;**
- (iv) is in sufficiently spacious grounds for the applicant to be able to meet the Council's requirements for an outdoor children's playspace without prejudicing the amenity of neighbouring occupiers through unacceptable levels of noise and general disturbance;**
- (v) operates from 8 a.m. to 6 p.m. and open on weekdays only;**
- (vi) implements an approved scheme for the landscaping of the site. The landscaping scheme to include provision for the screening from neighbours of parking, drop off and play areas at the nursery;**
- (vii) is located in a detached property, unless the premises attached to the proposed day nursery are in a non-residential use.**

- 11.22 **Explanation:** Day care nurseries are acceptable uses in residential areas but children playing and traffic may cause disturbance to neighbours. Larger nurseries could also have an adverse impact on the residential character of an area. Additionally, the traffic movements and on-street parking which can result from the dropping off and collecting of children can increase traffic congestion and danger. The Council therefore seeks to control the scale of development at, and the resulting impact of, new day nurseries.
- 11.23 In order to reduce the incidence of car parking on the road, nursery operators will normally be required to provide a drop off facility within the curtilage of the site. There may be limited cases (for example where a day nursery has fewer than 10 child places and is located on a wide, quiet residential road) where a drop off facility may not always be required. If a drop off area is required, the exact number of parking spaces which need to be dedicated to dropping off will depend on the number of child places in the nursery. A drop-off arc is the preferred form of provision, but an alternative form of drop-off provision may be acceptable if an arc is not achievable within the site.
- 11.24 The protection of residential amenity and character can partly be achieved by limiting the number of child places to an upper limit of around 30 children. The exact number of children that the property can suitably accommodate will depend upon factors such as the proximity of neighbouring dwellings and the size of the nursery's grounds. The guideline figure reflects the Council's experience of the impact of existing nurseries in the Borough. The Council accepts that there will be properties - for example some large properties with spacious gardens - which are suitable for more than 30 children. The guideline has been given to help prospective nursery operators to assess the likely acceptable scale of new developments.
- 11.25 Anyone intending to open a new day nursery should refer to the Council's adopted SPG/SPD for day care nurseries.

CDH1.8 RESIDENTIAL EXTENSIONS

Subject to the overall requirements of Policy CDH1.1, the Council will grant permission for an extension to a residential property in the Predominantly Residential Area provided that the proposal:

- (i) complements the existing dwelling in terms of design, scale and materials and does not adversely affect the character of the street scene;**
- (ii) does not cause damage to the amenity of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, or loss of privacy and does not unduly deprive the property to be extended of private garden / amenity space including parking areas;**
- (iii) does not prejudice similar development by the occupants of neighbouring properties.**

In operating this policy the Council will have regard to the standards

contained in policy CDH1.1.

- 11.26 **Explanation:** Householder planning applications, which include house extensions, account for a significant proportion of the total number of applications determined by the Council. If carried out in a satisfactory manner, an extension can enhance the appearance and value of a property as well as provide valuable additional living space. An extension which does not relate well to the house in terms of scale and appearance, however, can have an adverse impact on adjoining householders, the street scene in general and through time, the character of the surrounding residential area.
- 11.27 Extensions should be designed to appear to be part of the original dwelling and not an obvious afterthought. A two-storey flat roof extension in a prominent location, for example visible from a public highway, will not normally be permitted. Extensions should not occupy a disproportionate amount of garden ground, nor adversely affect the amenity and privacy of adjacent properties (whether by overshadowing, overlooking or visual intrusion) and should not prejudice similar developments by the occupants of neighbouring properties. Examples of developments that would not normally be permitted include rear extensions which project more than 2.4 metres along a party boundary close to a habitable room window on the adjacent property and 2 storey side extensions constructed along a common boundary which would result in an unbroken and unrelieved “terraced” effect.
- 11.28 Reference should be made to the Council’s adopted SPG/SPD on “Extensions to Dwellings”.
- 11.29 **Note:** for the avoidance of doubt, this policy applies to extensions to dwelling houses, flats, housing in multiple occupation, residential homes and nursing homes.

CDH1.9 COMMUNITY FACILITIES IN PREDOMINANTLY RESIDENTIAL AREAS

Subject to the overall requirements of Policy CDH1.1, small-scale community facilities in Predominantly Residential Areas will be permitted provided that:

- (i) there is no over-riding detrimental effect on the residential amenity of the area by reason of noise, disturbance, visual intrusion or traffic generation;**
- (ii) there is adequate parking provision in accordance with Policy TD1.4;**
- (iii) the proposal does not prejudice highway safety and is accessible by sustainable transport modes;**
- (iv) proposals for new buildings or extensions to existing buildings are in keeping with the character of the area in terms of design and materials used.**

- 11.30 **Explanation:** There are some facilities which can be appropriately located in residential areas. However, it is important that the scale of the proposal is considered, for instance a doctors surgery may be acceptable in principle but a health centre may not. In assessing such applications particular attention will be paid to the protection of residential amenity. The generation of traffic associated with such uses must be accommodated in order that there is no disruption to the safe movement of traffic. Reference should also be made to policies CTF1 and CTF1.1.
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12. ECONOMY

•	E1	OVERALL SUPPLY OF LAND FOR DEVELOPMENT	Superseded by Core Strategy – 17/03/2011
•	E2	LOCATION AND DESIGN OF EMPLOYMENT USES	
•	E1.1	Location of New Industrial Development	
•	E1.2	Location of New Business Premises and Offices	
•	E2.3	Design of New Business and Industrial Development Not saved beyond 31/05/2009	
•	E3	PROTECTION/REGENERATION OF EMPLOYMENT AREAS	
•	E3.1	Protection of Employment Areas	
•	E3.2	Refurbishment of Older Buildings in Employment Areas	
•	E4	EMPLOYMENT USES OUTSIDE EMPLOYMENT AREAS	
•	E4.1	Industrial, Warehouse, Storage and Office Premises Outside Employment Areas	
•	E4.2	Office Conversions	
•	E4.3	Working from Home Not saved beyond 31/05/2009	

This chapter contains policies to ensure that:

- **development sites** are available during the plan period to meet the requirements of local and incoming businesses and industries;
- **new industrial and office premises** are directed to appropriate employment areas and development sites in the Borough;
- all new developments for business, office and factory use are **designed to a high standard and accessible** to all;
- defined **employment areas** (as shown on the Proposals Map), are retained and promoted for employment generating opportunities and complementary uses
- **proposals outside employment areas**, affecting employment generating uses, comply with other UDP policies and are without adverse environmental impact

[For a complete picture of economic development in Stockport, this Chapter should be read in conjunction with the Stockport Economic Development Strategy 2002-2012, which sets out proposals for tackling a variety of economic issues and includes reference to initiatives around training, local labour agreements, business support and marketing].

E1.1 LOCATION OF NEW INDUSTRIAL DEVELOPMENT

New industrial developments (Use Classes B2 and B8) will be permitted in the following areas:

- (i) **within existing and proposed Employment Areas identified on the**

Proposals Map;

- (ii) within appropriate sites in the Stockport M60 Gateway; or**
- (iii) within Policy Guidance Areas where industry would be an acceptable use.**

Proposals for industrial developments outside these areas may also be permitted provided that they do not conflict with other UDP policies.

All sites for industrial development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for housing, retail and the protection of the built and natural environment, as well as having good access to the highway network and public transport.

- 12.9 **Explanation:** Around 51 hectares of land has been identified as available for new industrial development (Use Classes B2 and B8) from 2001 to 2011. This includes land at Bridgehall, previously allocated for the development of a new industrial estate.
- 12.10 Employment in manufacturing has been in decline in Stockport for some years and premises outside of designated Employment Areas are often being redeveloped for alternative uses. However, the manufacturing sector continues to have a significant role in Stockport. The Council views the maintenance of a strong manufacturing sector as crucial to preventing increased unemployment and retaining diversity in the local economy. The availability and retention of suitable sites for manufacturing is necessary to achieve this objective. During the period 1995-2004, approximately 42 hectares of employment land was developed in Stockport for industrial uses. At plan review, land availability schedules for early 2005 indicated that 51 hectares of the available 87 hectares of employment land, has been identified as appropriate for industrial development (Use Classes B2 and B8) and will be available over the plan period. It is recognised that this amount of land provides only a limited choice of sites.
- 12.11 Included in this supply is the Employment Area at Bridgehall (IND1), which has been rolled forward as an existing allocation suitable for new industrial development (about 4 hectares). This is part of a wider development initiative for the Bridgehall SRB area and includes reclamation of derelict land for housing, industry and public open space.
- 12.12 There continues to be a demand for industrial land in the Borough and the Council wishes to direct development onto appropriate sites, primarily within the existing Employment Areas. Proposals for industrial development may be permitted, however, on selected sites within the Policy Guidance Areas or Stockport M60 Gateway (see chapters 17 and 19).
- 12.13 However, the Council is of the opinion that additional land release should not be at the expense of the Green Belt or other open land policies and this allocation can meet the requirements of local and incoming industry.

- 12.14 Large industrial developments can have a major impact upon an area and are best located within these Employment Areas which have good access and are generally well separated from residential areas. Employment Areas are retained for appropriate employment generating opportunities by Policy E3.1.
- 12.15 Small firms also provide a growing source of employment in Stockport and the future expansion of these firms will help to ensure a diversified economic base in the future. Small developments may be permitted outside Employment Areas in order to increase the range of sites for business start-ups and expanding small firms. However, proposals for such developments will not be permitted where they conflict with other UDP policies for the provision of residential land or the protection of residential areas, shopping areas, the Green Belt, open space, Green Chains and areas of nature conservation importance, etc. They will also have to comply with transport policies to promote public transport and restrict traffic in residential areas.
- 12.16 Policy CDH1.2 deals specifically with proposals for non-residential uses in Predominantly Residential Areas.
- 12.17 Sites over 0.4 hectares (one acre) in size, which are available or have planning permission for industrial development, are listed in Appendix 6. It should be recognised that a number of these areas do offer a degree of flexibility between the development of appropriate B1, B2 and B8 employment uses.

E1.2 LOCATION OF NEW BUSINESS PREMISES AND OFFICES

New business premises and office developments will be permitted in the following areas:

- (i) within Employment Areas identified on the Proposals Map, on appropriate sites within the Stockport M60 Gateway, or in Policy Guidance Areas where office and business uses are listed as acceptable;**
- (ii) within or adjacent to the town centre and district centres.**

Proposals for office developments outside these areas may also be permitted provided that they do not conflict with other UDP policies.

All sites for office development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for housing, retail and the protection of the built and natural environment, as well as having good access to the highway network and public transport.

- 12.18 **Explanation:** Around 36 hectares of land has been identified as available for new office and business premises (Use Class B1) from 2001 to 2011. Included in this total is the remaining land at Cheadle Royal hospital, allocated for the development of a high quality business park, and a new Employment Area at Gorsey Bank.

- 12.19 Stockport's economic success has been built upon its locational factors and skilled workforce, enabling growth of the service sector to compensate for the decline of manufacturing industry. Consequently, the traditional industries with which Stockport has long been associated are increasingly being replaced by office based service sector businesses, computer software companies, banking and financial services.
- 12.20 During the period 1995-2004, approximately 20 hectares of employment land was developed in Stockport for business uses, including phases of development at Cheadle Royal Business Park. At plan review, 36 hectares of the available 86 hectares of employment land has been identified as appropriate for business premises (Use Class B1). Based on past take up of land, this will meet the requirements of local and incoming businesses during the plan period up to 2011 and allow for a slight additional improvement in the market.
- 12.21 As part of this supply, the policy rolls forward the land allocation at Cheadle Royal (OFF1), as well as identifying a new Employment Area at Gorse Bank (OFF2). Both these Employment Areas, as shown on the Proposals Map, are considered high quality strategic development opportunities for business/office development. At present there remains around 15 hectares of undeveloped land at Cheadle Royal (OFF1) with outline permission for office development. This remaining land represents a sizeable proportion of the 36 hectares of land available for business use and its ongoing attractive development as an extension to the existing strategic business park, will ensure Stockport remains a focal point for growth service sectors.
- 12.22 The proposed new Employment Area on the vacant land at Gorse Bank (OFF2) has linkages to the existing Yew Street Employment Area and together the two sites are felt to present an employment area of strategic importance. The proposed Employment Area is within the Council's 'Gateway to the Future' defined strategy area and is an important gateway site. It has the locational advantage of being within easy distance of Manchester Airport, adjacent to the M60 and on the preferred route of the proposed Metrolink extension to Stockport. Indeed, given the proximity and access to Manchester Airport, office based support activities related to the airport may be appropriate. Totalling approximately 7 hectares, the economic use of the site will be an important element in the continued development of growth service sectors within Stockport.
- 12.23 Furthermore, a well designed scheme with landscaping and usable open space would open up the River Mersey and provide a gateway feature to Stockport Town Centre. A planning brief, which looks at the comprehensive treatment of the area, will provide more detailed guidance for development proposals.
- 12.24 Sites over 0.4 hectares (one acre) in size, which are available for business development or have existing planning consent, are listed in Appendix 6. It should be recognised that a number of these sites do offer a degree of

flexibility between the development of appropriate B1, B2 and B8 employment uses.

12.25 See policy E4.2 with regard to conversion of premises for office use.

E3.1 PROTECTION OF EMPLOYMENT AREAS

In Employment Areas shown on the Proposals Map, development involving business and light industry (B1), general industry (B2) or warehousing (B8) will be permitted, provided that development on land close to residential areas will not have a materially detrimental effect on the living conditions of residents.

Alternative uses, which will be considered on their merits, taking into account the factors set out below, include:

- (i) *sui generis* commercial uses, such as car showrooms, where they create job opportunities, assist in the regeneration of an employment area, or may enable the retention and/or expansion of existing firms and are proposed in conjunction with employment uses such as servicing and workshop facilities.**
- (ii) complementary commercial and leisure uses, where suitable sites can be identified. Such uses could include indoor sports facilities and food and drink outlets of a modest scale, hotels, day nurseries and other uses that can provide a service to local firms or people working in the area.**

Development within both these categories will only be permitted if the extent to which the area can function as an Employment Area will be maintained or enhanced. Factors to be taken into account are job creation, the availability of land for employment uses and the compatibility of the proposed use with the use of the adjacent land for employment purposes.

Proposals involving the following uses are likely to be deemed unacceptable: retailing, retail warehousing, airport related car parking and housing.

12.31 **Explanation:** Employment Areas have been identified on the basis of the existing uses on the site, access to the highway network and segregation from residential areas. These areas are regarded as the best location for new industrial developments (Policy E1.1).

12.32 In recent years much employment land has been developed for non-industrial uses and the continued protection of Employment Areas is crucial to sustain a diverse economic base and sustainable patterns of development. Land for industry and business in Stockport is now in limited supply and the protection of the remaining Employment Areas will be necessary to enable past levels of economic development to continue in Stockport over the plan period. A reduction in the land available for industry and business will result in increased commuting to Employment Areas in neighbouring authorities. This

policy is therefore consistent with urban regeneration, a key direction of this plan, and of the Borough's Economic Development Strategy.

- 12.33 To encourage the improvement of Employment Areas, a degree of flexibility is also provided in the policy with potential alternative uses listed in category (i) and (ii).
- 12.34 Category (i) seeks to permit *sui generis* commercial and employment generating uses, which are compatible with industrial activity and appropriate to the area. The presence of such uses, including the motor trade, can assist the regeneration of Employment Areas, create jobs and enable the retention and expansion of existing firms. In considering proposals for development account will be taken of the cumulative impact of land lost to non-employment uses (i.e. outside use classes B1, B2 and B8) and the availability of alternative sites in appropriate locations.
- 12.35 Category (ii) of the policy allows genuinely complementary uses of a modest nature where they can create a sustainable and convenient addition to an Employment Area, making it more attractive to existing and prospective occupiers and employees. The presence of convenient services and facilities will accord with the principles of sustainable development if they draw a significant proportion of their custom from within the Employment Area and proposals will be expected to detail this at the planning application stage. To be defined as modest, complementary uses will normally be expected to occupy small sites of less than 0.4ha (one acre).
- 12.36 In considering whether a site or building within an Employment Area is suitable for either a *sui generis* or complementary use, the Council will also have regard to other UDP policies and the need to ensure that the efficient operation of industrial uses elsewhere in the Employment Area are not prejudiced. Permission may therefore be refused where, for example, the future industrial activity in neighbouring premises and sites could be unduly constrained; where the public may be brought into contact with atmospheric or noise pollution, contaminated land, heavy industrial traffic, etc.; or where other conflicting land-use patterns may be established. Proposals for change of use of modern industrial premises to non-employment uses will also be resisted, due to the impact on the limited supply of such premises.

E3.2 REFURBISHMENT OF OLDER BUILDINGS IN EMPLOYMENT AREAS

The Council will permit the refurbishment of mills and other buildings in Employment Areas for continued industrial or business use.

Proposals for non-employment use may also be considered in the retention of a building that is listed or in a Conservation Area.

- 12.37 **Explanation:** The subdivision of older industrial buildings in areas such as Portwood and Reddish provides a supply of cheap starter units. In order to support and promote small firms within Stockport it is important that this supply of units is not lost to other uses. It is also important both that

refurbishment does not increase rental values to the extent where small firms can no longer afford to locate here and that proposals are assessed in accordance with policy DCD1.3 (Access For People With Access Difficulties) to ensure benefits for everyone.

- 12.38 The provision of such units in Employment Areas will relieve pressure for development elsewhere in the Borough. The Council will continue to encourage the process of refurbishment and environmental improvements by assisting, as far as possible, in the funding of the infrastructure and landscaping schemes.
- 12.39 Access to some older industrial premises can be restricted and difficult for modern vehicles. Unsightly and obsolete industrial buildings can also discourage investment in an area. Where such industrial buildings in identified Employment Areas are considered to be obsolete and incapable of refurbishment, demolition and redevelopment for employment purposes will be considered appropriate. The redevelopment of industrial buildings for uses other than industrial or business will be resisted.
- 12.40 The exception to this policy will be buildings which are listed (on the statutory or local list) or in a Conservation Area. Stockport has a rich heritage of mills and industrial buildings, some of which are listed or have the potential to make a positive contribution to the townscape of a Conservation Area. However, often the upper floors of mills are vacant and it is acknowledged that refurbishment involving a non-employment use may be considered more appropriate than demolition. Ultimately, proposals should seek both to make effective use of the underused floorspace and to secure the long-term future of the buildings.
- 12.41 In considering whether a building, listed or in a Conservation Area, is suitable for non-employment use, the Council will have regard to other UDP policies, the impact on existing employment and the need to ensure that the efficient operation of industrial uses elsewhere in the Employment Area are not prejudiced.

E4.2 OFFICE CONVERSIONS

Within the Town Centre, District and Local Centres the Council will permit the conversion of appropriate buildings into office suites, subject to the consideration of other relevant UDP policies, including the protection of retail frontages.

Proposals for converting premises or parts of buildings outside these areas will also be allowed provided:

- (i) the degree of intensification of use likely to arise is minimal;**
- (ii) the impact upon the highway network is acceptable and there is access to the site by sustainable transport modes;**
- (iii) the proposal is without adverse impact upon the character and environment of the surrounding area; and**

(iv) both Policies HP1.3 (Avoidance Of Loss Of Dwellings) and TD1.4 (Parking In Developments) can be satisfied.

12.50 **Explanation:** Large office blocks are often unsuitable for subdivision or may simply be too expensive for small businesses. The demand for small units is met in part by conversions of dwellings into compact office suites. These are usually older homes in or close to the town or district centres and fronting major roads. These larger properties usually have sufficient room within their curtilage to accommodate the requisite parking provision without detriment to the local environment. Office conversions can also have the effect of returning otherwise redundant buildings to productive commercial use thereby contributing to environmental improvements and urban regeneration. Potential sites cannot be identified in advance and are not shown on the Proposals Map.

13. PATTERN OF SHOPPING DEVELOPMENT

•	PSD1	HIERARCHY OF SHOPPING CENTRES		Superseded by Core Strategy – 17/03/2011 <i>Note: PSD2 and PSD3 were erroneously missed out of the list of superseded policies in Core Strategy Appendix B</i>
•	PSD1.1	New Shopping Provision	Not saved	
•	PSD1.2	Large-scale Existing Retail Sites	beyond	
•	PSD1.3	Large-scale Retail Development	31/05/2009	
•	PSD2	DISTRICT SHOPPING CENTRES		
•	PSD3	LOCAL SHOPPING CENTRES		
•	PSD2.1	Retail development in District and Local Centres		
•	PSD2.2	Service Uses in the Town Centre, District and Large Local Centres		
•	PSD2.3	Use of Upper Floors in Shopping Centres		
•	PSD2.4	Service Uses in Other Local Centres		
•	PSD2.5	Other Development in District Centres		
•	PSD2.6	Local Shops		
•	PSD2.7	Residential Development in Local Centres		

This chapter contains policies to ensure that:

- retail development proposals have regard to the established **hierarchy of shopping centres**
- **large-scale** retail development takes place only in locations which will not undermine the shopping hierarchy
- adequate control is exercised over **out of centre** shopping proposals
- appropriate control is exercised over retail and non retail development in **district and local centres**

PSD1.2 LARGE-SCALE EXISTING RETAIL SITES

The following sites contain a considerable quantity of existing mainly large-scale retail uses:

- (i) Brewery Street/Water Street, Portwood (TCG4.6)
- (ii) Wilmslow Road/A34, Cheadle Hulme
- (iii) Stockport Road/Edgeley Road, Cheadle Heath
- (iv) Manchester Road, Lancashire Hill

These retail concentrations are not allocations but are likely to remain in existing retail use for the foreseeable future. The scope for additional retail development is limited and it is apparent that some sites would score relatively poorly in relation to the sequential approach and other PPS6 tests, and UDP Review policies, and cannot be given any priority over centres in the existing retail hierarchy. In addition to having to satisfy these tests (including demonstrating that there is a demonstrable need for the proposed retail use, there are no sequentially preferable sites which could accommodate the proposal i.e. in the central shopping area, in defined district centres, or on edge of centre sites or in local centres and there

would be no harm to the vitality and viability of existing centres) new retail development will be subject to restrictions on the sub-division of units and on the range of goods which may be sold as detailed in the explanation.

13.25 **Explanation:** Policy PSD1.1 deals with the issues of justification, need and sequential test for retail sites in general.

13.26 Specific constraints are applicable to the following sites:

- (i) The Water Street/Brewery Street site within policy area TCG4.6 contains a large foodstore to serve the central area of the Borough. Restrictions were required on the consent on the maximum floorspace to be devoted to both comparison and convenience goods to ensure that the development (a) retains its primary convenience role, and (b), because of the limited available convenience goods capacity does not result in excessive trade diversion from existing centres including in-centre foodstores. Consent also exists on an adjacent site for a non-food retail warehouse of 2,500 sq m with a restriction preventing any unit sub-division;
- (ii) The Wilmslow Road site in Cheadle Hulme contains a department store with an extensive catchment and a large foodstore primarily serving the west of the Borough. It is considered that these uses should remain in their present form and unit subdivision will not be permitted in this out-of-centre location;
- (iii) The Stockport Road/Edgeley Road site contains a large foodstore, serving the central area of the Borough, and non-food retail warehouses. It is envisaged that these uses will remain in their current form and, in this out-of-centre location, subdivision of units below 929 square metres will not be permitted and the range of goods sold from the non-food retail warehouses will be restricted to bulky goods;
- (iv) The largely fully developed site at Manchester Road (Lancashire Hill) is an out-of-centre location devoted to non-food retailing. Unit subdivision below 929 square metres will not be permitted and the range of goods sold will be restricted to bulky goods.

13.27 Other existing large-scale out-of-centre retail developments are anticipated to remain in retail use. Restrictions on unit subdivision and goods permitted to be sold will continue to be applied in out-of-centre locations.

PSD2.1 RETAIL DEVELOPMENT IN DISTRICT AND LOCAL CENTRES

Subject to the criteria in this policy the Council will permit proposals for shopping developments (convenience and comparison), which are appropriate in scale and character, in district centres and local centres provided that residential amenity is not adversely affected.

The Council will adopt a sequential approach to location. This means that first choice is sites within district centres followed by edge of centre district centre sites.

The provision of new supermarkets on suitable sites within district, or in exceptional circumstances local, centres will be permitted provided that:

- (i) adequate account is taken of traffic generation, highway capacity, road safety, car parking and servicing, design and environmental matters;**
- (ii) the proposals are of such a scale that they would not, either individually or cumulatively with other recent or proposed retail development, undermine the viability and vitality of district or town centres as a whole or their convenience shopping role.**

Consideration will be given to the siting of supermarkets in local centres only where an unsatisfied need exists but provision is not possible in district or town centres or at edge of district or town centre locations.

Edge of centre retail proposals at district or local centres will be required to satisfy the test of need and show that a sequential approach to location has been taken.

Where a proposed retail development is adjacent to a centre but separated from it by a highway or other physical restraint, the Council will require that pedestrian flows can be safely and conveniently accommodated between the proposed development and the centre at the developer's expense.

- 13.44 **Explanation:** Now that superstores have been constructed at Houldsworth Square (Reddish) and Hazel Grove, Stockport has a good geographical spread of large foodstore provision. There is, however, potential for further smaller supermarket provision with associated car parking within certain district centres. In order to strengthen the network of district centres, the Council supports such proposals. The Council recognises such developments usually assist in protecting the viability of the centre.
- 13.45 District centres are well located for pedestrian and public transport access. New provision within or adjacent to district centres results in modern facilities and increased choice being available to the whole population and not just car users. As PPS6 recognises, where sites for large-scale retail developments are not available within a district centre, the best solution may be an edge of centre site that provides parking facilities and also allows shoppers to walk to the centre for other shopping. Such a site is more likely to be accessible to those without cars and may contribute to the economic strength of the district centre. However, physical constraints such as highways may make such benefits illusory and proposals which are physically cut off could take a considerable amount of trade away from the centre without compensating pedestrian flow, parking or trade benefits. These issues need to be addressed before a so-called "edge of centre" development is permitted.
- 13.46 The Council wishes to see that new development in local centres is essentially small-scale and that larger units should be located in the town or district centres. There may be occasions where proposals to remedy deficiencies in

retail provision (especially supermarkets) are, for site specific reasons, not possible at the nearby district centre. In these circumstances the addition of a larger new food retail element may be appropriate and possible in a local centre.

PSD2.2 SERVICE USES IN THE TOWN CENTRE, DISTRICT AND LARGE LOCAL CENTRES

In order to maintain and enhance the attractiveness to shoppers, the vitality and viability of district and local centres, and their essential retail characteristics, proposals to change the use of a retail unit will be permitted in the following circumstances:

- A** within defined “primary shopping frontages” the Council will permit new appropriate non-retail uses provided that the proposal would not result in:
- (i) the percentage of retail units in any block falling below 80% of the total block frontage length;
 - (ii) the length of continuous non-retail frontage exceeding 12 metres;
 - (iii) more than two adjacent units in non-retail use.
- B** within defined “other main shopping frontages” (district centres only) the Council will permit new appropriate non-retail uses provided that the proposal would not result in:
- (i) the percentage of retail units in any block falling below 60% of the total block frontage length;
 - (ii) the length of continuous non-retail frontage exceeding 12 metres;
 - (iii) more than two adjacent units in non-retail use.
- C** within defined “secondary shopping frontages” the Council will permit a variety of uses including appropriate non-retail uses.
- D** within defined “business frontages (type A)” where there are mixed frontages including some shops, a wide variety of uses will be permitted including use classes A1, A2, A3, B1 and certain appropriate *sui generis* service uses (see Appendix 7).
- E** within defined “business frontages (type B)” which contain dwellings and/or commercial properties, none of which contain shop windows, change of use to B1 use only will be permitted.
- F** within defined “town centre business frontages” a wide variety of uses is appropriate including service uses and offices.
- G** within defined “office frontages” uses other than offices will not be permitted.

In all cases each application will be considered on its merits and against the general aims of the policy. The above criteria will not be applied rigidly where this is not justified by the weight of other material considerations. In circumstances where a proposal would exceed the above guidelines account will be taken of other material factors including:

- the extent to which the non-retail use would complement the retail uses by reason of the non-retail use maintaining or increasing pedestrian flow, the extent of linked trips to both shops and the non-retail use, and providing a service for the convenience of the shopping public and the overall attractiveness of the centre
- the extent of long term vacancies
- the needs of established uses to expand on existing sites
- overriding characteristics and constraints of particular buildings.

13.47 **Explanation:** District and large local shopping centres are vital to the local community especially those who are less mobile, for example the elderly and families with small children. The loss of local shopping facilities will severely penalise the local community and considerably reduce the character of the centre. Therefore, the Council considers it of great importance to maintain the shopping function of these centres.

13.48 In some of the district centres there is considerable pressure for non-retail uses such as offices and A3, A4 and A5 outlets. Whilst the Council recognises the importance of ancillary service uses they can impair the attractiveness of the centre to shoppers, if allowed to break up primary frontages to any appreciable extent. In local centres the overall viability can be affected by the introduction of non-retail uses with the subsequent loss of shops.

13.49 The policy seeks to influence the amount and location of non-retail uses by maintaining a dominant retail core with a more flexible approach in the outer parts of these centres. However all planning applications will be carefully considered with regard to the effect on the vitality and viability of the central shopping area as a whole.

13.50 **Note:** definitions of retail and non-retail uses and details of properties forming the parts of each frontage are listed in Appendix 7.

PSD2.3 USE OF UPPER FLOORS IN SHOPPING CENTRES

The change of use of upper floors in shopping centres will be permitted provided that:

- (i) proposals for residential use meet the requirements of Policy HP1.5 "Living Over the Shop";
- (ii) the scale of the proposal would not lead to car parking problems;
- (iii) proposals for office use meet the requirements of Policy E4.2;
- (iv) residential amenities are not adversely affected;
- (v) there would not be a net loss of residential accommodation;
- (vi) separate access can be provided.

13.51 **Explanation:** Bringing vacant upper floors into beneficial use helps to increase the vitality of centres and provides investment for repairs. This is

especially valuable when it introduces or increases pedestrian flows in the evenings or other non-shopping hours. Residential use will generally be welcomed and will usually make only a small additional demand on existing parking facilities since most residential parking requirements occur when shoppers are absent.

- 13.52 Service and office uses falling into Use Classes A3, B1 and A2 may be appropriate and compatible within district centres at upper floor level. They may generate greater commercial activity to the benefit of ground floor traders and their accommodation in shopping centres can help to meet the growing demand for space for small businesses. A3 uses such as restaurants can bring life into a shopping centre in the evenings though the amenity of adjacent residential units could be adversely affected.
- 13.53 Inadequate car parking by A2 and B1 uses could undermine the viability of shops by using short stay parking spaces for all day parking by office workers. Businesses may be required to provide spaces up to the maximum standard, depending on the circumstances of the case. UDP policies ST2.4 and TD1.4, together with Appendix 9, provide further guidance.

PSD2.4 SERVICE USES IN OTHER LOCAL CENTRES

Within “other local centres” the Council will permit proposals for change of use from class A1 shop to other appropriate non-retail uses provided that:

- (i) the new use would not be detrimental to highway safety or to the character and amenity of the area;**
- (ii) in the case of local convenience shops (for example, grocer, chemist, baker, butcher, greengrocer and sub-post office) there are alternative shopping facilities within the immediate locality;**
- (iii) where the shop unit is vacant, reasonable attempts have been made to let it for retail purposes;**
- (iv) the new non-retail use would not result in a long term loss of trade to the centre as a whole compared with a continued A1 use;**
- (v) the new use would not result in more than two adjacent single units being in non retail use.**

- 13.54 **Explanation:** These small local shopping centres serve a very valuable purpose to the local community, and the loss of shops serving everyday needs can penalise residents and affect the character of the centres. Overall viability can be depressed by the change of use of shops to non-retail activities. The maintenance of the retail element will always be important in these centres and the Council will resist change of use from retail unless, in exceptional circumstances, the criteria of this policy can be met.
- 13.55 **Note:** other local centres are defined in Policy PSD3 and defined on the Proposals Map. Definitions of retail and non-retail uses and the addresses appertaining to this policy are listed in Appendix 7.

PSD2.5 OTHER DEVELOPMENT IN DISTRICT CENTRES

The Council will permit proposals for other commercial, leisure and community developments, which are appropriate in scale and character, in or immediately adjoining district centres. Proposals should actively maintain or enhance the vitality and viability of the district centre.

Residential development will be permitted within District Centres provided that the proposal would not adversely affect the vitality and viability of the District Centre and would maintain the district centre's role as a preferred location for business premises and offices.

Adequate account must be taken of traffic generation, highway capacity, road safety, car parking and servicing, design and environmental matters.

Where a proposed development is adjacent to a centre but separated from it by a highway or other physical restraint, the Council will require that pedestrian flows can be safely and conveniently accommodated between the proposed development and the centre at the developer's expense.

- 13.56 **Explanation:** District centres perform a very valuable role, not just in a purely retail sense, but as a community focus for commercial, leisure and community uses. Without their wide range of outlets for many other activities the general public would not be as well served and particular sections of the community including the less mobile would be considerably impoverished. The district centres also have an important role as preferred locations for business premises and offices (See policies E1.2 and E4.2.). The district centres are accessible by foot and public transport, they therefore have an important role to perform in minimising journey distance by car, with consequent energy saving.
- 13.57 The Council will encourage the development of facilities for commercial, leisure and community uses which are appropriate in scale and character and are located within or immediately adjoining the district centre. It recognises that a balance may need to be struck on a site adjoining a district centre between the protection of residential amenity for residents and accommodating the commercial, leisure or community proposal.
- 13.58 There may be scope for residential development in District Centres, particularly as part of mixed-use schemes. Schemes which would undermine the primary role of District Centres as retail/commercial centres will not, however, be appropriate. In the case of proposals for the use of upper floors, reference should be made to UDP policies PSD2.3 and HP1.5. Proposals (for any use) which affect retail frontages will need to meet the requirements of UDP Policy PSD2.2. The significant loss of employment in offices or business premises in district centres as a result of proposed residential redevelopment will be considered to be a material consideration in determining applications, with a presumption for refusal.

PSD2.6 LOCAL SHOPS

A planning application for a shop or shops with a maximum floorspace of 250 square metres (gross) serving local or convenience needs outside town, district or local centres will be assessed according to the following considerations:

- (i) effect on residential amenity;**
- (ii) satisfactory resolution of pedestrian and vehicular access and road safety;**
- (iii) the effect on the vitality and viability of nearby centres;**
- (iv) the availability of sites within defined nearby centres; and**
- (v) the extent to which alternative facilities exist in the local area.**

Restrictions on the goods permitted to be sold will normally be imposed to prevent the character of the retailing changing from serving local or convenience needs.

- 13.59 **Explanation:** Whilst the incidence of vacant land is not high in a highly developed borough such as Stockport, changing economic factors such as, for example, changing characteristics of petrol retailing and reductions in the numbers of outlets, result in a supply of sites for retailing which if not controlled could lead to a number of undesirable consequences. This policy applies to a planning application for an individual shop unit or a small group of shop units with a total floorspace not exceeding 250 sq m gross proposed to serve an existing or new residential area or a large employment area.
- 13.60 The need for such facilities is likely to be limited in view of the existing generally good geographic distribution of local, district and town centres. It is important that such outlets continue to serve local or convenience needs rather than activities best and more sustainably located within the retail hierarchy.
- 13.61 Such facilities, located in the main in residential areas, will be expected not to adversely affect residential amenity. Furthermore it is important that such retail outlets do not undermine the existing retail hierarchy of the borough.

PSD2.7 RESIDENTIAL DEVELOPMENT IN LOCAL CENTRES

Residential development will be permitted in large local and other local shopping centres except where proposals would threaten the vitality and viability of the centre and/or where the creation of housing units would result in unsatisfactory residential amenities or environmental conditions.

- 13.62 **Explanation:** Changes in retailing, both retail organisation and methods and changing social attitudes to shopping, have led to reduced demand for traditional shop units especially in smaller centres. Whilst certain other commercial activities are normally preferable to leaving units vacant, there may be insufficient demand from such uses in local centres or the proximity of

existing housing to commercial activities may result in an unacceptable amenity for these existing dwellings. Furthermore Stockport is an area of generally high demand for housing and has a restricted supply. There is a need to seek out potential sources of housing not just in predominantly residential areas. In these circumstances introducing new residential uses into a local centre, whether in the form of changes of use or conversions or redevelopment, may be an acceptable answer providing that the overall viability and vitality of the local centre is not threatened. Demand for various uses will vary from centre to centre and the weight given to various factors will also need to be varied from centre to centre. Proposals for residential which affect defined retail frontages will need to meet the requirements of policy PSD2.2 in respect of Large Local Centres and policy PSD2.4 in respect of Other Local Centres.

14. SHOPPING AND THE BUILT ENVIRONMENT

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|---|--|
| • SE1 SHOPPING AND THE BUILT ENVIRONMENT | Superseded by Core Strategy – 17/03/2011 |
| • SE1.1 Control of Food and Drink Outlets | |
| • SE1.2 Shopfronts | |
| • SE1.3 Advertisements on Shops | |
| • SE1.4 Security Measures for Shop Fronts | |

This chapter contains policies to ensure that:

- **shopping development** takes place without adverse environmental impact
- adequate control is exercised over specific uses such as **food and drink** outlets
- high standards are maintained in the design of **shopfronts**

SE1.2 SHOPFRONTS

Permission for new or replacement shop and commercial fronts will be permitted provided that:

- (i) the design and materials to be used are sympathetic to the character, scale, proportions and detailing of the whole building and properties adjacent. Existing fronts or detailing of townscape value should be retained or reinstated; and
- (ii) the design of development which incorporates adjoining individual shop frontages on the same or adjoining buildings respects the individual identity of each shop and building.

In Conservation Areas and on Listed Buildings and buildings of local interest, shopfronts of architectural and townscape value should be retained and accurately restored.

- 14.8 **Explanation:** The appearance and character of shopping streets is strongly influenced by the design and quality of individual shopfronts and the advertisements, signs, canopies and security screens which go with them. As people tend to concentrate their gaze at ground floor level when they wander through streets shopfronts will have a bigger impact on them than any other part of the building.
- 14.9 Shopfronts with their associated advertisements are by their very nature designed to attract attention and will therefore dominate a street. A carefully designed shopfront promotes a confident image of the shop itself and can make a positive contribution to the character and trading success of the street in which it is located. A shopfront which does not relate well to its architectural surroundings and has incongruous advertising suggests

shabbiness and lack of care. This can be particularly damaging, especially on buildings of heritage value.

- 14.10 The traditional shopfront comprises a number of features, each with its own visual and practical function. These are designed to achieve the basic requirement for display whilst remaining in harmony with the building and the street scene. There are a number of modern shopfronts in the Borough the design of which has ignored the principles of traditional shopfront design and in so doing has harmed the appearance of shopping streets. Standardised corporate house styles and shop fronts are not always appropriate or in character with the building in which they are located. This applies particularly to Conservation Areas, Listed Buildings and buildings of local interest.
- 14.11 Non-traditional shopfronts in Conservation Areas, Listed Buildings or in buildings of local interest should be a creative interpretation of traditional principles. Elsewhere where a non-traditional approach is favoured, shop fronts should form part of an integrated design of high quality. In all cases a shopfront should respect the form, scale, materials, proportions and colour of the building and neighbouring buildings.
- 14.12 In cases where a proposed shopfront will span more than one shop and/or building, the Council is concerned that a standardised shopfront and fascia should not destroy the individual identity of the original shop and building, and the predominantly vertical emphasis which most shopfronts display.
- 14.13 The Council favours the retention of shopfronts that are good examples of a particular period and are of architectural and townscape value. Where restoration works or where a replica shopfront is proposed, it is vital that period details are correctly and accurately reproduced in appropriate materials, finishes and colours.
- 14.14 Reference should also be made to Supplementary Planning Guidance "Shopfronts and Related Advertisements" and to UDP Policy DCD1.3 regarding access for those with disabilities.

SE1.3 ADVERTISEMENTS ON SHOPS

Applications for advertisement consent will be considered against the following criteria:

- (i) all advertisements, illumination apparatus, hanging signs and canopies should reflect the character and scale of buildings to which they relate, respect existing architectural features, and should not form an unduly dominant or intrusive element in the street scene;**
- (ii) the height of fascia boards should respect the proportions of the building and the original fascia in the case of traditional shopfront replacement; and**
- (iii) in most circumstances projecting box signs and internally lit box fascias are not appropriate in Conservation Areas and consent will not be granted for these unless the character or appearance of the**

conservation area would be preserved or enhanced.

- 14.15 **Explanation:** This policy is applicable where proposals are acceptable in principle under Policy DCD1.7. Well designed and appropriately located advertisements are essential to the lively character and busy atmosphere which all shopping areas seek to achieve. On the other hand, a proliferation of poorly designed signs in inappropriate materials and locations present an untidy and cluttered appearance and can detract from the appearance of the building and the street scene. Applicants can assist in this aim of avoiding clutter by restricting their advertisements to those appropriate to the purpose of the building e.g. to identify the business or trade conducted on the premises. The Council can exercise control if amenity or public safety is affected.
- 14.16 On new buildings, signs should be considered as an integral part of the design process, not added as an afterthought.
- 14.17 The prime function of the fascia is to provide advertising space. As the fascia is possibly the most noticeable element of a shopfront, it is essential that it relates well to the rest of the building and adjoining frontages. Excessively deep box fascias with over-large lettering are clumsy and should be avoided.
- 14.18 In most circumstances it is only appropriate to site signs at ground floor level. Proposals for signs at or above first floor level will be deemed to be unsatisfactory in relation to criterion (i) if they would be unduly dominant or intrusive by reason of their position or would have an adverse effect on the appearance of the building.
- 14.19 Projecting box signs with or without illumination are normally inappropriate in Conservation Areas, on Listed Buildings and on buildings of local interest. Where illumination of a fascia or sign is considered acceptable, it should normally be by external means, e.g., by the use of the minimum number necessary of hooded spotlights or a full length strip light concealed by a compact hood.
- 14.20 Carefully designed, slender box signs may be appropriate on certain modern buildings. Where illumination of signs or fascias is permitted, it should be discreet, being an integral part of the overall design and not merely a means of drawing attention to the advertisement. The source of illumination should not be seen from a highway in the interests of highway safety.

SE1.4 SECURITY MEASURES FOR SHOP FRONTS

Applications to install security measures will be considered against the following criteria:

- (i) crime reducing features including shop front security measures and features designed to prevent ramraiding must be an integral part of the design and construction of any proposals for development or**

- redevelopment. Such measures should not detract from the character of the building or the amenity of the area;
- (ii) where acceptable in principle, external shutters and other security measures should respect the architectural detailing of the building and be discreetly housed;
 - (iii) the use of uncoloured metal roller shutters will not be permitted and should be of the slotted or perforated type; and
 - (iv) in Conservation Areas, on Listed Buildings, or buildings of local interest, roller shutters will be required to be housed internally and colour coated to match the colour scheme of the premises unless architectural design considerations necessitate a different approach.

14.21 **Explanation:** The Council is sympathetic to the security needs of property owners and recognises that shops can be especially vulnerable. It must ensure however that security measures do not detract from the individual building or from the townscape. Solid security shutters have a particularly harmful effect on visual amenity. They create a besieged appearance which when multiplied across several shopfronts creates a threatening and hostile environment. This can reduce the attractiveness and viability of a shopping area and especially its evening economy, and can generate a negative image of the town. Wherever possible the use of alternative security measures should be considered, especially in Conservation Areas and on Listed Buildings. Alternative measures may include the use of laminated glass and internal lattice grilles. Where roller shutters are permitted they should be self-coloured in appropriate factory-applied colour, of the slotted or perforated type and should not cover the fascia, pilasters, stall riser or other features. All forms of shutter should be discreetly housed behind the existing fascia line or integrated into the shopfront.

14.22 Highway authorities do not have specific powers to erect bollards, nor is this always an appropriate or desirable solution to the problem of ramraiding, particularly in individual cases. The majority of modern retail units have full height windows designed to maximise display but which make them very vulnerable. The traditional shopfront with its reduced area of glass and reinforced stall riser is more resistant to attack. The installation of external or internal shutters or grilles and the use of laminated glass will also afford added protection. Where a highway is subject to redesign or improvement, any preventative measures to reduce the incidence of ramraiding can be incorporated where appropriate.

14.23 **Note:** UDP Policy DCD1.6 deals in general terms with safety and security issues.

15. STRATEGIC AND SUSTAINABLE TRANSPORT

•	ST1	SUSTAINABLE TRANSPORT	Superseded by Core Strategy – 17/03/2011
•	ST1.1	Fixed Track Policy (Metrolink and Railways)	
•	ST1.2	Integrated Transport Corridors and Bus Network	
•	ST1.3	Interchange and Park and Ride Facilities	
•	ST1.4	Walking	
•	ST1.5	Cycling	
•	ST1.6	Public Rights of Way	
•	ST2	STRATEGIC TRANSPORT CORRIDORS	
•	ST2.1	Strategic Road Network	
•	ST2.2	Protection for Major Road Schemes	
•	ST2.3	Road User Hierarchy	
•	ST2.4	Access and Parking in District and Local Centres	
•	ST2.5	Freight Transport	
•	ST3	TRANSPORT AND SOCIAL INCLUSION	

This chapter contains policies to ensure that:

- a **strategic approach** is taken to developing the solution to the Borough's transport problems
- land for strategic **transport schemes** is safeguarded from other development
- **priority** is given to road users according to vulnerability and contribution to sustainable transport
- the strategic potential for **modal shift** from road traffic to more sustainable forms (including walking, cycling and public transport) is encouraged and is taken into account in considering development proposals
- criteria are set out for **interchange, park & ride** and **freight** transport facilities
- adequate provision is made in developments and highway schemes for **walking** and **cycling**
- Public **Rights of Way** and other routes are protected
- transport decisions take account of **social inclusion** issues

In fulfilling these policy requirements it is important that developers undertake consultation with relevant transport bodies and authorities. In particular where development borders, crosses or otherwise impacts upon railway land or highways then developers should consult with Network Rail, the Highways Agency (with regards to all proposals which would affect the Trunk Road or motorway network) or the local highways authority.

ST2.2 PROTECTION FOR MAJOR ROAD SCHEMES

The Council will protect the lines of the following highway schemes as shown on the Proposals Map. At such a time as the schemes are developed to an extent that their alignments have been formally agreed, the Council will protect those alignments as long as they are to be developed in line with the other policies within the plan:

- **Stockport north-south by-pass/ Stepping Hill link**
- **Manchester Airport link road – remainder**
- **A523 Poynton by-pass**

15.36 **Explanation:** The South East Manchester Multi-Modal Study (SEMMMS) recommends that these road schemes are a necessary part of an overall strategy for improving transport within Stockport and that their construction should be further investigated using the previously protected alignments but at a reduced scale. In addition to this, the Council considers that the schemes are necessary in order to complete the Strategic Road Network, providing through traffic routes for the high levels of non-local traffic which cross the Borough, and to remove extraneous traffic from many shopping centres and residential areas. For this reason the Council will continue to safeguard land for these schemes whilst a detailed programme is developed.

15.37 The schemes should be developed inline with the SEMMMS recommendations as follows (or as may be modified as a result of subsequent research and consultation in preparing final proposals):

- A road is constructed between the M60 at Bredbury and the A6 at Hazel Grove following the protected alignment for the A6(M). The construction of the Stepping Hill Link between the A6 north of Hazel Grove and the new road forms part of the recommendation. It is recommended that the north-south bypass be constructed to dual carriageway standard with a 40/50 mph design speed. Junctions should be at-grade and most likely signal controlled;
 - A bypass of Poynton is constructed. The bypass should comprise an east-west section linking the A555/A5102 junction north of Woodford to the A6 at Hazel Grove. Traffic modelling undertaken for the study indicates that a dual carriageway is more than likely required, but junctions can be accommodated at-grade. For the north-south bypass of the A523 a single carriageway bypass is recommended from the existing A523 at Adlington, joining the east-west section of the bypass north of Woodford;
 - A reduced scale scheme is constructed in the MALRW (Manchester Airport Link Road West) corridor. Traffic modelling indicates that an at-grade dual carriageway linking the Airport roundabouts at the end of the M56 spur to the Western end of the A555 at Handforth is sufficient. An at-grade junction with Styal Road should be provided. Combined with other recommendations, there is the opportunity to introduce dedicated HGV/public transport lanes along the MALRW corridor.
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16. TRANSPORT AND DEVELOPMENT

•	TD1	TRANSPORT AND DEVELOPMENT	Superseded by Core Strategy – 17/03/2011
•	TD1.1	Achieving Accessible Development	
•	TD1.2	Transport Assessments	
•	TD1.3	Travel Plans in Developments	
•	TD1.4	Parking in Developments	
•	TD1.5	Safety and capacity on the Highway Network	
•	TD1.6	Accessibility and the Design of Development	
•			
•	TD2	URBAN DESIGN AND STREETSCAPE	
•	TD2.1	Homezones	
•	TD2.2	Quiet Lanes	
•	TD2.3	Design of Highway and Transport Schemes	

This chapter contains policies to ensure that:

- new development takes place as far as possible in **sustainable locations**
- new developments make an appropriate **contribution** to off-setting their transport impact
- **transport assessments** are provided to support planning applications
- new developments are **accessible** by a variety of modes
- transport and development decisions take full account of **urban design** considerations, the potential to create more liveable neighbourhoods and the value of “Quiet Lanes”
- demand is balanced with impact in **parking** provision

TD2.2 QUIET LANES

Developments and highway improvements that have an impact upon rural roads, which would detract from their character and their value as “Quiet Lanes”, will only be permitted where they can be justified on safety grounds. Any development that would result in a significant increase in traffic or conflict between different users of these lanes will not be permitted.

- 16.41 **Explanation:** A Quiet Lane is defined as a highway where all users and practitioners must consider their attitudes and behaviour towards other users, a place where cars are encouraged to travel at slower speeds and a place where travel is easier for cyclists, walkers, horse riders and those in wheelchairs. The Council will take into account the existing or potential value of roads in the rural part of the Borough as Quiet Lanes when considering highway works or proposed developments which may affect them. The attractions of the countryside relate to its contrast with the urban scene. This policy, while noting that some works are necessary to improve the safety of road users, aims to discourage road improvements which will create suburban environments and reduce the recreation value of country lanes. It is also

intended to ensure that new developments are assessed in the light of the traffic they might generate and its effect on rural lanes. Diagram 11 within the Appendices, Explanatory Maps and Diagrams identifies those roads to which this policy must be applied, although the principle may also be applicable elsewhere. In addition to ensuring that developments and highway improvements do not detract from quiet lanes, the Council is working with the Local Access Forum towards developing and consulting on a network as part of the Local Transport Plan.

- 16.42 The principles of Quiet Lanes are particularly important on those routes which are also part of the walking and/or cycling networks, as defined in policies ST1.4 and ST1.5.
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17. POLICY GUIDANCE AREAS

PG1	POLICY GUIDANCE AREAS	Superseded by Core Strategy – 17/03/2011 <i>Note: PG1 was erroneously missed out of the list of superseded policies in Core Strategy Appendix B</i>
• PG1.1	Hillgate South	
• PG1.2	Station Road, North Reddish	
• PG1.3	Adswood	
• PG1.4	Brookfield, Cheadle	
• PG1.5	Green Lane, Romiley	
• (PG1.6 – deleted)		
• PG1.7	Bredbury	
• (PG1.8 – deleted)		
• PG1.9	Earl Road, Stanley Green	

This chapter contains policies to ensure that:

- the type of development within these **mixed use areas** is appropriate
- regard is made to the potential impact upon **infrastructure** and **accessibility**
- consideration is given to the impact on **existing jobs** in the area

PG1.1 HILLGATE SOUTH

In this Policy Guidance Area one or more of the following uses are appropriate and will be permitted, provided that any development does not adversely affect existing housing development within or adjacent to the area: residential; community facilities; business premises (use class B1); general industry (use class B2); and warehouses (use class B8).

- 17.5 **Explanation:** This older industrial area is bordered by a number of residential areas and also contains some housing along Charles Street which has been improved as part of a previous General Improvement Area. The housing and industry is generally well separated both physically and in terms of vehicle access. However, there are a few pockets of housing which are adjacent to factories and industrial premises. In the event of a site coming forward for redevelopment within this PGA, the listed uses would be acceptable if they help to reduce land use conflicts or do not adversely affect existing housing within or adjacent to the PGA. Small retail units will not be permitted unless ancillary to other appropriate uses or in accordance with Policy PSD2.6 (Local Shops).

PG1.2 STATION ROAD, NORTH REDDISH

In the event of land coming forward for development in this Policy Guidance Area, the Council consider the following uses might be appropriate: residential, business and open space.

Further industrial development will only be acceptable if it can be

segregated from the nearby housing and alternative access provided.

- 17.6 **Explanation:** The industrial area is accessed from a narrow residential road, which itself has an inadequate junction into Gorton Road. This constrained access can create land use conflicts with existing industrial firms, including a steel fabrication works, generating substantial heavy traffic. However, the Council supports the continued presence of industrial activity in this area of high unemployment, as long as the employment uses remain operational.
- 17.7 In the event of the firms relocating or ceasing operation, the Council would like to see the area redeveloped for uses more suitable for the available access and sympathetic to the neighbouring residential area. Redevelopment for general industry would only be appropriate if alternative access can be provided, avoiding Station Road.
- 17.8 Development proposals along Kenwood Road, which back onto the Fallowfield Loop Cycleway, should also include appropriate boundary treatment and landscaping.

PG1.3 ADSWOOD

A comprehensive planned approach to redevelopment will be adopted in line with a planning brief for the former tip. Three zones are identified for possible re-development in the PGA: PG1.3 (north), PG1.3 (east) and PG1.3 (west) on the periphery of the area of Strategic Open Space (Policy UOS1.5). Development proposals should be well related to existing and likely future land uses on neighbouring sites and should not adversely affect transport and residential amenity. Development proposals will have to demonstrate that measures will be provided to ensure the permanent safety from methane gas and any other contaminants for future occupiers of the site and neighbouring users.

- 17.9 **Explanation:** The former Adswood Tip, albeit constrained, is felt to present a significant opportunity to contribute to the needs of the local community.
- 17.10 As such, a detailed planning brief will be prepared to provide a further context for planning applications and ensure the comprehensive treatment of the distinct zones within the Policy Guidance Area, as well as the proposed Strategic Open Space. The promotion of proposals to permit and safeguard pedestrian/cycle routes from the residential areas of Bramhall, Cheadle Hulme and Adswood to the open space, together with the protection and enhancement of habitats and species, will assist in developing social benefits. UDP Policy NE3.1 (Green Chain) applies to this PGA.
- 17.11 Notwithstanding extant planning permissions on the land, to date it has been indicated that the northern zone would be most appropriate for employment purposes. The Council continues to support the operation of the Adswood Eco Centre (& depot) on PG1.3 (west). However, in the event of the land coming forward for development, the Council considers that any leisure or

community related development, which can overcome the access constraint and link the area to the proposed Strategic Open Space would be appropriate. Before any further developments are permitted a comprehensive investigation of site contamination and landfill gas is required. In addition a transport assessment should be undertaken to test the adequacy of infrastructure to accommodate additional traffic movements without significantly harmful environmental impact. If the methane constraint can be overcome, the extension of the adjacent Employment Area into PG1.3 (north) might be acceptable, provided residential amenity in the adjoining areas can be protected and links will be implemented to permit and safeguard access to the area of strategic open space. In assessing proposals to develop this area, consideration will be given to the proximity of the Adswood and Bridgehall Community Partnership target area.

- 17.12 There is uncertainty over the potential development of PG1.3 (east) due to a planning application undetermined at the time of writing. The area is subject to a planning appeal for residential development in which the Office of the Deputy Prime Minister (ODPM) has requested further information following a public inquiry. The relevant information relates to contamination and accessibility of the site. Until such time as a decision is made on this site, it is difficult to properly assess its potential for residential development. As such the detailed planning brief will need to reflect the ODPM's decision. Prior to any acceptance of the principle of residential development on PG1.3 (east), a developer will need to demonstrate the adequacy of measures to ensure permanent safety from methane gas and other possible contaminants. The residential amenity of existing houses to the east should not be impaired due to the development of the site. The developer should fully address the highway implications of residential development, both on the strategic highway network and on any vehicular access through the adjacent residential area. In addition, the developer should mitigate the loss of wildlife habitat as a result of the development.

PG1.4 BROOKFIELD, CHEADLE

In the event of land coming forward for development in this Policy Guidance Area, the Council considers that business or open space use may be appropriate. Residential development may also be acceptable, but will only be permitted if it is in accordance with Policy EP1.10 on aircraft noise.

- 17.13 **Explanation:** Access to this small industrial area is constrained by its location in the middle of a residential area and close to Green Belt land (Ladybrook Valley). The Council wishes to support existing firms as long as they are operational in this area. However, in the event of land coming forward for development, residential, business premises and open space would be considered appropriate uses, as they are more sympathetic to neighbouring land uses. Comprehensive redevelopment proposals should also give consideration to links between surrounding open space.

- 17.14 The site is affected by Policy EP1.10 (Aircraft Noise) and a significant part is within an “Area at Risk of Flooding” and “Area at Risk of Extreme Flooding Events”, see Policy EP1.7 (Development and Flood Risk).

PG1.5 GREEN LANE, ROMILEY

Provided that the development would not have a materially detrimental effect on the living conditions of the occupiers of dwellings in the vicinity, the Council will permit one or more of the following uses in this Policy Guidance Area: commercial; leisure; business or small industrial units.

- 17.15 **Explanation:** A mixed-use area, the PGA offers real potential for regeneration with its canal side location. The Council considers that any of the listed uses, or a combination of them, might be appropriate, subject to satisfactory access. Any development should be of a high standard of design, seek to enhance its relationship to the canal side and should respect the residential amenity of adjacent housing areas.
- 17.16 To encourage regeneration, the policy permits a wide range of uses. However, further retail development is not appropriate in this out of centre location.

PG1.7 BREDBURY

This Policy Guidance Area is on the north side of Stockport Road and is divided into two parts, PG1.7W (west) and PG1.7E (east). Different provisions apply in each of the areas:

- **PG1.7W - a major foodstore has been completed in this area and as further land comes forward for development the following uses will be permitted: hotel and uses in classes B1 and B8.**
- **PG1.7E - a mix of uses exists in the area, together with some vacant former railway land at Romiley Curve. The Council wishes to encourage the retention of the employment uses, but there are also a number of residential properties in the area and, therefore, designation as an employment area is not appropriate.**

To allow a reasonable degree of flexibility the following uses will be permitted: business premises (use class B1) or road related facilities (such as a hotel or petrol filling station). Also, new housing will be permitted provided that it would provide satisfactory living conditions for its occupiers. In all cases, development must not prejudice the continued operation of any existing industrial, business or railway uses and must take account of the possible transport potential of the disused railway land.

Scope for new development in use classes B2 and B8 is limited and such development will only be permitted where it would not have an unacceptable effect on the amenities of residential occupiers. All retail (within PG1.7W) and leisure proposals (within PG1.7W & PG1.7E) will be required to

demonstrate the need for additional facilities and adoption of a sequential approach to site selection.

- 17.17 **Explanation:** Following construction of the major foodstore PG1.7W is now established as a food retailing location, limiting the amount of retailing land available. General industrial uses (Use Class B2) are not appropriate next to a foodstore and will not be permitted in PG1.7W.
- 17.18 PGA1.7E contains a significant number of premises that are used for industrial and business purposes. However, it is likely that a number of these existing employers would be displaced if retailing were to be permitted. Therefore, in order to afford a measure of protection and ensure that the future supply of employment land is not prejudiced, retail uses are not appropriate in this area.
- 17.19 To ensure the supply of employment land, the Council would also favour the reclamation of the Romiley Curve site for employment uses. However, flexibility in the reclamation of the site will be permitted, including residential uses, if it can be demonstrated that constraints such as access, ground conditions, proximity to the railway and industrial processes can be satisfactorily alleviated and the continued operation of neighbouring industrial business uses is not prejudiced.
- 17.20 Finally, any development in the PGA, including further uses in Classes B2 and B8, will only be permitted where it does not have an unacceptable effect on the amenities of residential occupiers.

PG1.9 EARL ROAD, STANLEY GREEN

The Policy Guidance Area is bounded by the A34 by-pass to the east, the Manchester Airport Eastern Link Road to the south, Earl Road to the west and the boundary of the non-food retail warehouse park to the north.

Within the PGA the following uses will be permitted:

- 1 Use with use classes B1, B2 and B8; and**
- 2 Non-food retail uses subject to a minimum individual unit floorspace size of 929 sq m gross and subject to applications meeting need and sequential approach tests.**

- 17.21 **Explanation:** This policy recognises the existence and reality of the existing long-established non-food retail warehouse park, allows for the possibility of future replacement by employment uses, delimits the maximum land area which can be devoted to retail and by its separation from the adjacent larger employment area in terms of notation should assist in helping to protect the employment area from incursions of further retail developments which would lead to losses of employment and employment land. Applications to redevelop existing retail units are subject to need and sequential approach tests and a minimum individual floorspace size restriction to ensure that

replacement retail units do not unduly compete with the established shopping hierarchy comprising town, district and local shopping centres.

18. MINERALS, WASTE AND ENERGY

•	MW1	MINERAL EXTRACTION	Superseded by Core Strategy – 17/03/2011
•	MW2	WASTE MANAGEMENT AND DISPOSAL	
•	MW1.1	Development Control Criteria for Minerals or Waste Development	
•	MW1.2	Sustainable Waste Management	
•	MW1.3	Mineral and Waste Sites: Schemes of Working, Restoration and Aftercare	
•	MW1.4	Mineral and Waste Sites: Control Over Operations	Not saved beyond 31/05/2009
•	MW1.5	Control of Waste from Development	
•	MW3	ENERGY EFFICIENCY	Superseded by Core Strategy – 17/03/2011 <i>Note: MW3 was erroneously missed out of the list of superseded policies in Core Strategy Appendix B</i>
•	MW3.1	Renewable Energy	

This chapter contains policies to ensure that:

- **mineral resources** are protected and an adequate supply of **aggregate minerals** is maintained
- appropriate criteria are in place to control proposals for **mineral development** and **waste management and disposal**
- land use planning contributes to **sustainable waste management**
- land use aspects of **site working, restoration, aftercare** and **site operations** are adequately controlled for mineral and waste activities
- suitable provision is made for the management of **waste from new development**
- attention is given to **energy efficiency** in making land use decisions and criteria are in place to control proposals for **renewable energy development**

MW1.3 MINERAL AND WASTE SITES: SCHEMES OF WORKING, RESTORATION AND AFTERCARE

Applications for mineral workings or waste disposal, treatment or management sites will not be approved unless:

- (i) they include a satisfactory scheme of working;
- (ii) they include satisfactory provision for screening and landscaping;
- (iii) in the case of mineral sites, they make satisfactory provision for the processing and disposal of the mineral and mineral waste;
- (iv) they include a satisfactory scheme of restoration and aftercare (where appropriate).

18.31 **Explanation:** All proposals must show that the site can be adequately screened, worked and restored, that processing and transport of minerals and wastes will not give rise to planning problems in themselves and that wastes can be adequately re-used, treated or disposed of. The Council must be

satisfied that operations and restoration can be completed within a reasonable timescale. Adequate screening will be required throughout the time that working is in progress.

- 18.32 Reference should be made to the Council's adopted Code of Practice for the Operation of Mineral Sites and to relevant Government guidance including MPG 7 "The Reclamation of Mineral Workings", 1996 and PPS10 "Planning for Sustainable Waste Management", 2005. Appropriate aftercare conditions will be imposed. Regard will be had to the availability of suitable filling materials, where necessary for restoration, and to the timescale for proposed restoration.
- 18.33 The scheme of working should include provision for site security and for the containment and management of materials which are deposited or generated from the site, within the site boundary. Such measures should minimise disturbance and ensure safety for surrounding land users during operations, and should include an appropriate scheme to deal with leachate and landfill gas. The scheme should also take account of the need to meet current requirements regarding air and water pollution (see EP1.3). In the case of extensive sites, the scheme of working should also include provision for progressive working in order to minimise the area of working at any particular time.
- 18.34 Restoration schemes and proposed after uses must be compatible with the aims and policies of the UDP. Restoration of land to an appropriate after-use should be undertaken as soon as the site, or in larger schemes part of the site, is available for such works. In the case of large sites, schemes should provide for progressive working and restoration. In most cases the restoration of sites to agriculture, forestry, nature conservation, suitable outdoor recreation or amenity use will be appropriate. Options may be limited by ground conditions. Where the site does not comprise land of the best and most versatile agricultural quality the Council will in particular welcome the provision of new habitats or geological or biological features of value for nature conservation, and will encourage proposals for nature reserve after use. Future management and maintenance of the land should be taken into account in the scheme.
- 18.35 Aftercare arrangements should, where appropriate, include provision for satisfactory establishment of vegetation and continued control of leachate or gaseous emissions. Legal agreements may be necessary.
- 18.36 **Note:** Policy LCR1.10 in the Landscape, Countryside and River Valleys Chapter of the plan relates to the restoration of Offerton Sand and Gravel Workings.

MW1.5 CONTROL OF WASTE FROM DEVELOPMENT

In considering development proposals the Council will require that adequate provision is made for the storage, handling and removal from the site of waste, including effluent, arising from the development and the use of land.

The design of development should make appropriate provision for the recycling of waste, including the provision of on-site facilities where justified by the scale of the proposal.

- 18.38 **Explanation:** This policy seeks to protect the environment and prevent pollution by ensuring that facilities of adequate capacity, sensitively sited and designed, are provided on development sites for the storage, handling and removal from the sites of waste arising from development, including domestic refuse, trade and industrial waste. This policy is applicable to all forms of development which generate waste, not just minerals and waste proposals.
- 18.39 The aims of sustainable waste management policies necessitate that full consideration should be given to waste minimisation and recycling issues in the design of schemes. This will include both the use of materials in the development itself (including re-use or recycling of materials where demolition is involved) and the provision made for dealing with waste generated by the continuing use of the development. In larger developments the provision of on-site facilities for recycling may be required. This could, for example, be in the form of neighbourhood recycling centres based on waste separation in housing developments or facilities to recycle packaging in employment developments. In appropriate cases the Council will negotiate for the payment of commuted sums for the servicing and maintenance of facilities or for contributions to off-site facilities in lieu of on-site provision. Major proposals may need to be accompanied by a waste impact assessment.
- 18.40 The Council will take appropriate action to reduce the environmental damage caused by industrial and trade wastes, and seek to eliminate fly tipping. The Council will also seek to tidy up areas misused in this way in the past.
- 18.41 Effluents pose a serious risk to water quality, water-based recreation, fisheries and nature conservation. Wherever possible such waste should be discharged to the foul sewerage system and the disposal of effluents to soakaways should be discouraged.
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19. TOWN CENTRE AND M60 GATEWAY

- **TCG1** **TOWN CENTRE/M60 GATEWAY**
- **TCG1.1** **Community and Civic Space**
- **TCG1.2** **Town Centre/M60 Gateway Transport Hub**
- **TCG1.3** **Parking in the Town Centre**
- **TCG1.4** **Sustainable Access in the Town Centre/M60 Gateway**
- **TCG1.5** **Impact on the M60 Motorway**

• TCG2	STOCKPORT'S SUB-REGIONAL SHOPPING ROLE	Superseded by Core Strategy – 17/03/2011 <i>Note: TCG2 was erroneously missed out of the list of superseded policies in Core Strategy Appendix B</i>
• TCG2.1	Central Shopping Area	
• TCG2.2	Great Portwood Street Area	
• TCG3	TOWN CENTRE MIXED USE AREAS	
• TCG3.1	Riverside	
• TCG3.2	Cultural, Leisure and Heritage Quarter	
• TCG3.3	Stockport Station	
• TCG3.4	St. Thomas's Hospital	
• TCG3.5	Civic Quarter	
• TCG3.6	South East Quadrant	
• TCG3.7	Newbridge Lane	
• TCG4	STOCKPORT'S M60 GATEWAY	
• TCG4.1	Tiviot Way	
• TCG4.2	Travis Brow	
• TCG4.3	Didsbury Road	
• TCG4.4	Land North of Water Street	
• TCG4.5	Georges Road	
• TCG4.6	Water Street	

This chapter contains policies to ensure that:

- An appropriate land use planning framework is provided for the Council's **Town Centre/M60 Gateway strategy**
- Encouragement is given to suitable development in the **Central Shopping Area** and **town centre mixed use areas** and that, where necessary, inappropriate developments are excluded
- Proper account is taken of **town centre design guidelines** in the consideration of development proposals
- Development is planned so as to **enhance the accessibility** of the Town Centre and **minimise the adverse impacts of traffic**
- Criteria are set out for potential **gateway schemes** within the M60 Gateway

This chapter is area based and together with other relevant UDP policies provides the statutory framework for development within the Town Centre and

M60 Gateway area, as illustrated on the Proposals Map. Potential investors and developers should also refer to the Council's regeneration strategy "Gateway to the Future."

TCG1 TOWN CENTRE AND M60 GATEWAY

DEVELOPMENT WILL BE CONTROLLED AND SCHEMES PERMITTED WHICH PROMOTE STOCKPORT TOWN CENTRE AS AN ATTRACTIVE AND PROSPEROUS SUB-REGIONAL RETAIL AND COMMERCIAL CENTRE, AND PROMOTE THE REGENERATION OF THE M60 GATEWAY THROUGH HIGH QUALITY, MIXED-USE DEVELOPMENT. DEVELOPMENT PROPOSALS SHOULD ACCORD WITH THE COUNCIL'S STRATEGY FOR THE TOWN CENTRE AND M60 GATEWAY.

- 19.1 **Explanation:** Stockport Town Centre and the M60 Gateway is an area of significant importance to the sustainability of the Borough. The focal point for commercial, cultural and civic activities, the area is also an important sub-regional retail and commercial centre, which provides a large proportion of the Borough's economic activity and employment. In addition, the town centre forms an important transportation interchange and a focus for leisure, educational and recreational uses.
- 19.2 The Council is committed to maintaining and enhancing the role of Stockport Town Centre, in partnership with other agencies, as an attractive and prosperous sub-regional centre, together with the M60 Gateway providing economic opportunities and an environment where people want to work, visit, live and spend their leisure time. This commitment is essential to promoting the image of the Borough and thus attracting investment and securing wider economic benefits.
- 19.3 In order to differentiate between town centre and gateway sites this chapter contains two sections, focussing on each of these areas separately.
- 19.4 "Gateway to the Future", adopted in 2000 following extensive public consultation, is a strategy which provides a comprehensive picture of detailed regeneration proposals and an action plan. The UDP takes on board the key land use and transportation policies and proposals contained in the strategy, but reference to the document and the regular reviews should provide greater clarity as to the Council's aspirations for the area.
- 19.5 Within "Gateway to the Future" a number of Employment areas form important gateway sites, including those at Gorse Bank, Yew Street, Chestergate and Portwood. The continued use and regeneration of these sites is important to the economy of the Borough and the appearance of routes into and around the town centre.
- 19.6 In addition, an interim statement of urban design also supplements the Plan policies. Adopted in March 2000, these urban design principles for the Town Centre and M60 Gateway promote the opening up of the Mersey and its tributaries, improved public spaces, high quality design and the enhanced

image of gateway sites. The urban design principles will form another consideration in the development control process and the interim statement will be further developed as Supplementary Planning Guidance, with the necessary consultation.

- 19.7 It is recognised that major development at a number of the sites within the area covered by this chapter has the potential to have a significant impact on the junctions of the M60. The Highways Agency is responsible for the operation of the motorway and its junctions and applications for major development will need to have regard for their potential impact on the nearby motorway junctions.

TCG1.1 COMMUNITY AND CIVIC SPACE

The following key community and civic spaces will be protected and enhanced in view of their contribution to the public realm and quality of life in the Town Centre/M60 Gateway:

- (i) Mersey Square**
- (ii) St. Peter's Square/Lawrence Street**
- (iii) Castle Yard**
- (iv) Stopford House Piazza**
- (v) Mottram Towers**
- (vi) Howard Street (river confluence)**
- (vii) Warren Street**
- (viii) Edward Street**

All significant proposed development will be required to make appropriate provision for the enhancement of these areas, including hard and soft landscaping, walkways, viewing and sitting areas.

- 19.8 **Explanation:** The areas of community and civic space (as indicated in Diagram 8) perform a valuable role in providing locations for sitting and relaxation within the Town Centre/M60 Gateway area. Where appropriate further environmental enhancements will be carried out and measures introduced to reduce the impact of traffic on these areas, in line with the road user hierarchy outlined in Policy ST2.3 and the design principles in Policy TD2.
- 19.9 The rivers Tame, Goyt and Mersey flow through the Town Centre/M60 Gateway area. Development within any of the policy areas and allocations that include river frontages should be designed to enhance riverside locations. Public riverside areas will be protected as community and civic spaces under the terms of this policy.

TCG1.2 TOWN CENTRE/M60 GATEWAY TRANSPORT HUB

The Council will bring forward and support proposals to sustain and enhance sustainable transport links into and through the Town Centre/M60

gateway area, especially to develop routes from the central 'transport hub', including:

- **strategic walking and cycling routes, including the Trans-Pennine Trail**
- **existing or proposed Integrated Transport Corridor on the A6, A560 and A5145**
- **improving interchange facilities, including at the bus and rail stations**
- **better services through the area and to/from the bus and rail stations**
- **the proposed Metrolink extension to Stockport Town Centre and future extensions through the Town Centre to Portwood and routes to Marple.**

Development which is accessible using such links will be expected to maximise the opportunities for travel to their sites by sustainable modes, rather than by car. Contributions to improving the capacity of the links and/or improving other routes will be required commensurate with the scale of development and traffic impact. This will be the subject of further guidance.

This will be in addition to any works required to mitigate the impact of development on the highway network, where highway safety must be preserved – especially on the Strategic Routes in the Town Centre (the A6, A560 and M60).

- 19.10 **Explanation:** In line with Policy TD1.1, the Council will support those development proposals which take advantage of sites already accessible by public transport. In the Town Centre, sites located on or near the junctions of the sustainable networks listed in Policies ST1.1 and ST1.2 will be deemed accessible. This 'transport hub' area covers the stretch of the A6 between Heaton Lane and Greek Street, encompassing the bus and rail stations to the west, and extending through the retail area to Warren Street.
- 19.11 Within this area, interchange is possible between a range of bus and rail services – with Metrolink planned to augment this – serving main local destinations, providing a viable alternative to car-borne trips into the Town Centre area from within Stockport and further afield.
- 19.12 In addition, as the Council's strategic walking and cycling networks develop in line with policies ST1.4 and ST1.5, the Town Centre will become more accessible by safe, high-quality routes using these sustainable modes, so that access from nearby communities can be increasingly achieved without car use, even where the availability of public transport is limited.
- 19.13 However, increasingly intense development in the Town Centre and M60 Gateway, in line with the policies in this Chapter, will exert pressure on all these links. This may at times require their enhancement in relation to development, both in terms of quality and quantity. This will mean, for example, development generating significant growth in demand – whether by

its overall scale, or trips generated at times when public transport services are infrequent – will be required to mitigate these new impacts by providing for enhancements to sustainable alternatives to car-borne access.

- 19.14 Where adverse impacts are likely to accrue from a development increasing car or freight traffic on already-congested routes, and/or compromising safety, developers will be required to mitigate these impacts.
- 19.15 Together with the enhancement of civic and open spaces, this approach to transport will be essential to deliver the objectives of the M60 Gateway strategy, which include:
- “reducing the conflict between vehicles and pedestrians”;
 - “reducing the impact of traffic-generated pollution on air quality”;
 - “ensuring that new developments do not increase congestion on the already-congested infrastructure”; and
 - “providing adequate arrangements for servicing and movement of freight”.

TCG1.3 PARKING IN THE TOWN CENTRE

The Council will ensure the supply of high-quality car, motorcycle, cycle and disabled parking in the Town Centre commensurate with its status as a key sub-regional centre. Long-stay car parking in the areas covered in Policies TCG2 and TCG 3 will be restricted. Sufficient provision will be made for short-stay car parking for visitors, in support of the key retail, tourism or service functions identified in the Town Centre/M60 Gateway Strategy.

In considering development proposals in the Town Centre which will continue to require access by car, the Council will have regard to Policy TD1.4 (Parking in Developments) but also to the special character of those areas outlined in Policies TCG2 and TCG3. In these areas a lower standard for car parking on-site may be required, together with alternative measures that provide parking facilities in more suitable locations, and/or improvements to access by sustainable modes in line with Policy TCG1.2.

Public car parking proposals for new development will therefore be required to mitigate their impact to an extent commensurate with the scale of the proposed development. Such schemes will also be required to meet the following criteria:

- **contribute to an enhanced quality of parking supply to the Town Centre;**
- **be suitably located for inbound access from the Strategic Road Network;**
- **provide high quality links to the central shopping area for car park users or support provision of regular shuttle bus or other public transport links;**
- **complement the charging regime in force for Council public parking;**

- link to the Council's car park variable message sign system when available; and
- contribute to cycle, motorcycle and disabled car parking provision.

- 19.16 **Explanation:** While PPG13 "Transport" and Policy TCG1.2 support the location of development close to public transport facilities in the Town Centre, there are clearly existing and future land uses which require to be accessed by using conveniently located car parks. Development proposals are likely to come forward for further such uses – especially given the relatively high level of accessibility by car provided by the M60 motorway. Unless controlled, this demand will lead to greater peak hour congestion on Strategic Routes serving the Town Centre, and increased impact from traffic within the Centre.
- 19.17 The aim of this policy is therefore to ensure that conveniently located car parking can continue to be made available for those key land-uses which require it – retail, leisure, hotels and tourism – but without undue impact on the day-time economic activities of the Town Centre. This will be achieved through locating new provision on sites which do not directly impact on the historic Town Centre core, which have good access to strategic routes, and which are linked to the key destinations in the Town Centre by either safe and convenient walking routes or by frequent, high-quality distributor services – a definition which includes several sites in the M60 Gateway area, as in Policy TCG4. The Council will separately identify an appropriate short-stay parking requirement.
- 19.18 This approach will allow a balance to be retained between easy access short-stay car parking in the central shopping area, car parks related to particular stores (especially the food stores) and a potentially larger supply of peripheral spaces, for the most part controlled to deter car commuting, but allowing trips for tourism and shopping. The Council will use pricing policies to ensure appropriate turnover of spaces at short-stay facilities.
- 19.19 The Council is itself committed to continuing to provide a sufficient quantity of off-street public car parking at appropriate locations in and close to the Town Centre areas listed in Policies TCG2 and TCG3. Implementing this Policy will require the Council to undertake a comprehensive review of all existing provision, especially in respect of accessibility. This will help rationalise an overall parking policy, ensuring it does not stifle regeneration through occupying valuable land but maintaining convenient and appropriate levels of provision to meet the key economic needs of the Town Centre.
- 19.20 This review will also highlight the potential for improvements in the quality of the car parking provision throughout the area. Improvement to security, access, signing and information will be required, and these will be sought both through the Council's own efforts and in partnership with stakeholders. In particular, the Council aims to develop a variable message signing system, covering as many Town Centre car parks as possible, which will minimise unnecessary car trips which are searching for spaces in or between car parks. This will reduce traffic in the Centre at busy shopping times.

TCG1.4 SUSTAINABLE ACCESS IN THE TOWN CENTRE/M60 GATEWAY

The Council will promote schemes to provide sustainable transport links within the M60 Gateway, to minimise the need for traffic to enter and cross the Town Centre. This will include links to strategically located car parks provided under Policy TCG1.3 and between developments in the M60 Gateway and areas shown in Policy TCG4, and the Town Centre area in Policies TCG2 and TCG3.

Proposals to enhance access to and from the Town Centre and within the wider M60 Gateway area may include, but not be limited to, the following proposals:

- a Town Centre Distributor Bus, linking developments at Portwood to the public transport hub on the A6 and the central shopping area, with further services serving future developments in the wider M60 Gateway periphery, including areas to the west of the town centre;
- the extension of Metrolink eastwards from the bus station, penetrating the central shopping area and linking the Portwood area and beyond;
- Park-and-Ride proposals for the Town Centre, to be the subject of further study;
- pedestrian enhancements to routes linking the surrounding residential areas such as Brinnington, Offerton and Edgeley in to the Town Centre;
- to extend pedestrianised areas within the town centre;
- proposals to enhance safety and reduce severance caused by the major Strategic Routes surrounding the Town Centre - the A6, A560 and M60 - which will be delivered in line with the road user hierarchy (Policy ST2.3);
- the development of Strategic Cycle Routes to provide access from nearby communities, and the provision of cycle parking at public transport interchanges and within the Town Centre to allow greater access to destinations by cyclists;
- appropriate access to taxis at strategic locations within the Town Centre.

Development which is likely to generate additional travel demands within the Town Centre will be required to support proposals to mitigate the impact of this travel and to ensure that access primarily by sustainable transport modes is promoted.

Development which is located at sites remote from the main transport hub along the A6 (as defined in Policy TCG1.2) will in addition be required to support the development of sustainable links to the bus station, rail station and A6 Integrated Transport Corridor.

- 19.21 **Explanation:** In line with Policies TCG1.2 and TCG1.3 above, reducing the impact of traffic within the M60 Gateway will require the provision of transport alternatives. Similarly, extending the pedestrianised areas of the historic

centre, and linking the newer development areas such as Portwood and Georges Road into the Town Centre will require provision of internal link routes by public transport, walking and cycling. Proposals will need to be assessed in accordance with Policy DCD1.3 (Access For People With Access Difficulties) to ensure benefits for everyone.

- 19.22 The need for new links will be most acute at the outer reaches of the M60 gateway area – at Portwood, Didsbury Road, Georges Road and the employment areas north of the Mersey and west of the A6 – where relative remoteness from main Town Centre transport links on the A6 and the proximity of M60 Motorway junctions could make developments on these sites more car-dependent unless the provision of links is addressed.
- 19.23 Whilst some of this impact will be absorbed through the development of the strategic transport corridor enhancements described in Policies ST1.1 and ST1.2, such as the new Integrated Transport Corridors on Didsbury Road and Great Portwood Street, there may still be an additional need for links to the Town Centre transport hub, including the rail and bus stations, to allow access to developments from a full range of destinations.
- 19.24 The schemes listed in this Policy represent existing proposals to secure such links. All are to some extent under scrutiny by the Council and/or its transport planning partners including Greater Manchester Passenger Transport Executive and transport operators.
- 19.25 Several of the schemes have support in the 2001 Greater Manchester Local Transport Plan (LTP), while others may be included in future LTPs. This does not imply that the Council is committed to build them as described – nor indeed at all. Should development come forward on sites whose transport impacts might be mitigated by any such links, then developers will be expected to make an appropriate contribution.

TCG1.5 IMPACT ON THE M60 MOTORWAY

Major development within the following sites will only be permitted following a study of the effect of their traffic impact on M60 Junction 1, to identify any traffic capacity improvements that may be required:

- **St Thomas's Hospital (TCG3.4)**
- **George's Road (TCG4.5)**
- **Didsbury Road (TCG4.3)**

Major development within the following sites will only be permitted following a study of the effect of their traffic impact on M60 Junctions 25, 26 and 27, to identify any traffic capacity improvements that may be required:

- **Great Portwood Street Area (TCG2.2)**
- **South East Quadrant (TCG3.6)**
- **Newbridge Lane (TCG3.7)**

- **Land north of Water Street (TCG4.4)**

Developments expected to have a material impact on these junctions should deliver improvements necessary to mitigate their impact. Less significant developments that contribute to the cumulative impact of traffic at these junctions will be required to provide a contribution to the delivery of improvements identified as necessary.

- 19.26 **Explanation:** It is recognised that major development at the sites highlighted has the potential to have a significant impact on the junctions of the motorway running through the Town Centre and M60 Gateway area.
- 19.27 Consequently it will be necessary for proposals for major development to assess the likely extent of any impact in order that relevant measures can be taken to alleviate the predicted impact. These measures may be in the form of works, commuted payments or other such mitigation measures as may be deemed appropriate by the Local Planning Authority and the Highways Agency.
- 19.28 Major development is defined as that described in Article 8 of the Town and County Planning (General Development Procedure) Order 1995 or any subsequent legislation. The exception to this definition relates to residential development and the number of units proposed. For the purposes of this policy a proposal of 25 or more residential units will be considered to be major development.

TCG2.1 CENTRAL SHOPPING AREA

Within the Central Shopping Area, new retail development and redevelopment or refurbishment of existing shopping provision will be permitted, provided schemes display a high standard of design, materials and construction, with particular care being given to accessibility and pedestrian links. Proposals must also accord with relevant shopping policies.

Other service uses such as restaurants, leisure, health and fitness and hotel facilities will be permitted subject to the above criteria and provided that they do not conflict with Policy PSD2.2.

- 19.31 **Explanation:** This central core area will remain the primary shopping area and be given priority for new retail development. The key anchor for this area should continue to be its department stores and key multiples, with efforts being made to maintain and if possible strengthen the department and variety store provision. Evidence of retail need in this area is demonstrated in Policy PSD1.1 (New Shopping and Leisure Provision). The Stockport Retail Study (2004) has identified capacity over and above existing commitments for a substantial amount of comparison goods retailing of around 51,400 sq m net retail sales space for the period to 2011.

- 19.32 Extending along an axis from Mersey Square, through the Merseyway Precinct and along Warren Street, it is desirable that the main retail area remains compact with new comprehensive development being encouraged in the Bridgefield Street area. This area has the potential to attract high quality retailers, together with complementary leisure and restaurant uses that can enhance the shopping experience and provide activity in the evening.
- 19.33 A nucleus of activity should also be created around the historic Market and Underbanks, with proposals enhancing the historic quality of the area and securing the reuse of buildings for housing, shops, restaurants and bars, together with tourist attractions / museums and a revitalised market. This area has a wealth and diversity of historic buildings and schemes will need to take account of conservation policies for the area.
- 19.34 In addition to strengthening the retail “offer”, the improvement of links both within the central shopping area and to adjacent fringe areas (e.g. Portwood, Riverside and the Cultural, Leisure & Heritage Quarter), as set out in UDP policies TCG1.2 and TCG1.4, will be critical to the vitality and viability of the Town Centre.
- 19.35 Policy PSD2.2 in the Pattern of Shopping Development chapter deals with new uses in shopping and business frontages.
- 19.36 **Note:** the central shopping area defined under this policy and on the Proposals Map will be regarded as the “town centre” in terms of the sequential test under PPS6 “Planning for Town Centres”, 2005.

TCG2.2 GREAT PORTWOOD STREET AREA

Within this area the Council will permit new retail development including extensions to existing retail uses, service uses such as restaurants, leisure, health/fitness and hotel facilities. In particular, non-food retail proposals that create opportunities for high quality new larger units that cannot be accommodated in the Central Shopping Area, to meet market demand will be permitted.

Planning permission for new retail development will generally be subject to restrictions on the sub-division of units.

Linkages to the Central Shopping Area will be critical to any development within the Great Portwood Street Area. In addition, a high standard of design will be required, with buildings and landscaping making a positive contribution to the public realm in this important gateway approach to the Town Centre.

- 19.37 **Explanation:** Policy PSD1.1 deals with the issues of justification, need and sequential test for retail and leisure development. This policy makes provision for new retail developments necessary to meet remaining deficiencies in Stockport Town Centre where there is insufficient availability of

suitable sites within the Central Shopping Area and recourse will have to be made to sites within the Great Portwood Street Area. The Great Portwood Street Area is on the edge of the Central Shopping Area. It is sequentially the most preferred area after the Central Shopping Area and contains a number of existing non-food retail warehouses. Scope for further non-food retailing exists and the area complements the Central Shopping Area by providing large floorplates which are not available in the latter. Restrictions to prevent the subdivision of units below 929 square metres will generally be applied.

- 19.38 The Stockport Retail Study for the Council (2004) (see policy PSD1.1) identified quantitative need for a gross comparison retail floorspace figure of around 65,000 sq m which could be expected to locate in or at the edge of Stockport Town Centre up to 2011.
- 19.39 However, accommodating floorspace of this order within Stockport Town Centre where market demand exists will not be a simple task as the Central Shopping Area is both closely developed and tightly constrained on most sides by physical features.
- 19.40 Work on the Town Centre Masterplan (2005) has identified scope for a net addition of around 54,500 sq m gross retail floorspace within the Central Shopping Area. Achieving this scale of increase within the Central Shopping Area is likely to require relocation of existing retail businesses to facilitate redevelopment. Some of these relocations will have to be accommodated outside the Central Shopping Area but in the sequentially preferred and in the most accessible location to the north east in the Great Portwood Street Area.
- 19.41 The Town Centre Masterplan has identified scope for 10,000 sq m gross of additional floorspace within the Great Portwood Street Area.
- 19.42 There is already a vital and close inter-dependant relationship between the Central Shopping Area and the Great Portwood Street Area (which includes the Knightsbridge development site). There is considerable linkage between these two areas in terms of pedestrian movement on shopping trips. The Great Portwood Street Area is also extremely well served by public transport in the form of existing bus services and the scope for a possible future Metrolink extension.
- 19.43 The Great Portwood Street Area links to the Central Shopping Area will be enhanced as a result of additional retail development in the Great Portwood Street Area and it is the logical extension of the Town Centre for shopping purposes.
- 19.44 The Great Portwood Street Area is clearly visible from the motorway and forms an important gateway approach from the M60 Portwood junction to the Town Centre. The prominence of this area and proximity to the Central Shopping Area, means that there exists a good opportunity to enhance retail provision and at the same time regenerate areas of derelict and underused land.

- 19.45 The physical capacity of the Town Centre is limited and further retail development in the Great Portwood Street Area would strengthen the available shopping on offer in an appropriate location. The area already includes the Peel Centre, which was built on the site of the former gas works and the available land on the north side of Great Portwood Street forms a logical extension.
- 19.46 A site (Knightsbridge) at the western end of TCG2.2, between Great Portwood Street and the motorway has previously been granted consent for 7075 sq m of retail floorspace. The area to the east of this, running along the northern side of Great Portwood Street, bordered by the motorway, up to Marsland Street at its eastern end, is also felt to have potential for development. Both areas combined would offer an area of approximately 3.3 ha for a comprehensive mixed-use redevelopment scheme. In the longer term other sites within TCG2.2 may become available for redevelopment.
- 19.47 It will be important that development takes place in a way so that one off schemes do not prevent comprehensive regeneration. Furthermore, in considering applications particular attention will be paid to the improvement of pedestrian and public transport links with the Town Centre, in line with Policy TCG1.4, as well as the potential for multi-purpose trips and dual use of car parking provision. A key gateway to the Town Centre, developers will also be required to develop high quality schemes following good urban design principles.
- 19.48 Both retail and mixed-use schemes (e.g. restaurants, leisure, fitness and hotels) will be encouraged, particularly where proposals to develop riverside locations demonstrate the opening up of the River Mersey and its tributaries, enhancing the river environment and creating opportunities for public enjoyment.
- 19.49 **Note:** for the purposes of this policy “larger units” will be regarded as those over 929 square metres (10,000 square feet).

TCG3 TOWN CENTRE MIXED USE AREAS

THE TOWN CENTRE IS DEFINED ON THE PROPOSALS MAP AND INCORPORATES THE CENTRAL SHOPPING AREA, THE GREAT PORTWOOD STREET AREA AND A NUMBER OF ADJOINING MIXED USE AREAS, COVERED BY PART 2 POLICIES TCG3.1 TO 3.7. RETAIL DEVELOPMENT OUTSIDE THE CENTRAL SHOPPING AREA MUST MEET THE NEED AND SEQUENTIAL TESTS OUTLINED IN CHAPTER 13, PATTERN OF SHOPPING DEVELOPMENT. DEVELOPMENT FOR OTHER KEY TOWN CENTRE PURPOSES INCLUDING INDOOR LEISURE FACILITIES WILL BE PERMITTED IN THE TOWN CENTRE. IN CONSIDERING PROPOSALS FOR DEVELOPMENT THE COUNCIL WILL:

- (i) APPLY CONSIDERATIONS SET OUT IN TRANSPORTATION POLICIES IN RELATION TO THE IMPACT OF DEVELOPMENT UPON EXISTING INFRASTRUCTURE AND THE ACCESSIBILITY OF THE SITE BY**

- SUSTAINABLE MODES OF TRANSPORT;**
- (ii) HAVE REGARD TO THE IMPACT THAT THE PROPOSAL WOULD HAVE ON NEIGHBOURING USES IN THE AREA;**
 - (iii) HAVE REGARD TO THE IMPACT THAT THE PROPOSAL WOULD HAVE ON EXISTING JOBS IN THE AREA; AND**
 - (iv) TAKE FULL ACCOUNT OF URBAN DESIGN PRINCIPLES.**

- 19.50 **Explanation:** On the fringe of the Town Centre (and south of TCG2.2 Great Portwood Street Area), the land is broadly made up of a number of mixed-use areas. Existing land uses and planning issues are such that it is not possible to allocate each area on the Proposals Map for one particular use.
- 19.51 Instead, to guide and encourage future development in a way that reflects the Council's aspirations, different area based policies are provided highlighting the type of development required for creating a distinctive town with the range of facilities and quality environment, which builds on the best of the natural and historic heritage of the town.
- 19.52 Proposals will need to be considered on their merits and in accordance with all relevant UDP policies. To complement this planning guidance, developers should also refer to the regeneration strategy "Gateway to the Future" for a comprehensive picture of detailed regeneration proposals and the Council's action plan.
- 19.53 Proposed leisure uses of a sub-regional or smaller scale in TCG3 areas will not have to pass the sequential test as set out in Policy L1.4, as the town centre mixed use area is considered to be an existing centre of an appropriate scale. However it should be noted that there are specific TCG3 areas where leisure use will be encouraged.
- 19.54 General design principles are set out in Policy DCD1.1. Policy DCD1.2 sets out a requirement for design appraisals in certain circumstances. These are supplemented by specific design guidance for the Town Centre/M60 Gateway area.

TCG3.1 RIVERSIDE

In this area the extension of leisure and office uses into the area will be appropriate, with new buildings being designed to respect historic features and the dramatic setting of the viaduct and river gorge. In addition, the Council will permit a mixture of bars, restaurants, hotel and residential uses, which enable the area to function in the evening as well as the day-time.

Such uses should ensure the long-term viability of Weir Mill, enhance the public enjoyment of the river environment by providing elevations which overlook the river, generate active uses along the front and create viewing and sitting areas accessible to the public.

Linkages to the Town Centre will also be fundamental to any redevelopment

proposals, with the Council supporting opportunities to reclaim Mersey Square as the main town square via the removal of unnecessary traffic and the creation of a high quality pedestrian environment, incorporating water features, public art and sitting areas.

In this area retail development will not be permitted unless it is ancillary to other appropriate uses or is small-scale development which accord with Policy PSD2.6, “Local Shops”.

- 19.55 **Explanation:** Enhancement of the “public realm”, in accordance with UDP Policy DCD1.1, will be a particularly important aim within this area. The Riverside area represents one of the best opportunities for urban design led improvements, with the proposed arrival of Metrolink and potential review of the bus station to provide a more efficient and safe passenger facility. Indeed as sites come forward, both on Heaton Lane and around Stockport Bus Station, proposals should seek to use the dramatic setting of the river gorge, Weir Mill, the viaduct and adjacent Wellington Mill, to create a special riverside development. Green roofs can contribute to the enhancement of this setting, given the topography of the area and in particular views from the viaduct.
- 19.56 Schemes must also be linked through to Mersey Square, where improved public space can provide a focus for the Town Centre and an interface between the town’s retail core, the Riverside and Stockport’s emerging Cultural, Leisure and Heritage Quarter.
- 19.57 On the western side of the area the long-term viability of Weir Mill should be secured with mixed-use development, including the retention of employment uses. In addition, developments upon key gateway sites at Heaton Lane roundabout and the Chestergate area will be expected to make a positive contribution to the environment and present an attractive image of the Town Centre. This will be particularly important as the area acts not only as the entrance to the Town Centre via the M60, but will also as a gateway for both the proposed Metrolink extension and Trans-Pennine Trail.

TCG3.2 CULTURAL, LEISURE AND HERITAGE QUARTER

The area extending from Grand Central and Daw Bank, through St. Peters Square and the Lower Hillgate area will be the focus for a range of cultural, leisure and heritage facilities. Permitted uses will include office and business uses (B1 use class), leisure including a hotel, residential, restaurants and cafes and tourism related development.

The cultural, leisure and heritage quarter comprises part of the Hillgate Conservation Area and retention of the historic buildings with appropriate uses will be a paramount consideration. Where new build is considered appropriate, it should be of a high quality of design including landscape treatment taking account of the architectural character and historic nature of the area. Proposals should be appropriate both in scale and use, as well as

contribute to the protection or enhancement of the area and its vitality.

A key priority will be to improve the quality of the pedestrian environment, with enhanced open space provision and links to the Town Centre and adjacent areas and reduced impacts from traffic.

- 19.58 **Explanation:** Stockport has the capacity to develop a range of tourist attractions. The Hatworks, the Air Raid Shelters, the re-opening of the Plaza Theatre, together with work on the nearby historic market place and Staircase House, all link together to provide a critical mass that attracts visitors. The Council wishes to further broaden this appeal of attractions and entertainment facilities, with the encouragement of new restaurants, cafes, hotels and leisure facilities, including a new library, which reinforces the Town Centre facilities and has potential to generate joint trips.
- 19.59 An enhanced St. Peters Square, surrounded by cafes and restaurants, provides an ideal setting for developing a cultural quarter, with facilities to serve the surrounding offices during the day, as well as providing a more dynamic evening economy. In addition, the potential redevelopment of the nearby Regal House Car Park site provides an opportunity to further enhance the vitality of the area (e.g. leisure facilities including a hotel) and the support of existing community facilities such as St. Joseph's RC Primary will play an important role in the re-population of the centre and injection of life into the area.
- 19.60 Proposals enhancing the historic quality of the Lower Hillgate area and securing the reuse of buildings for housing, shops, restaurants and bars are also supported.
- 19.61 Development which creates an interesting and pleasant pedestrian environment between the areas of Daw Bank/St. Peters Square and Lower Hillgate will be encouraged. Similarly, pedestrian linkages to the Town Centre and surrounding area will also be viewed as critical to the success of the cultural, leisure and heritage quarter. These linkages should include consideration of the needs of disabled people and cyclists, and may allow access to public transport services to provide car-free links within the Town Centre
- 19.62 Finally, in assessing proposals, particular attention will once again need to be paid to urban design issues, with appropriate schemes being able to demonstrate an enhanced image and environment for the town. This enhancement could include green roofs, thereby complementing the topography of the area and potential views from the viaduct.

TCG3.3 STOCKPORT STATION

In this area the Council will permit B1 employment uses, hotel, leisure and residential development. The redevelopment of Stockport Station itself to provide modern facilities, which meet the needs of passengers, and project

a positive image of Stockport will be supported and development which may hinder the accessibility of the rail station by a choice of modes of transport will not be permitted.

In this area retail development will not be permitted unless it is ancillary to other appropriate uses, including Stockport Station, or is small-scale development which accord with Policy PSD2.6 (Local Shops).

- 19.63 **Explanation:** This area includes Stockport Station and sidings, together with existing employment uses between the station and King Street West. It is a key part of the 'transport hub' covered by Policy TCG 1.2.
- 19.64 The upgrading of the West Coast mainline will reduce the journey time to London and enhance the role of Stockport Station. A fifth platform has been built and the Council will support efforts to ensure that the station is redeveloped to provide better facilities to meet the needs of passengers and to create a 'gateway' arrival point that gives a good first impression of the town, in line with high standards of urban design. The Council will ensure the Station is accessible by sustainable transport from both east and west approaches and, with its partners, will develop proposals for better interchange with bus services, taxis and car parking. The aesthetic enhancement of pedestrian routes to and from the Station will also be critical when assessing development proposals.
- 19.65 The remainder of the area to the west of the station may offer scope for mixed-use redevelopment that takes advantage of the proximity of the station to reduce dependence on car commuting. However, such development will not be allowed to compromise the level of accessibility by passengers to the station itself.

TCG3.4 ST. THOMAS'S HOSPITAL

In this area the Council will permit a hotel, offices and residential development, or a combination of those uses. New development must have a high quality of design, with appropriate landscaping and be sympathetic to listed buildings in the area, including St. Thomas's Hospital.

In this area retail development will not be permitted unless it is ancillary to other appropriate uses or is small-scale development which accord with Policy PSD2.6, "Local Shops".

- 19.66 **Explanation:** The area currently includes a mix of residential and business uses. In addition, a small commercial area exists to the south of the St. Thomas's Hospital site, which is in need of environmental improvement works.
- 19.67 Given the proximity of Stockport Station and the residential character of the neighbouring Shaw Heath area, the Council consider the most appropriate use for this area is a combination of residential and business premises (B1 use class), together with possible scope for a hotel.

- 19.68 The St. Thomas's Hospital site is known to be coming forward during the plan period and any proposals relating to its redevelopment will need to be considered against the Heritage Conservation chapter of the UDP. However, St. Thomas's Hospital offers a major development opportunity and its reuse will be fundamental to the regeneration of the wider area. Scope exists for a residential scheme or hotel, providing a viable use for the listed building, as well as having a beneficial impact on both the Edgeley District Centre and Town Centre as a whole.
- 19.69 The redevelopment of sites to the south of St. Thomas's will also be encouraged, where proposed uses complement nearby residential areas, improve the environment and overcome access constraints. Again, this may take the form of residential and / or small business premises. Alternatively, expansion requirements of the adjacent Stockport College may be satisfied in this area.
- 19.70 Provided that the limitations imposed by the need to protect nearby residential areas from undue traffic impact can be worked within, the location of the site with regard to the Strategic Road Network and the Motorway may allow developments with a level of on-site parking to come forward in this area, if links are provided.

TCG3.5 CIVIC QUARTER

Permission will be granted for educational, residential, office and business uses, provided that the residential amenity of any neighbouring property can be safeguarded. Proposals for the redevelopment or upgrading of existing office developments will also be allowed, in order to return underused buildings to productive use.

Development should be of a high standard of design and contribute to the renewal and environmental improvement of the area, with particular attention being given to the creation of landmark buildings and features on prominent sites along the A6 corridor.

In this area retail development will not be permitted unless it is ancillary to other appropriate uses or is small-scale development which accord with Policy PSD2.6 (Local Shops).

- 19.71 **Explanation:** The area is predominantly in business/office use, together with elements of residential development and some shopping fronting Wellington Road South. This mixture of uses will be safeguarded, with shops and services that facilitate the needs of students and office workers being supported along the A6.
- 19.72 The volume and wide range of office workers and students contribute to the prosperity of the Town Centre. The recent restoration of the Infirmary, creating a flagship office development, points towards the type of investment and proposal the Council will encourage. However, there is great pressure on

parking in this area – especially for long-stay uses – and development may have to provide off-site alternatives and/or new sustainable links to the area to and from the bus and rail station, as well as good pedestrian/cycle provision.

- 19.73 The A6 road cuts through the Civic Quarter, providing a gateway to the Town Centre and proposals along the corridor should enhance the environment and where possible pedestrian movement. Enhancement of the “public realm”, in accordance with Policy DCD1.1, will be a particularly important aim within this area.

TCG3.6 SOUTH EAST QUADRANT

In this area the following uses will be permitted, provided that any development does not adversely affect existing housing: office, business (B1 use class), industrial, car parking, leisure and residential.

Development should be of a high standard of design and make a contribution to the renewal of the area. Mixed use schemes will have an important role in this but special care will be needed to create a satisfactory environment for residents.

A high priority will be given to environmental improvement in conjunction with development proposals. However, when considering applications the Council will also have regard to potential impact upon existing jobs and the ability of employment uses to continue operations elsewhere in the area.

The design and implementation of schemes should have regard to the potential archaeological importance of the area and the character of the Hillgate Conservation Area, in accordance with the policies contained in the Heritage Conservation chapter of the UDP.

In this area retail development will not be permitted unless it is ancillary to other appropriate uses or is small-scale development which accord with Policy PSD2.6 (Local Shops).

- 19.74 **Explanation:** Building on the work already started in the adjacent Market and Underbanks area, it is hoped to re-populate the centre and create a mixed-use Urban Village around Hillgate and Hopes Carr.
- 19.75 Housing development can enhance the economic and social activity of the Town Centre in a number of ways, regenerating brownfield sites and bringing vacant land and properties back into use. If well designed, possibly as part of a mixed-use scheme, housing can improve the quality of urban space. In addition, residents can inject new life into the centre encouraging more people to make use of the area over a longer period of the day. However, it will also be important to create a balanced community with a good tenure mix and because of the high proportion of social housing in the area, private property schemes will be particularly appropriate in this area.

- 19.76 Alternative employment generating uses will also be encouraged in the area, with the old industrial part of Stockport continuing to provide accommodation for both business and industrial uses, subject to satisfactory access and environmental enhancement measures. As such, around Upper Brook Street an emphasis will be placed upon environmental improvement. At Hopes Carr the accent will be on refurbishment and redevelopment for a mix of residential and employment generating uses in a quality environment. The course of Hempshaw Brook through this area provides an ideal focus for open space, environmental enhancement and pedestrian and cycle links. These will be necessary to ensure development does not draw traffic from the A6 through the historic and civic areas. The area is also in need of better public transport, being located off all existing and proposed corridors for bus, rail and Metrolink services.
- 19.77 As an archaeological sensitive area, the Council may require an archaeological survey funded by the developer in advance of any development in the South East Quadrant (see UDP Policy HC3.2). The retention of buildings of historic interest will also be paramount in the Hillgate Conservation Area, where commercial and residential proposals will need to recognise the historic nature of the area.

TCG3.7 NEWBRIDGE LANE

In this area the Council will permit office, business (B1 use class), car parking, leisure and residential developments.

Proposals at the western end of Newbridge Lane will require satisfactory pedestrian linkages to the Town Centre. Where applicable, developments should facilitate the opening up of the River Goyt, which borders the area, with waterside developments to create walkways, viewing and sitting areas.

- 19.78 **Explanation:** Particular care is required to ensure that this mixed-use area, which is situated to the south east of the Town Centre and includes Newbridge Lane car park, is linked to the Town Centre. Developments should reflect such linkages and seek to improve the pedestrian environment.
- 19.79 While proximity to high-standard road links from the motorway, via St. Mary's Way, may allow development in this area to provide for on-site parking, uses that will encourage commuting will also need to provide links to the Town Centre transport hub described in Policy TCG1.2, as this area has poor links.
- 19.80 On the north side of Newbridge Lane, adjacent to the river, the relationship of new buildings should also be designed in such a way as to enhance public enjoyment of the river environment. This area is allocated as a Green Chain and the Council would wish to see elevations which overlook the river, together with walkways and viewing areas accessible to the public for sitting or relaxing. In addition, any riverside development should be required to make provision for the Fred Perry Way and enable its enhancement.

TCG4 STOCKPORT'S M60 GATEWAY

A NUMBER OF M60 GATEWAY SITES ARE IDENTIFIED ON THE PROPOSALS MAP AND SPECIFIC GUIDANCE AS TO HOW EACH SHOULD BE DEVELOPED OR REDEVELOPED IS GIVEN IN THE FOLLOWING PART 2 POLICIES. THESE SITES HAVE POTENTIAL FOR GATEWAY SCHEMES WHICH WILL ATTRACT NEW INVESTMENT AND IMPROVE THE ENVIRONMENT

- 19.81 **Explanation:** Within the wider M60 Gateway various land allocations are shown and proposals within these areas will be assessed against policies contained in the relevant UDP chapters, together with adopted Urban Design Principles for the Town Centre / M60 Gateway.
- 19.82 The M60 Gateway is felt to present significant brownfield development opportunities and the Council is keen to see appropriate uses, drawing major investment into the Borough to the benefit of the local economy and long-term viability of the area.
- 19.83 These appropriate uses include the allocation of Employment Areas, which seek to take advantage of being within easy reach of the M60, Manchester Airport, the West Coast Main Line and the proposed Metrolink extension to Stockport Town Centre. Indeed, the arrival of the Metrolink is viewed as significant in the regeneration of both Chestergate and nearby Yew Street / Gorse Bank Employment Area. Other transport proposals, such as the Integrated Transport Corridors along A5145 Didsbury Road and A560, may enhance the accessibility of other sites.
- 19.84 The economic use of these allocated areas will be an important element in the continued development of growth service sectors within Stockport. The Mersey Belt Study acknowledges the importance of sites in Stockport's M60 Gateway for knowledge-based industry (i.e. the growth target sectors set out in Paragraph 4.7 of the Regional Spatial Strategy for the North West (formerly RPG13) excluding tourism) but recognises that the need for land assembly and reclamation means that most of this land will not be available in the short-term. The Borough Council will discuss with the North West Development Agency the feasibility of assembling a suitable site or sites in the M60 corridor close to Stockport Town Centre, especially where the sites could be well served by public transport. Furthermore, well designed employment proposals will be supported, where they open up the Mersey (and its tributaries) and provide a gateway feature to Stockport Town Centre.
- 19.85 The regeneration of the M60 Gateway sites, as identified on the Proposals Map, are viewed as another essential component of environmental improvement measures and potential attraction of inward investment, particularly around growth sector services targeted by the North West Development Agency. Proposals must look at the comprehensive regeneration of these predominantly vacant or underused areas, having regard to neighbouring uses. In addition, the potential impact upon existing infrastructure and the accessibility of the site by sustainable modes of

transport will need to be considered, in line with Policy TCG1.4. Finally, the standard of design will receive particular attention as these key gateway sites set the tone for the Town Centre, often determining whether people are encouraged to stop and visit.

TCG4.1 TIVIOT WAY

The former Thomas Storey site, off Tiviot Way, Portwood, is considered an area of opportunity for a major gateway scheme, with appropriate uses including business (B1 use class), general industry (B2 use class) or warehousing (B8 use class).

In considering any comprehensive development scheme, the Council will wish to be satisfied that:

- (i) safe pedestrian links are provided, or existing ones enhanced, to physically link the development with the rest of the Town Centre;**
- (ii) appropriate vehicular access is located, designed and constructed to the satisfaction of the Council;**
- (iii) satisfactory parking provision is provided, both for vehicular users and cyclists;**
- (iv) opportunities to encourage the use of public transport as a means of access to the development and the provision for buses within the site are taken wherever practicable;**
- (v) the scheme is of a high standard of design reflecting its prominent position adjacent to the M60;**
- (vi) a satisfactory landscape scheme is submitted, including boundary treatment;**
- (vii) the development is sympathetic to the river valley location and adjacent Green Belt area; and**
- (viii) job opportunities created are linked to the needs of the local community, making a significant contribution to tackling social exclusion in one of Stockport's most deprived areas.**

19.86 **Explanation:** Situated to the immediate north of the M60, the site occupies an elevated position, fronting the Portwood Junction. The land is vacant and the Council wishes to see the comprehensive redevelopment of the site, with opportunities being linked to the needs of the local community.

19.87 One or more of the listed uses may be appropriate. Proposals for development must demonstrate that they would meet an outstanding need and that there are no sequentially preferable sites in the Central Shopping Area.

19.88 Proposals will be required to take account of the surrounding area, with elevations and boundary treatment enhancing the environment of the M60 Gateway, as well as respecting the adjacent Reddish Vale Country Park to the north of the site. This extensive swathe of Green Belt land follows the Tame Valley and extends into the Town Centre. It forms part of the Tame Valley Landscape Character Area (see UDP Policy LCR1.1), which includes the

development site. The Trans-Pennine Trail runs along the northern boundary of the site.

- 19.89 Transportation issues will also need to be addressed as part any scheme, including the potential implications of traffic generation, as well as accessibility for pedestrians, cyclists and users of public transport. Such consideration will be essential in order to link the site to the Town Centre, as well as to the surrounding communities of Brinnington and South Reddish.
- 19.90 These areas represent some of the most deprived wards in the Borough and the Council views the site as having the potential to make a significant contribution to tackling social exclusion in these areas. In assessing proposals, the Council will therefore be interested in potential benefits for the surrounding environs and links with regeneration initiatives (e.g. the Neighbourhood Renewal Strategy).

TCG4.2 TRAVIS BROW

At Travis Brow, to the east of Junction No.1 of the M60, new business/office premises (B1 use class), a hotel or car showrooms will be permitted.

In considering redevelopment schemes, the Council will wish to be satisfied that:

- (i) the development takes account of the needs of the existing operational ambulance station should it remain within the area;**
- (ii) safe pedestrian linkages are provided to the surrounding area and particularly the Town Centre;**
- (iii) appropriate vehicular access is located, designed and constructed to the satisfaction of the Council;**
- (iv) satisfactory parking provision is provided, both for vehicular users and cyclists;**
- (v) opportunities to encourage the use of public transport as a means of access are taken;**
- (vi) the scheme is of a high standard of design and landscaping, retaining the well-vegetated appearance of the site (including the view from the viaduct), including screen planting with consideration given to the use of green (vegetation) covered roofs;**
- (vii) a satisfactory landscape scheme is submitted, including boundary treatment; and**
- (viii) the development satisfies all other relevant UDP policies.**

- 19.91 **Explanation:** On the eastern side of the M60 motorway junction, the site forms an important gateway to the Town Centre. At present, an operational ambulance station occupies approximately half of the site, with the remaining vacant land presenting the chance to deliver investment and employment opportunities.
- 19.92 The Council wishes to encourage the redevelopment of the area, subject to proposals overcoming access constraints, as well as providing a high

standard of design and landscaping. Proposals will be required to take account of the surrounding area, with elevations, landscaping and boundary treatment enhancing the environment of the M60 Gateway, as well as respecting the appearance of the Mersey Valley when viewed from the viaduct. Furthermore, should the existing ambulance station remain upon the site, its ability to function will remain paramount when considering applications to develop the adjacent land.

TCG4.3 DIDSBURY ROAD

In this area business/office uses (B1 use class), warehousing (B8 use class), hotel or car showrooms will be permitted.

In considering development schemes, the Council will wish to be satisfied that:

- (i) the development is sympathetic to neighbouring land uses and takes account of the needs of any existing uses which may remain within the area;**
- (ii) safe and attractive pedestrian links are provided, or existing ones enhanced, to physically link any development with Didsbury Road and the surrounding residential area;**
- (iii) appropriate vehicular access is located, designed and constructed to the satisfaction of the Council;**
- (iv) satisfactory parking provision is provided, both for vehicular users and cyclists;**
- (v) opportunities to encourage the use of public transport as a means of access to the development are taken;**
- (vi) the scheme is of a high standard of design, reflecting its prominent position adjacent to the M60;**
- (vii) a satisfactory landscape scheme is submitted, including boundary treatment;**
- (viii) a satisfactory route for the Trans-Pennine Trail is provided; and**
- (ix) the development satisfies all other relevant UDP policies.**

19.93 **Explanation:** Part of the land directly adjacent to Junction No.1 of the M60 has already been developed for non-food retail warehousing and developer interest now exists around the remainder of the area.

19.94 This development opportunity area is dominated by the subdivided mill and associated industrial estate on Brighton Road. Visible from the M60, the area has a poor appearance and is in urgent need of environmental improvement. Much of the land is underused and the appearance of the mill needs to be upgraded, if it is to be retained.

19.95 One or more of the listed uses may be considered appropriate. However, the comprehensive redevelopment of the Brighton Road Industrial Estate offers a particular opportunity to develop a new business location of significance, attracting key growth sectors where Stockport already has a foothold (ICT / digital industries and professional / financial services). Any proposal will need

to be sympathetic to surrounding land uses, including the residential area of Heaton Norris. In addition, redevelopment will only be accepted where proposals overcome access constraints and do not adversely impact upon the strategic or local highway network. On the basis of the above policy criteria, schemes on this important gateway site will also be required to demonstrate a high standard of visual appearance and design.

- 19.96 Retail development is not listed as an appropriate use, due to the sites out of centre location and limited connectivity to the Town Centre. Consequently, should large-scale non-food retail warehouse proposals continue to come forward the developer will be required to demonstrate the need for additional facilities and adoption of a sequential approach to site selection in accordance with Policy PSD1.1 (New Shopping and Leisure Provision).

TCG4.4 LAND NORTH OF WATER STREET

The Land north of Water Street, Portwood, is view as an area of opportunity for employment uses (B1, B2 and B8 use class), leisure including a hotel and potential residential development on the upper floors of Meadow Mill

In considering development schemes, the Council will wish to be satisfied that:

- (i) the development is sympathetic to neighbouring land uses and takes account of the needs of any existing uses which may remain within the area;**
- (ii) safe pedestrian links are provided, or existing ones enhanced, physically linking any development to the surrounding area and particularly the Town Centre;**
- (iii) appropriate vehicular access is located, designed and constructed to the satisfaction of the Council;**
- (iv) satisfactory parking provision is provided, both for vehicular users and cyclists;**
- (v) opportunities to encourage the use of public transport as a means of access are taken;**
- (vi) the scheme is of a high standard of design, reflecting its prominent position adjacent to the M60;**
- (vii) a satisfactory landscape scheme is submitted, including boundary treatment;**
- (viii) the development is sympathetic to the river valley location and adjacent Green Belt area;**
- (ix) the development satisfies all other relevant UDP policies.**

- 19.97 **Explanation:** Situated to the north east of the Town Centre, on the opposite side of the M60, the site occupies a prominent position within the Portwood area. The site currently provides an important stock of employment land and buildings, with both Meadow Mill (Grade II listed) and its attached industrial estate providing valuable local job opportunities. However, for a number of years the remainder of the site has remained largely derelict and in need of regeneration.

- 19.98 The Council is keen to harness the potential of this prominent gateway site, bringing forward regeneration proposals in a planned way so that one off development does not sterilise other opportunities. The dramatic location with Meadow Mill, the River Tame and adjacent Green Belt area bringing countryside into the Town Centre, present the opportunity for appropriate development to transform the areas image, as well as introducing jobs and prosperity to the local community.
- 19.99 One or more of the listed uses may be appropriate. This area has potential to provide high quality workspace/premises for growing businesses, providing follow on space for firms and attracting growth sector services, on a similar basis to the successful Acorn Business Centre on Heaton Lane. In addition, it is envisaged that residential units could be created on the upper floors of Meadow Mill, providing valuable accommodation close to Town Centre facilities, whilst also helping to ensure that this key landmark building does not deteriorate.
- 19.100 Proposals will be required to convey a positive image, building upon the area's natural assets and improving the quality of environment. The relationship of buildings to the river should be designed in a way to enhance public enjoyment of the river environment, with elevations overlooking the river, together with walkways and viewing areas accessible to the public. In seeking to encourage multi purpose trips, attention is also needed to connect the area to the Town Centre, with improved safe and convenient pedestrian links. At the same time, development will be required to demonstrate a high standard of design and landscaping, with elevations and boundary treatment respecting the site's prominent motorway position, as well as Meadow Mill and the adjacent open environment.
- 19.101 Retail development is not listed as an appropriate use, due to the sites out of centre location and poor connectivity to the Town Centre. Consequently, should large-scale non-food retail warehouse proposals come forward the developer will be required to demonstrate the need for additional facilities and adoption of a sequential approach to site selection in accordance with Policy PSD1.1 (New Shopping and Leisure Provision).

TCG4.5 GEORGES ROAD

A combination of general industry (B2 and B8 uses) and offices (B1 use) will be permitted in this mixed retail and industrial area. Retail uses will not be permitted unless ancillary to other appropriate uses or is in accordance with Policy PSD2.6, "Local Shops".

Development must have a high standard of design and support will be given to environmental improvement measures in conjunction with development proposals.

- 19.102 **Explanation:** Located to the north west of the Town Centre the area currently contains a variety of land uses and a mixture of new and old properties,

including a listed former railway warehouse building and new retail warehousing with B&Q and Decathlon.

- 19.103 The eastern edge of the area fronts onto the A6 corridor and here office uses are considered appropriate, with particular attention being given to building design and the quality of environment for visitors entering the Town Centre.
- 19.104 On the western side, the small industrial area around Higher Bury Street is in need of regeneration. The Council envisage that this area should continue to accommodate employment uses, including industry, with new proposals seeking to retain jobs in the area through the development of vacant sites and enhancement of the working environment.
- 19.105 Development here benefits from good links to the Motorway, but the area has poor access from the main Town Centre and the transport hub (described in Policy TCG1.2), with no public transport and poor-quality pedestrian links. To mitigate traffic impacts, it will be necessary to improve walking links to the A6 and A5145 Quality Bus Corridors – and thence to the main rail and bus stations – as well as better cycling links.

TCG4.6 WATER STREET

Within this area B1 business uses will be permitted.

Linkages to the central shopping area will be critical to any development within this area. In addition, a high standard of design will be expected, with buildings and landscaping making a positive contribution to environmental improvements in this important gateway approach to the Town Centre.

- 19.106 **Explanation:** This area is located close to the Town Centre and next to the M60 junction at Portwood. In this important gateway to the Town Centre environmental improvements are urgently required, with proposals regenerating derelict and underused land.
- 19.107 Job creation opportunities here will be linked to areas of high unemployment in Brinnington and South Reddish. In addition, the Council, following assessment of need and sequential approach, has permitted a large foodstore on the site bounded by Water Street, Tiviot Way, Marsland Street and the M60.
- 19.108 Proposals will need to overcome existing access constraints and be able to demonstrate linkages to the Central Shopping Area and transport hub (see Policy TCG1.2) in line with the approach in Policy TCG1.4.
- 19.109 See also Policy PSD1.2 in respect of existing retail uses in this area.
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SUMMARY OF APPENDICES AND EXPLANATORY MAPS / DIAGRAMS

The following provides a summary of which Appendices and Explanatory Maps / Diagrams are no longer of relevance as the policies which refer to them have been superseded:

~~Appendix 1 Supplementary Planning Documents and Guidance~~

Appendix 2 **Sites of Nature Conservation Importance**

~~Appendix 3 Conservation Areas and Locally Listed Buildings~~

Appendix 4 **Recreational Open Space**

~~Appendix 5 Housing~~

Appendix 6 **Employment Sites**

Appendix 7 **Shopping Frontages**

~~Appendix 8 UDP Objectives and the Community Strategy~~

Appendix 9 **Parking Standards**

Appendix 10 **Major Existing Developed Sites in the Green Belt**

Appendix 11 **Glossary**

Appendix 12 **Landscape Character Areas**

Diagram 1 **Landscape Character Areas**

Diagram 2 **Etherow Country Park**

Diagram 3 **Reddish Vale Country Park**

~~Diagram 4 Hazardous Installations and Pipelines~~

~~Diagram 7 Transport Policies~~

Diagram 8 **Town Centre Community and Civic Space**

Diagram 9 A - Manchester Airport and National Air Traffic Services (NATS)
Safeguarding Zones

B - Woodford Aerodrome Safeguarding Zones

C - Noise Contours

~~Diagram 10 Strategic Walking Network~~

Diagram 11 **Quiet Lanes**

~~Diagram 12 Air Quality Management Area~~
