

## **PLANNING BRIEF**

### **LAND AT MERCIAN WAY, EDGELEY, STOCKPORT**

#### **1.0 INTRODUCTION**

- 1.1 A previous Planning Brief for this area was prepared in March 2006 and was restricted to the former Council owned vehicle Depot (Site A on the attached plan) , and a privately owned area provided to the Council on a long lease and occupied by the Castle Learning Centre (Site B) That planning brief was subsequently used to invite expressions of interest from both Sale Sharks and Stockport County FC to purchase Site A for expansion of Edgeley Park. Neither financial offer forthcoming at the time was considered acceptable to the Council.
- 1.2 The previous planning brief has now been updated given the potential to expand Edgeley Park for sporting uses. This potential for expansion provides an important regeneration opportunity in Stockport. The planning brief therefore sets out a flexible planning framework against which proposals for such expansion will be expected to conform whilst not seeking to prejudice the needs of the rugby and football clubs in this regard. The Planning Brief will be formally adopted by Stockport Council and form a material planning consideration in considering such proposals through a planning application. Any proposals not in accordance with the finalised brief will have to demonstrate exceptional circumstances in order to be considered.
- 1.3 This planning brief sets out the range of planning constraints which need to be addressed, not only in considering site A which falls in Council ownership but the other sites it covers which are in a range of ownerships. The content of this Planning Brief is equally applicable to any developer interest.
- 1.4 In order to re-examine the potential to expand Edgeley Park a number of sites now require examination. The sites referred to in this revised Planning Brief cover 6 separate areas as shown in Plan 1 namely:

- Area A: The vacant and cleared Booth Street Depot (subject of previous planning brief)
- Area B: Land occupied by the Castle Learning Centre (subject of previous planning brief)
- Area C: i) Land occupied by Edgeley and Shaw Heath Labour Club including the bowling green  
ii) Land with outline planning permission for a builder's yard.

Area D: Edgeley Park Stadium  
 Area E Local Open Space to the South of Edgeley Park Stadium  
 Area F Land occupied by Network Rail for storage uses.

## 2.0 DEVELOPMENT SITES

### General Location

- 2.1 Edgeley Park and the surrounding land covered by this planning brief is situated approximately 1 mile to the East of Stockport Town Centre and is within 15 minutes walking distance of this main transport hub. It is also located within 1200 m of Junction 1 of the M60 Motorway. More immediately it is located approximately 200 metres from Edgeley District Centre.
- 2.2 Edgeley Park is well served by public transport being located within 1000 metres of Stockport Grand Central Railway Station serving the main West Coast Rail line and lies adjacent to Mercian Way which forms part of the network of Integrated Transport Corridors the Council is seeking to promote under UDP Policy ST1.2

### Site Area and Ownerships

- 2.3 The total site area under consideration is 7.31 ha in size, (18.05 acres)
- 2.4 The sites are in the following ownerships:
- Area A: Owned by Stockport Council (1.20 ha, 3.0 acres)
  - Area B: Owned by Brendan Elwood and Leased to Stockport Council (0.17ha, 0.4 acres)
  - Area C:
    - i) Owned by Edgeley and Shaw Heath Labour Club (0.33 ha 0.82 acres)
    - ii) Owned by Brett Galley (0.03 ha, 0.08 acres ) Mr Galley also has lawful right of access across land owned by Edgeley and Shaw Heath Labour Club
  - Area D: Owned by Cheshire Sports (2.24 ha, 5.5 acres)
  - Area E Owned by Cheshire Sports (0.51 ha, 1.25 acres)
  - Area F Owned by Network Rail (2.83 ha, 7 acres)

### Overall Site Boundary

- 2.3 The boundary of Sites A-F are formed to the

North -by Hardcastle Road and Mercian Way,  
 South - by Stockholm Road  
 East - by the main West Coast operational rail line

West -by the residential area at Clwyd Avenue and the reservoir

## **Description of Sites**

### Site A

- 2.5 Site A is predominantly level with an existing vehicular access from Mercian Way. A public footpath runs adjacent to the eastern boundary linking Mercian Way to the residential area of Moscow Road East and also provides pedestrian access to the adjacent Egdeley Park Stadium.
- 2.6 The site was formerly used by Stockport Council as a vehicle depot and formerly accommodated a number of buildings, now demolished. Due to the previous use of the site as a vehicle depot developers should satisfy themselves that it is not the subject of ground contamination. No ground investigation survey has been undertaken by the Council and it would be the responsibility of any purchaser to satisfy themselves as to the suitability of the site for their intended use or development. The site falls within a consultation area for the Environment Agency who should be consulted on any proposals.
- 2.7 The site is temporarily used as car parking on weekdays by Stockport College and as a parking facility for buses/coaches on match days for both football and rugby matches. The use by Stockport College fulfils one of the planning conditions attached to outline planning permission (DC026560) granted to Stockport College as part of their proposed redevelopment of the St Thomas Site in Shaw Heath for new educational facilities. This outline planning permission was granted on 21 February 2008 for a 3 year period.

### Site B

- 2.8 This site contains the Castle Learning Centre and its associated parking. Access to the site is taken from Hardcastle Road and the site is constrained as it shares this access with Site C.

### Site C

- 2.9 Site C contains the Edgeley and Shaw Heath Labour Club and the associated bowling green immediately to the south of the Club. It also contains a builder's yard owned by Mr Galley. Mr Galley has outline approval (DC021555) for a three storey workshop/store/office with four parking spaces, landscaping, layout and means of access already approved (February 2006). The reserved matters for this planning application relates to the external appearance of the building and landscaping. The subsequent planning application for reserved matters

(DC028503) is subject to an appeal to the Planning Inspectorate at present having been refused by Victoria Area Committee in March 2008.

#### Site D

- 2.10 Site D contains Edgeley Park occupied by Sale Sharks and Stockport County FC.

#### Site E

- 2.11 Site E contains an area of open land to the South of Edgeley Park adjacent to the reservoir. This site is subject to a steep drop in levels from the Stadium to the North.

#### Site F

- 2.12 This site is owned by Network Rail. It lies adjacent to the main West Line railway servicing Stockport Station and is accessed from Moscow Road East and from Stockholm Road. It has been used for storage (Use Class B8) associated with the West Coast Line modernisation, however this use has now ended and the site is more or less vacant. There is a footpath forming part of the western boundary to the site as far as Moscow Road East which is an adopted highway. There is a steep drop in levels to the Site from this footway.
- 2.13 There are proposals from Network Rail to develop the whole site of Site F as a maintenance facility for their use. It is likely that the existing buildings in the north of site F will be reoccupied immediately with a phase 2, adjacent to Moscow Road East, being developed in July 2008. The whole of the Network Rail holding as far south as Stockholm Road is proposed to be developed within 5 years. An additional maintenance site might also be considered to the east of Stockholm Road between the existing rail lines where they diverge.
- 2.14 An internal Network Rail consultation exercise has begun on these proposals and a dilapidation survey of site F and land to Stockholm Road is about to be undertaken.
- 2.15 This site is therefore unlikely to be available to provide overspill parking associated with an expansion of Edgeley Park in the short to medium term. Access to Site F from Site A is also difficult given the drop in levels between the areas and this would be expensive to rectify. Any other vehicular access to this site would take place through residential areas and would be unacceptable on amenity grounds.
- 2.16 It needs to be ensured via this planning brief that the future development of Site F for uses associated with the expansion of the Stadium is not compromised by any proposals on the adjoining sites.

## **Public Utilities**

- 2.17 All main services are expected to be available to each site from the adjacent highways. Developers are expected to contact Statutory Undertakers for Service information.

## **3.0 ACCEPTABLE USES**

- 3.1 Without prejudice to the detailed consideration of a planning application, the following uses (as defined in the Town and Country Planning Act (Use Classes Order) 1987), are acceptable in principle.

### Site A

- 3.2 The following uses are acceptable:

- D2 -Assembly and Leisure (including Sports related uses)  
Subject to needs, impact and sequential testing under PPS6
- B1 -Business
- C3 -Dwelling houses (subject to acceptable affordable housing provision being demonstrated to the satisfaction of the local planning authority and compliance with all other relevant planning policies)
- C1 -Hotel (including Conference/ Training facilities)  
Subject to needs, impact and sequential testing under PPS6

### Site B

- 3.3 The following uses are acceptable:

- D1 Non Residential Institutions
- D2 -Assembly and Leisure (including Sports related uses)  
Subject to needs, impact and sequential testing under PPS6
- B1 -Business
- C1 -Hotel (including Conference/ Training facilities)  
Subject to needs, impact and sequential testing under PPS6
- C3 -Dwelling houses (subject to acceptable affordable housing provision being demonstrated to the satisfaction of the local planning authority and compliance with all other relevant planning policies)

### Site C

3.4 The following uses are acceptable:

- Sui Generis -Existing Edgeley and Shaw Heath Labour Club and bowling green
- D2 -Assembly and Leisure (including Sports related uses)  
Subject to needs, impact and sequential testing under PPS6
- B1 -Business
- C1 -Hotel (including Conference/ Training facilities)  
Subject to needs, impact and sequential testing under PPS6/appropriate justification.
- C3 -Dwelling houses (subject to acceptable affordable housing provision being demonstrated to the satisfaction of the local planning authority and compliance with all other relevant planning policies)

### Site D

3.5 On the existing Edgeley Park Stadium footprint:

- D2 -Assembly and Leisure (including Sports related uses)  
Subject to needs, impact and sequential testing under PPS6

### Site E

3.6 The land immediately to the south of Edgeley Park is Greenfield land and protected local open space in the Unitary Development Plan (UDP) Review where there is a presumption against development. Landscaping and green chain policies also apply (see section 4 for further information). Housing development here is contrary to UDP Policy HP1 and would not accord Regional Spatial Strategy DP4 which states that PDL should be used first.

### Site F

3.7 The following uses are acceptable subject to the site becoming available:

- B1 -Business (existing use)
- B2 -Industry (existing use)
- B8 -Warehousing (existing use)
- C1 -Hotel Subject to needs, impact and sequential testing under PPS6
- D2 - Assembly and Leisure (including Sports related uses) including associated overspill car parking , Subject to needs, impact and sequential testing under PPS6

- C3 -Dwelling houses (subject to acceptable affordable housing provision being demonstrated to the satisfaction of the local planning authority and compliance with all other relevant planning policies)

### **Other Potential Uses**

3.8 The following uses:

- A1 - shops including food and non food,
- A2 - Financial and professional Services
- A3 -Restaurants and cafes) and
- A4 -Drinking Establishments

may be considered appropriate for Sites A,B,C,and D, provided

- need can be demonstrated
- such uses are ancillary to the other major uses identified for Sites A-F above and form part of comprehensive proposals submitted for Stadium redevelopment
- such uses do not adversely impact on Edgeley District Centre and the ability of this centre to secure occupation in its vacant units
- the acceptability of such uses following sequential testing being undertaken in accordance with PPS6

3.9 Other uses will be considered on their merit and in accordance with the criteria contained in this brief, in particular with regard to access, and effect on the amenity of neighbouring uses.

## **4.0 POLICY CONTEXT**

4.1 Further information about expansion proposals and their justifications are required in order to further assess them against the Stockport UDP Review (adopted 31<sup>st</sup> May 2006), Planning Policy Statement 6: Planning for Town Centres (PPS6), Planning Policy Guidance note 13: Transport (PPG13), and Planning Policy Guidance note 17: Planning for Open Space, Sport and Recreation (PPG17) and the Council's Sustainable Transport SPD (approved December 2007).

4.2 The policy framework outlined in this Section is set out against this background.

### **Leisure and Sport Policy Framework**

4.3 There are a number of leisure policies affecting sites A-F which relate to the vitality and viability of the nearby Edgeley District Centre and the

impact of proposals on residential areas. None of these policies prejudice any expansion proposals for Edgeley Park, however further assessment will be required by any developer. These policies are set out below.

4.4 Sites A – F are situated in an edge-of-centre location to the south of Edgeley District Centre. Planning Policy Statement 6: Planning for Town Centres, sets out the Government’s national policies and principles relating to planning for the future of town centres and the main uses that relate to them. Hotels, Leisure, entertainment facilities, and the more intensive sport and recreation uses are identified in paragraph 1.8 of PPS6 as main town uses to which the policy statement applies. Therefore, for these uses a potential developer must demonstrate:

- the need for the development;
- that the development is of an appropriate scale;
- that there are no more central sites for the development;
- that there are no unacceptable impacts on existing centres; and
- that locations are accessible

4.5 UDP Review Policy PSD1.1 (New Shopping Provision) reiterates the PPS6 tests above and requires that “Development should not result in harm to the vitality and viability of any nearby town or district centre”.

4.6 UDP Review Policy L1.4 (Indoor Leisure Facilities) states that:

“Proposals which would result in the loss of existing indoor sport / recreation or leisure facilities which have benefit to the local community will not be permitted...Proposals for indoor sport/recreation or leisure facilities (including extensions) on other sites outside existing centres will be required to demonstrate the need for the development, that a sequential approach has been followed in selecting the location of the site, and are appropriate in scale to that of the centre and its catchment. In addition, proposals should show that:

- there would be no harm to the vitality and viability of existing centres;
- the site would be accessible by a choice of means of transport; and
- there would be no harm to the operation of the transport system”

### **Residential Policy Framework**

4.7 Sites A – F lie in a Predominately Residential Area. Subject to the development providing a high standard of design, policy CDH1 (Development in Predominately Residential Areas) lends support to land uses other than housing in predominately residential areas where proposals would “provide local jobs and services without detriment to



residents' living conditions or the quality of the environment." Policy CDH1.1 permits, subject to caveats, new housing development as long as it is consistent with Housing Phasing Policy (HP1.2). See paragraph 4.9 below for an update on HP1.2.

- 4.8 CDH1.2 (Non Residential Development in Predominately Residential Areas) states:  
"Non residential development will be permitted in Predominately 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:

- noise, smell and nuisance;
- traffic generation and safety and accessibility by sustainable transport modes;
- parking;
- hours of operation;
- proximity to dwellings;
- the scale of the proposal; and whether or not the character of the area will be changed.

Most large-scale non-residential development will be inappropriate in Predominately Residential Areas."

### **Site Specific Policy Issues**

#### Site A

- 4.9 For housing development on all or part of this site to comply with planning policy it would need to satisfy the regeneration criteria outlined in HP1.2 'Phasing of Housing Development' when there is an oversupply of land for housing. The aim of this policy is to promote regeneration and development in a sustainable location. HP1.2 is currently in abeyance but may return or be superseded by alternative residential planning policies during the lifetime of this planning brief. The requirements of Policy HP1.2 may therefore need to be satisfied in the future. For avoidance of doubt Policy HP1.2 as it would apply to this site is set out in paragraphs 4.10 to 4.14 below.
- 4.10 Residential development for Site A does not meet the first regeneration benefit listed as the site does not contain derelict or dilapidated buildings and the land does not seriously detract from the environment or appearance surrounding area.
- 4.11 For the third regeneration benefit to be of relevance it needs to be demonstrated that the scheme is essential to the operation of an existing or permissible new community facility (education, leisure or social purposes). This would very much depend on the specifics of any scheme submitted.

- 4.12 Under the sixth criteria a residential scheme providing a high level of affordable housing might achieve a regeneration benefit. The Council consider that 50%+ of any housing being affordable in nature as being sufficient to meet the “high level” requirement of the policy.
- 4.13 In terms of accessibility and sustainability (para 10.22 ) the site meets all three accessibility criteria listed in the Policy. It is located:
- Less than 100m walking distance from Edgeley District Centre
  - 400 m walking distance of a bus stop on a high frequency bus route (Mercian Way) and
  - within 1 Km walking distance of Stockport railway station.
- 4.14 Under UDP Policy HP2.1 (Provision of Affordable Housing) the Council will also have regard to the following factors in negotiating with developers:
- (i) The proximity of local services and facilities and access to public transport;
  - (ii) The site’s suitability and the economics of its development, taking into account of any demonstrable constraints.
  - (iii) The need to achieve a successful housing development which would create mixed and inclusive communities, and would integrate well with neighbouring housing areas.

This policy also applies to consideration of Sites B,C and F.

- 4.15 Also through Policy HP2.1, restrictions on eligibility of occupancy and price will be imposed through conditions or agreements under Section 106 of the Town and Country Planning Act 1990. The Council will not impose additional occupancy controls where management of the affordable housing by a Registered Social Landlord will provide an adequate degree of control
- 4.16 A number of semi-mature trees, in good condition, exist along the Mercian Way frontage and should be retained in accordance with UDP policy NE2.1 (Tree and Woodland Protection) unless there is justification to allow development to take place which requires their loss. Any trees lost must be compensated by means of a replacement of a similar standard. An application would require a tree survey to demonstrate the acceptability of any tree loss.

#### Site B

- 4.17 Redevelopment of Site B would require relocation of the existing community use, the Castle Learning Centre and clearing the site. Under UDP Review policy CTF1 (Community Services and Facilities) adequate community provision is to be made through the plan period.

- 4.18 Under Policy CTF1.1 (Development of Community Services and Facilities) allowance is made for development which would result in the loss of existing community services and facilities where adequate replacement is provided or special justification can be shown. This needs to be addressed and justified by the developer in putting forward any redevelopment proposals for this site

#### Site C

- 4.19 The loss of the Bowling Green if required by any proposals for expansion of Edgeley Park needs to comply with UDP Review policy L1.1 (Land for active recreation) which states "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." This needs to be fully addressed and justified by any developer in putting forward redevelopment proposals for this site.

#### Site D

- 4.20 Any larger scale development of a new Grandstand including part of sites A and C would raise significant concerns about the impact on the amenity of nearby residents. Any such proposals will therefore require sensitive design and demonstration that the impact is acceptable. The main Grandstand along Hardcastle Road is being considered for Local Listing which may also affect any redevelopment proposals. Under UDP Policy HC2.5 (Development of Buildings of Local Interest) development will not be permitted unless:

- i) the proposals safeguards the character of the existing building(s) in its (their) setting; or
- ii) there would be no ensuing loss to the visual character and amenity value of the site and no detriment to the visual quality, setting and interest of the local area.

There will be a presumption against demolition and redevelopment unless the proposals meet the requirements of (ii) of this policy and would result in no net environmental loss.

#### Site E

- 4.21 Constraints to the development of the open land to the south of Edgeley Park is provided by UDP Review Policies UOS1 (Urban Open Space), USO1.3 (Protection of Local Open Space), DCD1.4 (Landscaping of New Development) and Green Chain policies, NE3

(Green Chains) and NE3.1. (Protection and Enhancement of Green Chains).

### Open Space

- 4.22 Under UOS1.3 there is a “presumption against the loss of local open space...unless it can be clearly demonstrated that this would not be contrary to the requirements of the policy
- 4.23 The policy states “Within areas of local 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.”

The presumption against development is particularly evident where this would result in a net loss in open space regardless of whether it is in public or private ownership.

### Landscaping Policies

- 4.24 Under Policy DCD1.4 (Landscaping of New Development), applications for development must have a good quality hard and soft landscaping designed as an integral part of development proposals. “The scheme should include:
- i) existing trees, hedges , walls fences, hard surfaces and other site features which so far as possible should be retained where they contribute to the amenities of the area.
  - ii) measures to safeguard existing trees hedges and other features to be retained
  - iii) existing and proposed site levels
  - iv) proposed hard and soft landscaping including plant species sizes and numbers

- v) provision where appropriate of suitable wildlife habitats especially for those species referred to in the Stockport Action Plan for Nature and the Greater Manchester Biodiversity Action Plan.

#### Green Chain Policies

- 4.25 Under Policy NE3.1 (Protection and Enhancement of Green Chains) “Development which would detract from the wildlife or recreation value of 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”.
- 4.26 The presence of Green Chains does not necessarily prohibit new development. The key factor in terms of the policy is to avoid impedance to wildlife movement or recreational use and to maintain the continuity of routes or habitats. The potential to reconfigure the Sites E and F may be possible subject to the appropriate maintenance of the site being maintained and there is no loss of any significant landscape features or harm to the Green Chain function and potential. It has been long standing Council practice that a Green Chain is not narrowed to less than 15 metres (and if it contains a water course) to less than 30 metres in width. It will also be necessary to refer to other policies which apply to the control of development within these areas including Local Open Space Policies (UDP Policy UOS1.3),, landscaping policies (UDP Policy DCD 1.4) and Green Chains (UDP Review Policy NE3).
- 4.27 Any vehicular access on match days for parking on this site from Moscow Road East would be unacceptable on residential amenity grounds. Potential may exist however for vehicular access to this site from Mercian Way via Sites A and D on the attached plan. Any uses put forward for this site will be considered against policies affecting this site particularly Open Space policy UOS1.3, Landscaping Policy DCD1.4 and Green Chain policy NE3.1.

#### Site F

- 4.28 As with Site E , this site is subject to NE3.1(Protection and Enhancement of Green Chains). In terms of Green Chain policies it will be necessary to consider proposals affecting Site E and Site F together. Both sites form part of the same Green Chain link identified on the UDP proposals Map which allows colonisation and dispersal of species from and between Alexandra Park and the urban area. Losing that link may adversely affect the Council’s general aim of enhancing urban biodiversity and a linking section, 20-30 metres wide for Sites E and F would be required as part of any proposed comprehensive development.

4.29 In accordance with PPS9 and its associated circular and good practice guide, the incorporation of biodiversity linked features for these sites should be considered at the design stage by the developer.

4.30 There is a footway forming part of the western boundary of Site F which is an adopted highway linking Moscow Road East with Mercian Way. Under UDP policy ST1.6 (Public Rights of Way) “ the Council will require that on site or adjacent Public Rights of Way are maintained and improved in new developments and highway schemes”....

“The Council will not permit development where any route through it, whether definitive or established informal, will be lost unless it is replaced by an alternative that is no less convenient (in terms of the destination it serves, the distance that it covers and the quality of its surface) is no less attractive ( in terms of its outlook, the quality of its surface, maintenance, lighting and directness) and is of equal or improved legal status”.

4.31 The adopted footpath also has a spur off it (at approximately a 90 degree angle towards the northwest) . Under Policy ST1.6 (Public Rights of Way) developers will be required to provide evidence that no Public Right of Way exists. Where such evidence cannot be provided then they will be required to dedicate a Public Right of Way that is no less convenient or attractive to user than the existing route.

4.32 There will be a need for the developer to implement appropriate landscaping for Site F which is noticeable feature of the landscape when entering Stockport in accordance with UDP policy DCD 1.4 (Landscaping of new development)

### **Strategic and Sustainable Transport Policy Issues**

4.33 Overall, the developer should emphasise in plans that sustainable modes are the preferred modes. The development will be likely to have a significant impact on transport networks and infrastructure and appropriate financial contributions will be sought by the council.

4.34 The remaining part of section 4 outlines UDP policies, the associated information for developers to be aware of, and requirements developers must meet.

4.35 ST1.1 (Fixed Track Policy Metrolink and Railways). The council has an aspiration for a new station on the Stockport – Altrincham – Chester Line, within a reasonable walking distance of the stadium. A site has been identified.

4.36 ST1.2 (Integrated Transport Corridors and Bus Network). This policy states that that developments will be expected to maximise the use

of existing bus services and / or promote new services. With regard to this, it is possible that the PTE might suggest / require bus bays / other facilities at or within the curtilage of the development to be provided by the developer.

- 4.37 ST2.3 (Road User Hierarchy) The attention of the developer should be drawn to the road user hierarchy and the relative importance of pedestrians and cyclists in this hierarchy.
- 4.38 ST2.4 (Access and Parking in District and Local Centres) - There is an existing residents' parking scheme around Edgeley Park. This scheme will need to be reviewed by any developer in the light of any proposed development.
- 4.39 ST2.5 (Freight Transport) Any freight servicing requirements need to be addressed by the developer to provide adequate facilities and solutions.

### **Transport and Development Policy Issues**

- 4.40 TD1.1 (Achieving Accessible Development). This policy sets out the requirement that the developer is to make a contribution to the costs of improving access particularly by sustainable modes to the development if current provision is inadequate.
- 4.41 TD1.2 (Transport Assessments). This policy sets out the requirement for developers to prepare a transport assessment. The policy requires that "Where the Assessment shows significant impact on existing or proposed transport networks, measures to remove or reduce the impact should be put forward. If necessary, a commuted sum contribution to the improvement of off-site transport provision will be sought". The policy not only refers to not only match day car and coach parking but the traffic associated with ancillary development to expansion of Edgeley Park such as hotel/conference facilities.
- 4.42 TD 1.3 (Travel Plans in Developments). This sets out the requirement for the developer to prepare a Travel Plan. An existing Travel Plan was completed in 2004, by the Council/Cheshire Sports. The main objectives centre round reduction in single car occupancy, increasing walking, cycling, public transport and car sharing. There are mode targets which should be monitored and reassessed by the developer in submitting new proposals.
- 4.43 TD 1.4 (Parking in Developments). This policy sets out the requirement to developers to make appropriate controlled car parking provision, notwithstanding that the over riding aim is to encourage sustainable travel to the development. Proposals which are likely to result in off-site parking demand increasing in the area are unlikely to be acceptable.

- 4.44 TD 1.5 (Safety and Capacity on the Highway Network) Under this policy any re-development and intensification of use on the sites will require the re-location of the access to the west of the existing point on highway operation and safety grounds.
- 4.45 TD 1.6 (Accessibility and the Design of Development). In terms of pedestrian access, and the safe movement of large volumes of people it is a requirement that developers provide 'crowd control' plans which are tested in a simulation model (e.g. <http://www.crowddynamics.com/>) and then modifications to the transport infrastructure made accordingly. This analysis of crowd movement (not just an analysis of capacity by different modes of transport) should appear in the transport assessment (see para 4.41 above). The Transport Assessment should give consideration to how pedestrian movement in and out of the Ground is to be dealt with, including an assessment of linkages to the rail station, and consider the need for and location of additional coach park facilities to serve the Ground. This is an issue not only for match day use of the ground for both Sale Sharks and Stockport County but also its use for any special events such as pop concerts.

## 5.0 GENERAL PLANNING REQUIREMENTS

- 5.1 Any development shall be required to accord with the relevant policies contained in the Stockport Unitary Development Plan Review adopted 31 May 2006 including:

DCD1.1	Design Principles
DCD1.3	Access for people with Access Difficulties
DCD1.4	Landscaping of New Development
DCD1.6	Public Health, Safety and Security in Developments
DCD1.8	Energy Efficient Design
NE 2.1	Tree and Woodland Protection
NE3	Green Chains
NE3.1	Protection and Enhancement of Green Chains
HC2.5	Development of Buildings of Local Interest
EP1.3	Control of Pollution
EP1.4	Light Pollution
CTF1	Community Services and Facilities
EP1.5	Development on or nearer Contaminated Sites
EP1.10	Aircraft Noise
UOS 1	Urban Open Space
UOS 1.3	Protection of Local Open Space
L1.1	Land for Active Recreation
L1.3	Provision of Recreation and Amenity Open Space in New Developments
L1.4	Indoor Leisure Facilities
CTF1	Community Services and Facilities
CTF1.1	Development of Community Services and Facilities



HP 1	Housing Provision
HP 1.2	Phasing of Housing Development (currently in abeyance)
HP2.1	Provision of Affordable Housing
HP2.5	Dwelling Mix
CDH1	Development in Predominantly Residential Areas
CDH1.1	New Residential Development in Predominantly Residential Areas
CDH1.2	Commercial / Industrial Development in Predominantly Residential Areas
E1.2	Location of New Business Premises and Offices
E2.3	Design of New Business and Industrial Development
E4.1	Industrial, Warehouse Storage and Office Premises Outside Employment Areas
PSD1.1	New Shopping Provision
ST1	Sustainable Transport
ST1.1	Fixed Track Policy (Metrolink and Railways)
ST1.2	Integrated Transport Corridors and Bus Network
ST1.4	Walking
ST1.5	Cycling
ST1.6	Public Rights of Way
ST2	Strategic Transport Corridors
ST 2.3	Road User Hierarchy
ST2.4	Access and Parking in District and Local Centres
ST2.5	Freight Transport
ST3	Transport and Social Inclusion
TD1	Transport and Development
TD1.1	Achieving Accessible Development
TD1.2	Transport Assessments
TD1.3	Travel Plans in Developments
TD1.4	Parking in Developments
TD 1.5	Safety and Capacity on the Highway Network
TD1.6	Accessibility and the Design of Development
TD2	Urban Design and the Streetscape
TD2.1	Home zones

**Supplementary Planning Guidance (available through weblink listed)**

Design of Residential Development SPD (Adopted)

Affordable Housing SPG (Adopted)

Sustainable Design and Construction SPD (Adopted)

Recreational Open Space Provision and Commuted Sum Payments SPG (Adopted)

Sustainable Transport SPD (adopted)

## **6.0 GENERAL DEVELOPMENT REQUIREMENTS**

- 6.1 All the sites are located in an important gateway location and are well interlinked given their immediate proximity to each other. Given this proximity and the likely fluid nature of any proposals associated with the expansion of Edgeley Park, precise boundaries relative to appropriate land uses need to be viewed flexibly. Nonetheless the acceptable uses for each site reflects prevailing planning policy in the UDP. There is no compulsion through this planning brief to seek comprehensive development of all the sites, they merely represent the extent of land possibly available for expansion of Edgeley Park.
- 6.2 All development shall be designed to the highest standard to the satisfaction of the Local Authority Planning Department and constructed in accordance with the current Building Regulations to the satisfaction of the Local Authority Building Inspectors.
- 6.3 Any development should be designed and constructed to take into account the needs of disabled people. These requirements are contained in the Part M of the Building Regulations 1991 (as amended 1999), and concern the means of access into and within the premises, parking facilities, sanitary conveniences and sign posting.
- 6.4 The sites as a whole present an opportunity to create a landmark development creating a positive impact on both the approaches to the Stockport Town Centre and the nearby Edgeley District Centre.
- 6.5 The sites and Edgeley District Centre are included in the Shaw Heath Renewal Area, an initiative to promote the regeneration of the area focused on issues concerning Housing, Environment, Community Objectives, Economic Objectives, and Traffic and Transport.
- 6.6 The development of the site(s) should reflect the aims of this regeneration initiative, which are:
- to stem the decline in housing and environmental conditions of the area, to attract investment and to enhance the area as a place to live and work, in accordance with the needs and wishes of the local community.
  - to seek to develop a sustainable neighbourhood.
  - to achieve this through working with the community, the private sector, other groups, agencies and organisations.

- 6.7 A high level of design quality is paramount in any redevelopment. Redevelopment should reflect the provisions of the Commission for Architecture and the Built Environment's (CABE) publications
- By Design – Urban Design in the Planning System: Towards Better Practice (CABE May 2000)
  - Guidance on Tall Buildings (CABE / English Heritage July 2007)
- 6.8 An appropriate methodology to ensure Design Quality should be applied, such as the Office for Government Commerce (OGC) Design Quality Indicators, in order to assess design options.

### **Materials and Sustainable Design and Construction**

- 6.9 External materials for any new build should be of a high quality, hard wearing, visually appropriate and sympathetic in terms of colour and texture to the character of the area
- 6.10 Wherever practical, sustainable solutions should be proposed. Areas for consideration should include appropriate levels of insulation, orientation, shading, solar gain, natural and adjustable ventilation, surface and waste water disposal, use of locally sourced materials with low embodied energy, and reclaimed and recycled materials. Surface water should always be separated and disposed to (in priority order) soakway , SUDS, water course or surface water sewer.
- 6.11 The overall strategy must aim to reduce energy consumption and carbon emissions to a minimum.
- 6.12 Energy, preferably renewable energy, should be used efficiently. The environmental performance of the new building should be examined and evaluated by the use of recognised tools and assessment models which can demonstrate the overall impact of the new proposals. For example, if the Building Research Establishment Environmental Assessment Model (BREEAM) is utilised, an overall assessment of "Excellent" should be the target. Developers may wish to adopt the national Code for Sustainable Homes which builds on the EcoHomes approach.
- 6.13 The development should demonstrate how it meets the Sustainable Construction Guide requirements. Sustainable design and construction is the concept of sustainable development as applied to the built environment and is concerned with issues such as increasing energy efficiency, reducing water consumption and minimising waste produced in construction and through use. The redevelopment of the sites provide an opportunity to demonstrate the simplicity, practicality and cost effectiveness of using sustainable design and construction in developments. The benefits of sustainable design and construction can be maximised by including it from the earliest stages of design.

- 6.14 Sustainable development is a key priority in Stockport Council's Community Strategy, Government Policy and Regional Planning Guidance. Information and advice is available on all aspects of sustainable design and construction from the Council's Planning Policy Team. The Council will examine carefully any proposals for sustainable development within the context of the general development requirements of the UDP.
- 6.15 Buildings consume energy, materials and natural resources in their construction and use. They generate waste and contribute to atmospheric pollution, global warming effects and ozone depletion that contribute to climate change. Thoughtful building design plays a critical role in minimising these impacts on the environment. The sites therefore present both an opportunity and a challenge to achieve imaginative and innovative, sustainable development through good building design. This can reduce energy and water consumption, make use of recycled, reusable and low energy embodied materials and reduce waste and pollution. Attention in building design should be given to water saving devices such as low volume taps, low volume showerheads, dual flush toilets, save-a –flush devices and water efficient washing machines and dishwashers.
- 6.16 Materials specified for the developments will need to demonstrate high standards of visual attractiveness, durability and environmental performance. Consideration should also be given to how these materials could be re-used or re-cycled after their use in the proposed development and what, if any, actions can be taken during specification, selection and installation or use to make the future re-use or recycling easier.

#### Access

- 6.17 PPG 13 emphasises the need to reduce growth in 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. The developer will be expected to consider the impact of any proposals on travel patterns
- 6.18 In accordance with the requirements of PPG 13, the integration of planning and transportation for any development needs to be addressed by the developer in determining the development proposed. Development should seek to address the needs of motorists along with other road and public transport users by promoting more sustainable transport choice (public transport, cycling and walking), be accessible and attempt to reduce the need to travel by car. This should reduce congestion and pollution and achieve better access to the development. In order to satisfy the minimum requirements of PPG13 it will be necessary for developers to consider improving accessibility for pedestrians and cyclists and improved bus stop facilities in the vicinity of the sites.

- 6.19 As part of the ongoing commitment to improving the access, environment and vitality of Edgeley District Centre, major alteration of Mercian Way at the junction with Booth Street has recently been completed, including providing access to Newton Street
- 6.20 Vehicular access to all development sites is permitted solely from Mercian Way. The following vehicular accesses will not be permitted to on residential amenity grounds.
- To sites A, B C from Hardcastle Road;
  - to Sites E and F from Moscow Road East and
  - to Site F from Stockholm Road.
- (Any future vehicular Access to Site F must be taken from Site A which involves a fall in levels. The cost of the associated remedial works would be the responsibility of the developer.)
- 6.21 A more intensive use of the sites will require the existing access relocating further west along Mercian Way on operational highway and safety grounds. An amended layout is available from the Council Engineering Section, without prejudice, but the final access layout will be dependent on the exact proposals submitted for the site. How any altered access might affect access to the District Centre also needs to be considered by the developer.
- 6.22 The design and location of the vehicular access, together with any necessary alterations to the existing highway network, shall be in accordance with the requirements of the Local Authority Highway Engineers.
- 6.23 Critical existing routes will need to be identified and preserved and any new ones should be clear and well defined. The approach to the new building and routes to car parks / cycle storage should be easily identified and the entrance and exits of the new building must meet the requirements of Disability Discrimination Act. (1995) and supporting Codes of Practice.
- 6.24 Signage should be clear and to the Council's approved standards. It will need to take account of people with a variety of disabilities.

### **Public Realm**

- 6.25 Proposals submitted should consider opportunities for hard and soft landscaping to improve the setting of any building. There is also the potential in any development to consider opportunities for the provision of public art.

- 6.26 The handling of the relationships of the new building to the external spaces and adjacent buildings is very important. The opportunity should be taken to create attractive, safe and easily maintained external spaces. They should compliment the new building and the treatment of both hard and soft landscaped areas should be such as to encourage their use by both occupants and visitors.
- 6.27 Proposals for soft landscaping which are likely to attract birds will be forwarded to Manchester Airport for consultation as the sites fall within the Bird Strike Consultation Zone.
- 6.28 The opportunity should be sought in line with PPS9 to ecologically enhance the area (through soft landscaping, green/brown roofing, bat bricks, bat roosting tubes, bird boxes) An assessment of the sites should be undertaken to determine what ecological surveys, including those for bats, will be necessary. The recommended surveys should be undertaken and submitted with any proposals together with any necessary mitigation.
- 6.29 Development proposals should have regard to any potential there may be for enhancement of the Public Realm between buildings. Where this involves the creation of new public spaces these should be integral to the design of the scheme. Landscaping and public art both offer potential for schemes to make a positive contribution to the environment (see in particular UDP Policy DCD1.4(Landscaping of new developments) Works of public art generate a sense of place and community pride, especially when the Community has a role in creating the artwork. The process of creating an artwork also provides an educational opportunity for school children and the community.

### **Landscaping**

- 6.30 The policy requirements for Landscaping in new Development are set out in Policy DCD 1.4 (Landscaping and New Development). Developers are expected to paid attention to this policy and design hard and soft landscaping as an integral part of development proposals .
- 6.31 When carrying out landscaping works and the placing of public art, the presence of underground utility services should be taken into consideration. Significant changes in the level of cover to pipelines and building over or near to underground utility services should also be taken into consideration. If the site layout cannot be amended, then diversion of the underground utility service at the developer's expense will be considered.
- 6.32 All development proposals should include a detailed landscape scheme to the satisfaction of the Local Authority Landscape Architect.

## **Security**

- 6.33 Secure and safe environments both within and outside the new building should be provided. Layouts should take into account security and crime prevention measures and advice is available from the Greater Manchester Police Architectural Liaison Officer. The areas of public access should be designed to allow for natural surveillance through good visibility and effective lighting. An assessment of options for both active and passive means should be made using guidance such as Greater Manchester Police “Secure by Design” scheme .
- 6.34 All aspects of the building proposal must meet the prevailing statutory, legislative and planning controls and in this context, safety in terms of emergency evacuation, fire detection and prevention and fire fighting must be to the required standards.
- 6.35 An appropriate level of intruder detection and alarm should be provided together with an assessment of the benefits of supplementing with external and internal CCTV provision.

## **7.0 LAND USE REQUIREMENTS**

### **B1 BUSINESS USES**

- 7.1 B1 Business Use is acceptable for Sites A,B,C,and F

B1 includes

- a) offices
- b) research and development of products or processes
- c) industry, being a use which can be carried out in any residential area without detriment to the amenity by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

- 7.2 Any larger scale development of a new Grandstand at the Cheadle End would raise significant concerns about the impact on the amenity of nearby residents. Any such proposals including B1 uses will therefore require sensitive design and demonstration that the impact is acceptable.

### **Parking for B1 uses**

- 7.3 Adequate car parking shall be provided to the standards contained in the current Parking Standards produced by the Council. The current standards are – maximum 1 space for every 30 sq. m gross floor-space.

- 7.4 Minimum provision is required for parking spaces designed to meet the needs of disabled people and the requirement is dependent upon the capacity of the development as follows:

Up to 350 sq metres gross floor-space	1 space
350-700 sq metres gross floor-space	2 spaces
700-1050 sq metres gross floor-space	3 spaces
over 1050 sq metres gross floor-space	4 plus 4% car park capacity over 31 spaces

- 7.5 Facilities for cyclists should be provided, with a minimum requirement for 1 cycle space per 400 sq. m. gross floor-space with a minimum of 2 spaces provided.

- 7.6 Minimum motorcycle provision is to be provided and the requirement is dependent upon the capacity of the development as follows:

up to 500 sq m gross floor-space	no spaces
500-1400 sq m gross floor-space	1 space
Over 1400 sq m gross floor-space	1 additional space per extra 1400 sq m gross floor-space

- 7.7 Sufficient manoeuvring, standing and unloading space is required within the site for the maximum number of service vehicles likely to serve the development at any time.

## **B2, B8 INDUSTRY /STORAGE USES**

- 7.8 The predominant height of any buildings for Site F should not exceed 4 storeys and the layout of the development should take into account the amenity of existing adjacent residential properties.

### **Parking for B2 B8 uses.**

- 7.9 Adequate car parking shall be provided to the standards contained in the current Parking Standards produced by the Council. The current standards are – maximum 1 space for every 45 sq. m gross floor-space.
- 7.10 Minimum provision is required for parking spaces designed to meet the needs of disabled people and the requirement is dependent upon the capacity of the development as follows:

Up to 600 sq metres gross floor-space	1 space
600-1200 sq metres gross floor-space	2 spaces
1200-2400 sq metres gross floor-space	3 spaces



over 2400 sq metres gross floor-space	3 plus 4% car park capacity over 40 spaces
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7.11 Facilities for cyclists should be provided, with a minimum requirement for 1 cycle space per 700 sq. m. gross floor-space with a minimum of 2 spaces provided.

7.12 Minimum motorcycle provision is to be provided and the requirement is dependent upon the capacity of the development as follows:

Up to 900 sq m gross floor-space	no spaces
Over 900 sq m gross floor-space	1 additional space per extra 3500 sq m gross floor-space, with a min of 2 spaces

7.13 Sufficient manoeuvring, standing and unloading space is required within the site for the maximum number of service vehicles likely to serve the development at any time.

**C1 HOTEL**

7.14 Sites A, B C and F are considered, in principle, suitable for Hotel use Subject to sequential testing under PPS6

7.15 Any larger scale development of a new Grandstand at the Railway End would raise significant concerns about the impact on the amenity of nearby residents. Any such proposals including C1 uses will therefore require sensitive design and demonstration that the impact is acceptable.

**Parking**

7.16 Adequate car parking shall be provided to the standards contained in the current Parking Standards produced by the Council. The current standards require a maximum 1 space per bedroom.

7.17 Minimum provision is required for parking spaces designed to meet the needs of disabled people and the requirement is dependent upon the capacity of the development as follows:

Up to 10 bedrooms	1 space
10-20 bedrooms	2 spaces
Over 20 bedrooms	2 spaces plus an additional space per 16 extra bedrooms

7.18 Cycle parking is to be provided to a minimum 1 cycle space per 10 bedrooms with a minimum of 2 spaces provided.

Minimum motorcycle provision is to be provided and the requirement is dependent upon the capacity of the development

Up to 10 bedrooms	no requirement
10-25 bedrooms	1 space
25-50 bedrooms	2 spaces
Over 50 bedrooms	2 spaces plus 1 additional space per extra 50 Bedrooms

- 7.19 Sufficient manoeuvring, standing and unloading space is required within the site for the maximum number of service vehicles likely to serve the development at any time

### **C3 DWELLINGHOUSES**

- 7.20 Any residential development for Site A should comply with UDP Policy HP 1.2 (Phasing of Housing Development) and (HP 2.1 Provision of Affordable Housing) (see section 4). It must also take into account the guidance contained in the Supplementary Planning Guidance - the Design of Residential Development. All new housing must be built to the 'Lifetime Homes Standard' which becomes a statutory requirement from 2010.
- 7.21 Any housing development should be a mix of house types, size, and design, and would be expected to utilise a variety of materials, colours and textures whilst retaining an overall cohesive appearance.
- 7.22 Any Housing development should comprise a variety of storey heights, with a maximum of 4 storeys being acceptable.

#### **Design**

- 7.23 The massing and orientation of any residential properties should not be detrimental to the amenity of the existing adjacent residential properties. The layout of the development should take into account the guidance contained in the Supplementary Planning Guidance 'Affordable Housing' (adopted) and Supplementary Planning Document (SPD) 'Design of Residential Development' (adopted)

#### **Density**

- 7.24 In accordance with current Government Guidance, Planning Policy Statement 3, 30 dwellings per hectare (dph) will be used as a national indicative minimum density to guide policy development and decision-making, until local density policies are in place.

#### **Privacy Distances**

- 7.25 The minimum privacy distances for new dwellings is contained in the Council's Supplementary Planning Document (SPD) 'Design of

Residential Development' (adopted). The Council may consider a flexible approach to this issue and/or encourage overlooking to be eradicated through innovative design.

### **Amenity space provision**

- 7.26 The context and setting of private amenity space should be an integral part of the overall layout of any residential development and be well related to the dwellings served.
- 7.27 Privacy and space requirements can also be achieved through skilful and innovative design to create a more interesting townscape, providing the quality of the space provided can demonstrate appropriate provision. Loss of any existing amenity open space will be resisted because of a general shortage in the area.

### **Recreation and Amenity Open Space**

- 7.28 Any residential development will be required to provide recreation and amenity open space in accordance with the Council's UDP Policy L1.3 (Provision of Recreation and amenity open space in new developments). The requirements and further information are contained in the SPG 'Recreational Open Space and Commuted Sum Payments' (adopted) including more detailed information such as the commuted sum cost in respect of provision per person and the maintenance cost.
- 7.29 The provision of open space for formal recreation, at the standard of 1.7 ha per 1000 population, is unlikely to be met on sites proposed for residential use and will require a commuted payment in accordance with UDP Policy L1.3.
- 7.30 The provision of open space for children's play, on sites proposed for residential use, will be required in accordance with UDP Policy L1.3 at the standard of 0.7 ha per 1000 population. Provision of some or all of the recreational open space off site or through contributions to improve and/or expand an existing facility or create a new one will be permitted/required where the Council is satisfied that there is no practical alternative or that it would be better to do so. Any off site provision should be fairly and reasonably related in scale and kind to the development proposal and be in a location where it would be of direct benefit to the occupiers of the new development.
- 7.31 The Council expects residential development to adhere to the principles of home zones and traffic calming measures are to be implemented to achieve these principles.

## **Parking**

- 7.32 The current standards require a maximum 2 spaces per dwelling (and 1 space per 3 dwellings plus 2 spaces per wardens dwelling for sheltered housing)
- 7.33 If parking is reserved to individual dwellings, 1 space is required per dwelling to disabled standard. If parking is not reserved to individual dwellings, 1 space is required per 10 dwellings. (and 10% of spaces overall to be disabled standard for sheltered housing)
- 7.34 If no garages are proposed 1 Cycle parking facility per dwelling is to be provided through means of a lockable store (there is no cycling requirement for sheltered housing)
- 7.35 There is no minimum parking requirement for motorcycle provision in either housing or sheltered housing.

## **Noise**

- 7.36 To ensure an adequate level of protection against noise from Manchester Airport the Stockport Unitary Development Plan (Policy EP1.10) sets limits on acceptable noise levels for residential and office developments and proposals should be in accordance with this policy
- 7.37 A minimum distance of 30 metres shall be required from the operational railway track to any habitable room.
- 7.38 The layout should take into account security and crime prevention measures included in N.H.B.C. recommendations BS 8220 and guidance from the Police Architectural Liaison Officer.

## **D2 ASSEMBLY AND LEISURE**

- 7.39 Sites A, B C D and F are considered suitable for Assembly and Leisure uses subject to consideration of the sequential test as outlined in PPS6 , specifically:
- a) Conference Facility
  - b) Indoor and outdoor sports and recreation (not involving motorised vehicles or firearms).
- 7.40 The developer should submit details of the existing and proposed levels of spectator seating and parking spaces in order to inform the assessment of whether the development would comply with the Council's Parking Standards as set out in Appendix 9 of the Stockport UDP Review and as required by UDP Policy T1.4 (Parking in Developments)

- 7.41 Site A (that part immediately to the south of Site C) , Site C and Site D are considered suitable for:
- a) Stadia/spectator seating (existing use of Site D)
- 7.42 Any larger scale development of a new Grandstand at the Railway End would raise significant concerns about the impact on the amenity of nearby residents. Any such proposals including D2 uses will therefore require sensitive design and demonstration that the impact is acceptable.
- 7.43 The development would be expected to utilise a variety of materials, colours and textures to ensure a high quality design appropriate to this important gateway site.
- 7.44 Sufficient manoeuvring, standing and unloading space is required within the site for the maximum number of service vehicles likely to serve the development at any time.

### **Parking**

- 7.45 Adequate car parking shall be provided to the standards contained in the current Parking Standards produced by the Council.

#### Conference Facility or Concert Hall

- 7.46 The current standards require a maximum 1 space per 5 seats
- 7.47 Minimum provision is required for parking spaces designed to meet the needs of disabled people and the requirement is dependent upon the capacity of the development as follows:
- |                |   |
|----------------|---|
| Up to 40 seats | 1 space   |
| 40-80 seats    | 2 spaces  |
| Over 80 seats  | 3 spaces plus an additional 1 space per 130 extra seats |
- 7.48 Cycle parking is to be provided to a minimum 1 cycle space per 80 seats
- 7.49 Minimum motorcycle provision is to be provided and the requirement is dependent upon the capacity of the development at the rate of 1 space per 320 seats with a minimum of 2 spaces provided.

#### For Indoor Sports and Recreation

- 7.50 The current standards require a maximum 1 space per 22 sq m. gross floor-space

7.51 Minimum provision is required for parking spaces designed to meet the needs of disabled people and the requirement is dependent upon the capacity of the development as follows:

Up to 250 sq m gross floor-space	1 space
250-500 sq m gross floor-space	2 spaces
500-900 sq m gross floor-space	3 spaces
Over 900 sq m gross floor-space	4 spaces (plus 4% of car park capacity over 36 spaces)

7.52 Cycle parking is to be provided to a minimum 1 cycle space per 250 sq m gross floor-space with a minimum of 4 spaces provided.

7.53 Minimum motorcycle provision is to be provided and the requirement is dependent upon the capacity of the development at the rate of 1 space per 1,000 sq m gross floor-space with a minimum of 2 spaces provided.

For Stadia / spectator seating

7.54 The current standards require a maximum 1 space per 15 seats

7.55 Minimum provision is required for parking spaces designed to meet the needs of disabled people and the requirement is dependent upon the capacity of the development as follows:

Up to 180 seats	3 spaces
Over 180 seats	3 spaces (plus 4% of car park capacity over 10 spaces)

7.56 Cycle parking is to be provided to a minimum 1 cycle space per 150 seats with a minimum of 2 spaces provided.

7.57 Minimum motorcycle provision is to be provided and the requirement is dependent upon the capacity of the development at the rate of 1 space per 600 seats with a minimum of 2 spaces provided.

- A1 **SHOPS INCLUDING FOOD AND NON FOOD,**
- A2 **FINANCIAL AND PROFESSIONAL SERVICES**
- A3 **RESTAURANTS AND CAFES) AND**
- A4 **DRINKING ESTABLISHMENTS**

7.58 The above uses may be considered appropriate for Sites A,B,C,and D, provided

- need can be demonstrated

- such uses are ancillary to the major uses identified in paragraphs 3.2-3.7 and form part of comprehensive proposals submitted for Stadium redevelopment
- such uses do not adversely impact on Edgeley District Centre and the ability of this centre to secure occupation in its vacant units
- the acceptability of such uses following sequential testing being undertaken in accordance with PPS6

## 7.59 **Parking**

7.60 Adequate car parking shall be provided to the standards contained in the current Parking Standards produced by the Council.

7.61 Adequate car parking shall be provided to the standards contained in the current Parking Standards produced by the Council. The current standards require a maximum provision of :

A1 Retail	1 space per 25 square metres gross floor area
A2 Financial and Professional Services	1 space per 25 square metres
A3 Restaurants and Cafes A4 Drinking Establishments	1 space per 7 metres public floor area

7.62 Minimum provision is required for parking spaces designed to meet the needs of disabled people and the requirement is dependent upon the capacity of the development as follows:

A1 Retail	1 space for less than 250 square metres
A2 Financial and Professional Services	1 space for less than 250 square metres
A3 Restaurants and Cafes A4 Drinking Establishments	1 space up to 70 square metres public floor area

7.63 Minimum cycle parking is to be provided as follows:

A1 Retail	1 space per 200 square meters (min 2)
A2 Financial and Professional Services	1 space per 200 square meters (min 2)

A3 Restaurants and Cafes	1 space per 140 square meters (min
A4 Drinking Establishments	2)

7.64 Minimum motorcycle provision is to be provided as follows:

A1 Retail	up to 500 square metres no requirement
-----------	--

A2 Financial and Professional Services	up to 500 square metres no requirement
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A3 Restaurants and Cafes	up to 280 square metres public floor area no requirement
A4 Drinking Establishments	

7.65 Sufficient manoeuvring, standing and unloading space is required within the site for the maximum number of service vehicles likely to serve the development at any time.

## 8.0 COMMUNITY ENGAGEMENT

8.1 Developers are strongly encouraged to undertake a pre application engagement exercise with the local community. This can sometimes help identify local issues and possible solutions before a scheme is finalised and a planning application submitted. Forms and Guidance on how to go about this are available from Hygarth House or from the Council website at the following web address:

<http://www.stockport.gov.uk/content/environment/planningbuildingpolicy/developmentcontrol1/planinginfo/beforeapplication/?a=5441>

## 9.0 CONTACTS

### Stockport Metropolitan Borough Council

#### Regeneration Section

Steve Burns Regeneration Section Head	0161 474 2648
David Johnston District Centres Regeneration	0161 474 4551

#### Development Control

Steve Lamb Head of Development Control	0161 474 3547
Nick Whelan Highways Specialist	0161 474 4907

#### Planning Policy

Dave Bryant Policy Manager (Planning Policy)	0161 474 3526
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Henry Campbell-Ricketts Technical and Consultancy Services Manager (Parks and Recreation)	0161 474 4552
Bruce Child Policy Officer (Open Space)	0161 474 3564
Zoe Hodson Policy Officer (Retail & Leisure)	0161 218 1517
Chris O'Brien Policy Officer (Housing)	0161 474 3534
Steven Johnson Policy Officer (Employment)	0161 474 3509

## 10.0 SERVICES

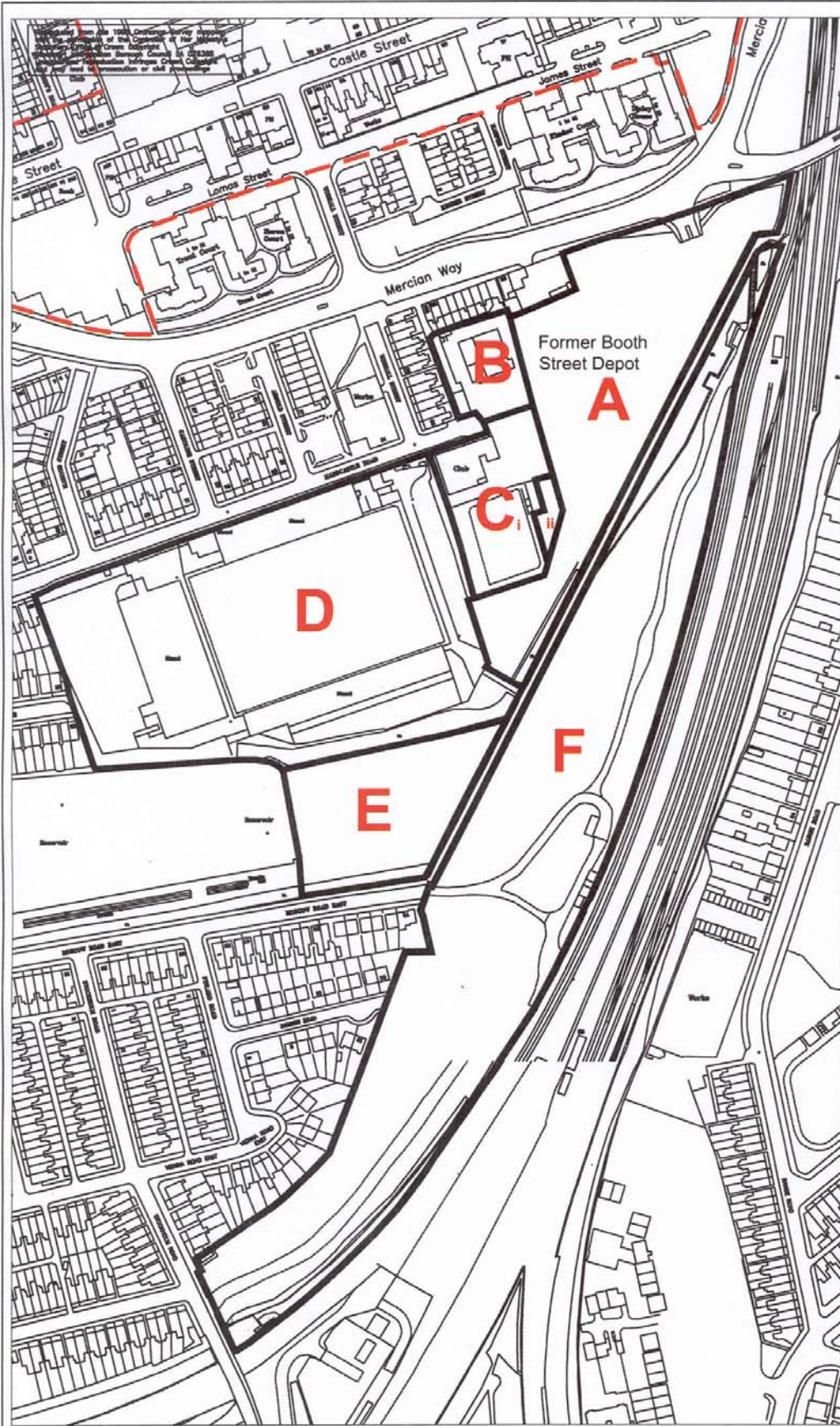
10.1 Main services are available in the existing highways. Detail information of services is available from the appropriate statutory body as set out below.

**United Utilities** Tel: 0870 7510101  
 Map Services Direct  
 Stevens Way  
 Goose Green  
 Wigan  
 WN3 6PJ

**Trans Co (North West District)** Tel: 01204 545000  
 Spa Road  
 Bolton BL1 4SR

**British Telecom Plc** Tel: 0151 229 4503  
 Post Point 51 D  
 5<sup>TH</sup> Floor  
 Lancaster House  
 Old Hall Street  
 Liverpool  
 L3 9PY  
 WA5 3QN

**Ntl** Tel: 0161 283 5217  
 Plant Enquiries  
 Timpson Road  
 Baguley  
 Manchester M23 9WX



Notes  
 1 No dimensions are to be scaled from this drawing  
 2 The contractor shall verify all dimensions on the site

**Edgeley District Centre**

- A** Stockport MBC  
1.2 ha (3.0a)
- B** Private - leased to Stockport Council  
0.17ha (0.4a)
- C** i Edgeley and Shaw Health Labour Club  
0.33ha (0.82a)  
ii Builders Yard  
0.03ha (0.08a)
- D** Edgeley Park Football Ground  
2.24ha ( 5.5a)
- E** Open Space  
0.51 ha ( 1.25a)
- F** RailTrack PLC  
2.83 ha (7.0a)

Scale: 1 : 2500 at A4



**E. McLeon**  
 BA(Hons), B.Phil. MBA  
 Corporate Director  
 Environment and Economy Directorate

**N. Hudson**  
 Service Director  
 Regeneration and Leisure

Regeneration, Economic Development and Tourism  
 Stopford House  
 Piccadilly  
 Stockport SK1 3XE

**Project**  
 Mercian Way  
 Planning Brief

**Title**

Scale 1 : 2500 at A4  
 Date Drawn Authorised  
 March 08

Drawing/Amendment Number