

3 JULY 2025

**THE METROPOLITAN BOROUGH
COUNCIL OF STOCKPORT**

**THE TOWN AND COUNTRY PLANNING
ACT 1990**

AND

THE ACQUISITION OF LAND ACT 1991

**THE METROPOLITAN BOROUGH
COUNCIL OF STOCKPORT (72-74
WELLINGTON ROAD SOUTH,
STOCKPORT SK1 3SU) COMPULSORY
PURCHASE ORDER 2025**

STATEMENT OF REASONS

MILLS & REEVE

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1 Introduction

- 1.1 This document is the Statement of Reasons (“**Statement**”) of Stockport Metropolitan Borough Council (the “**Council**”) for The Metropolitan Borough Council of Stockport (72-74 Wellington Road South, Stockport SK1 3SU) Compulsory Purchase Order 2025 (the “**Order**”) that has been made by the Council, and which is to be submitted to the Secretary of State for Housing, Communities and Local Government (the “**Secretary of State**”) for confirmation.
- 1.2 The Council has made the Order pursuant to the powers in Section 226(1)(a) of the Town and Country Planning Act 1990 (the “**Act**”), which are described in section 3 below.
- 1.3 The Order is made for the purpose of facilitating the delivery of the comprehensive mixed-use regeneration scheme known as ‘Stockport Exchange’ (“**the Scheme**”), which is described in detail in section 4 below.
- 1.4 This Statement has been prepared in compliance with paragraph 215 of Section 14 of the Ministry for Housing, Communities and Local Government’s Guidance on the Compulsory Purchase Process (January 2025) (the “**CPO Guidance**”) and sets out the Council’s justification for promoting the Order and explains why there is a compelling case in the public interest for the confirmation of the Order. This Statement is not intended to constitute the Statement of Case that the Council will be required to prepare in accordance with the Compulsory Purchase (Inquiries Procedure) Rules 2007 (“**2007 Rules**”) in the event of an inquiry into the Order being held.
- 1.5 In this Statement, the land included within the Order is referred to as the “**Order Land**” and is shown edged red and shaded pink on Plan 1 (Order **Map**) comprising Appendix 1 to this Statement.

2 Description of the Order Land

- 2.1 The Order Land comprises an office building of approximately 3,000 sq ft adjacent to the A6, Wellington Road South, Stockport (the “**A6**”). The Order Land is in a poor state of repair and has been as such for several years. The photographs below show the condition of the exterior of the office building comprised in the Order Land as at 3 March 2025.

2.1.1



2.1.2



2.1.3



2.1.4



- 2.2 Details of the interests in the Order Land are set out in the Schedule to the Order. The Council intends to acquire all interests in the Order Land, with the exception of the mines and minerals interests of Network Rail described in section 13 below. The Mining Code has therefore been incorporated into the Order.
- 2.3 The Order Land comprises part of the land at Railway Road/Wellington Road South/Station Road, Stockport, being redeveloped to create the Scheme (the “**Stockport Exchange Site**”). The Stockport Exchange Site is shown edged red on the plan at **Appendix 2** to this Statement.

3 Powers under which the Order is made

- 3.1 The Order is made pursuant to Section 226(1)(a) of the Act, which provides that a local authority may acquire compulsorily land in their area if they think that the acquisition will facilitate the carrying out of development, redevelopment or improvement on or in relation to the land.
- 3.2 Paragraph 98 of Section 1, of Tier 2, of the CPO Guidance, explains that the Section 226 power is intended to be a *“positive tool to help local authorities ... to assemble land where this is necessary to implement proposals in their development plan or where strong planning justifications for the use of the power exist”*. It is stated that the power is *“expressed in wide terms and can therefore be used to assemble land for regeneration and other schemes where the range of activities or purposes proposed mean that no other single specific compulsory purchase power would be appropriate”*.
- 3.3 While wide, the power in Section 226(1)(a) is subject to a restriction in Section 226(1A) of the Act, which states that the Section 226(1)(a) power may only be used where the local authority thinks that the development is likely to contribute to the achievement of the promotion or improvement of the economic, social or environmental wellbeing of the area.
- 3.4 Paragraph 106.2 of Tier 2 of the CPO Guidance clarifies that *“The benefit to be derived from exercising the power is not restricted to the area subject to the compulsory purchase order, as the concept is applied to the well-being of the area for which the local authority has administrative responsibility”*.
- 3.5 The Council’s purpose in seeking to acquire the Order Land is to facilitate its delivery of the latter phases of the Scheme, which is described in detail in section 4 of this Statement.

- 3.6 The Council considers that the acquisition of the Order Land, which will enable the delivery of the Scheme in its entirety, will contribute significantly to the economic, environmental and social well-being of the area by delivering important and much needed public benefits, as explained in section 4 below.
- 3.7 The overriding test with which the Secretary of State must be satisfied in order to confirm the Order is whether there is a “*compelling case in the public interest*” for making the Order to justify the proposed interference with the private rights of those who have interests in the Order Land (Paragraphs 2.1 and 12.3 and 12.4 of Tier 1 of the CPO Guidance). This test is clearly met in this case, as demonstrated throughout this Statement.
- 3.8 There are a number of general considerations set out in the CPO Guidance that the Council needs to demonstrate to the satisfaction of the Secretary of State:
- 3.8.1 that the Council has a clear idea of how it intends to use the land which it is proposing to acquire (Paragraph 13.3 of Tier 1 of the CPO Guidance);
 - 3.8.2 that the Council has taken reasonable steps to understand the impact of the exercise of the compulsory purchase powers included in Order, and the acquisition of a person’s interest in the land, on that person, and to acquire all of the Order Land by agreement (Paragraphs 2.2 and 2.3 of Tier 2 of the CPO Guidance);
 - 3.8.3 that all necessary resources are likely to be available within a reasonable timescale (Paragraph 13 of Tier 1 of the CPO Guidance);
 - 3.8.4 that funding is available now or will be available early in the process for both acquiring the necessary land (the Order Land) and constructing the remainder of the Scheme/the Proposed Development as described in section 6 below (Paragraph 14 of Tier 1 of the CPO Guidance);
 - 3.8.5 that the Scheme is unlikely to be blocked by any physical or legal impediments to implementation, these include:
 - (i) the programming of any infrastructure accommodation works or remedial works which may be required; and
 - (ii) any need for planning permission or other consent or licence,

(Paragraph 15 of Tier 1 of the CPO Guidance).

- 3.9 In addition to the above, Paragraph 107.1 of Section 1 of Tier 2 of the CPO Guidance states that the use of the Section 226(1)(a) power specifically *“needs to be set within a clear strategic framework”* with that framework being *“founded on an appropriate evidence base, and to have been subjected to consultation processes”*. Paragraph 107.2 continues that *“Whilst it is not expected that all impediments to the delivery of a scheme will have been removed or overcome by the point at which the decision on the confirmation of compulsory purchase order is made, the planning framework providing the justification for the order should be as detailed as possible to demonstrate that there are unlikely to be planning or other impediments to the implementation of the scheme following the confirmation decision being made”*.
- 3.10 Paragraph 109.1 of Section 1 of Tier 2 of the CPO Guidance goes on to set out the matters that the Secretary of State will consider when deciding whether to confirm an order made under Section 226(1)(a) of the Act. These include whether the purpose for which the land is being acquired *“fits in with the development plan ... or where no such up to date local plan exists, with the draft local plan and the National Planning Policy Framework; the extent to which the proposed purpose will contribute to the achievement of the promotion or improvement of the economic, social or environmental wellbeing of the area; whether the purpose for which the local authority is proposing to acquire the land could be achieved by any other means....; and the potential financial viability of the scheme for which the land is being acquired”*.
- 3.11 As is explained in section 6 below, the Proposed Development has the benefit of the Planning Permission in accordance with a Revised Masterplan (terms defined at paragraphs 5.7 and 6.3, below), which was the subject of public consultation, and which complies with the adopted planning framework.
- 3.12 As explained in section 4 below, the Council considers that the acquisition of the Order Land, which will enable the delivery of the Scheme in its entirety, will contribute significantly to the economic, environmental and social well-being of the area by delivering important and much needed public benefits.
- 3.13 As is explained in section 9 below, sustained efforts have been made by the Council to acquire the Order Land by agreement for over a decade and it has now become clear to the Council that the Scheme, and its significant public benefits, cannot be delivered in its entirety without the use of the Council’s compulsory purchase powers.

Accordingly, on 24 June 2025 the Council resolved to make and promote the Order for the Order Land. The Order was made on 3 July 2025.

4 The Council's purpose in seeking to acquire the Order Land: The need for the Scheme of which the Proposed Development forms part

Background to the Scheme

- 4.1 The need for regeneration of the area around Stockport Railway Station (the Stockport Exchange Site) which is a key 'gateway' location for those accessing the town via Stockport Railway Station (the "**Station**"), became apparent circa 2010/2011, when the area was in a state of decline due to a lack of investment. A large number of the buildings were vacant and most of the area surrounding them was being used for surface car parking, with no public realm or landscaping. (The photo below shows the extent of surface car parking and a view of the access road that separated the Station from the Stockport Exchange Site):

4.1.1





- 4.2 The area had become a hub for antisocial behaviour, due in part to its distance from the main footfall of Stockport Town Centre (the “**Town Centre**”), and had developed a reputation for being unsafe, which hindered the ability to secure investment for its redevelopment/regeneration.
- 4.3 It was clear to the Council that without decisive intervention, the Stockport Exchange Site would continue to fall into further disrepair which would result in significant adverse consequences for the local economy, those living and working in the town, and users of the Station.
- 4.4 In January 2011 the Council acquired the majority of the Stockport Exchange Site (formerly the Grand Central Leisure complex) via voluntary agreements, and in September 2012, entered into a Development Agreement with Muse Places Limited (“**Muse**”) (as development partner). Together, the Council and Muse developed a masterplan for the Scheme (the “**Masterplan**”) which envisaged a new commercial/business district with opportunities for retail and leisure.
- 4.5 The aim of the Masterplan was to create the right conditions for attracting investment to enable comprehensive redevelopment of the Stockport Exchange Site (i.e. the Scheme) and to deliver economic growth, including specifically:

- 4.5.1 Provision of a strong 'sense of arrival' into Stockport, with a safe, clear and attractive route to/from the Station, with more open spaces and new public realm to include soft and hard landscaping;
 - 4.5.2 Development of a new commercial quarter with landmark buildings that could accommodate modern workspace demands and facilitate the creation of new employment opportunities, with spaces for retail and leisure at ground floor level;
 - 4.5.3 Transformation of the A6 corridor frontage by strengthening its civic setting and enhancing the gateway impact to improve the quality of the journey from the Station to the Town Centre.
- 4.6 Critically in relation to the Order Land, the Masterplan specifically included the A6 frontage of the Scheme (on which the Order Land is located) in order to ensure the integration of the Scheme into the Town Centre, particularly for pedestrians.
- 4.7 The delivery of the Scheme became a key ambition of the Council, as explained in more detail below.
- 4.8 The Council considers that the ongoing development of the Scheme is critical to the continued growth of the town and associated Mayoral Development Corporation.

Policy support for the Scheme

- 4.9 The principal relevant planning policies are set out in detail at **Appendix 5** to this Statement. Most relevant is Core Strategy policy CS7 Accommodating Economic Development which seeks to focus office space “in the Town Centre, increasing and improving the available office space in the Borough’s most sustainable location”. Importantly, it goes on to state that *“the Council envisages high density office development, particularly in the Town Centre, which will make best use of the available land.”* These policies, alongside other material planning considerations set out below **expressly support the delivery of Stockport Exchange in this highly sustainable location.** The Scheme forms a key part of the One Stockport Economic Plan (“**Economic Plan**”, a copy of which comprises Appendix 4), which aims to grow Stockport’s local economy by creating and supporting businesses that are resilient and productive, generating quality jobs which are sustainable and accessible for the benefit of residents.

- 4.10 The Economic Plan identifies the need to improve/increase Stockport's stock of high-quality office accommodation in order to capture a bigger share of high value employment in sectors forecast to grow over the long term such as digital, technology and the service industry¹.
- 4.11 The Economic Plan also states its aim to create well-connected, competitive business locations to ensure that Stockport can attract a bigger share of the forecast growth in the professional, scientific, creative and digital employment sectors, which are forecast to grow at National and Greater Manchester Combined Authority (GMCA) level².
- 4.12 In addition, the Stockport Town Centre West Strategic Regeneration Framework (2020) (SRF)³ is a material planning consideration which clearly makes the completion of the Stockport Exchange a strategic regeneration objective. The SRF identifies Stockport Exchange as a new urban neighbourhood with medium rise Grade A office space set in high quality public realm forming a new commercial business district or office quarter within the borough and Greater Manchester. Together, the aforementioned policies and documents expressly support the delivery of the Scheme in this highly sustainable location.

Economic Benefits and Job Creation

- 4.13 The Scheme aligns with the objectives outlined in the Economic Plan which emphasises the importance of fostering a robust local economy by creating and supporting successful businesses that generate quality jobs which are better paid, sustainable, and accessible.
- 4.14 As explained in more detail in section 5 below, Phases 1 to 4 of the Scheme are now complete, delivering c.175,000 sq ft of office space alongside a 115-bed hotel, two multi-storey car parks and extensive public realm. Phases 5 to 8 of the Scheme/the Proposed Development (comprising further offices, residential, retail and leisure accommodation together with extensive public realm and landscaping) are required to deliver the Scheme in its entirety.
- 4.15 The establishment of new businesses in the Scheme is expected to create a substantial number (in the region of 3,000) of additional (new) jobs, thereby boosting the local economy. This includes not only high-value knowledge sector jobs but also

¹ P10 of the Economic Plan

² P23 of the Economic Plan

³ [2020 Strategic Regeneration Framework – Stockport Mayoral Development Corporation](#)

entry-level positions essential for the foundational economy. Roles such as cleaners, maintenance staff, and ancillary services will be crucial, ensuring the smooth operation of these businesses.

- 4.16 To date, the Scheme accommodates in the region of at least 1,500 jobs, as shown below. Building SE3 (Stockport Exchange 3) will accommodate approximately 500 more jobs when it is fully leased:

Building	Organisation	Jobs Created
SE1	BASK	6
SE1	MusicMagpie	240
SE1	Sainsburys	12
SE1	Stagecoach	650
SE2	CHEC	12
SE2	Industrial REIT/ INDURANT	50
SE2	ONP	180
SE2	BASF	230
Holiday Inn Express	Holiday Inn Express	24
SE3	Hurst	120
Management Suite	CBRE	26
Total		1,550

- 4.17 Additionally, the increase in footfall associated with the new offices will support and stimulate growth in the hospitality, food, and drink sectors, further enhancing job creation and economic activity.
- 4.18 Using the Stockport Exchange Site in this way delivers significant additional value and benefit compared to the previous uses.

Benefits to the Local Foundational Economy

- 4.19 The Scheme has, and will continue to have, a positive impact on the local foundational economy by providing numerous entry-level jobs. These positions are vital for the community, offering employment opportunities to individuals who may not have advanced qualifications. The presence of new offices at the Stockport Exchange Site necessitates services such as cleaning, maintenance, and security, thereby creating stable employment for local residents. Furthermore, the increased footfall and business activity will support ancillary businesses, including hospitality and retail, contributing to a vibrant local economy.

Residential Accommodation and Young Professionals

- 4.20 Plans for additional residential accommodation in the Town Centre west and new developments in Town Centre east will provide homes for an increased number of

young professionals. The proximity of these residential areas to the Scheme will be appealing to those persons working in Scheme and encourage walking and cycling, contributing to a reduction in pollution and traffic congestion. This aligns with the Council's broader policy goals of creating a sustainable and environmentally friendly urban area.

Strategic Transport Network Access

- 4.21 The location of the Stockport Exchange Site offers excellent connectivity to the strategic transport network. It is well-served by rail, road, and public transport, ensuring ease of access for employees and visitors. The proximity to the Station provides direct links to Manchester, London and other major cities, while the nearby A6 offers a main arterial route to Manchester. Additionally, the development is close to Manchester Airport, facilitating international business travel and attracting global businesses and visitors. This strategic location enhances the attractiveness of the Stockport Exchange Site as a business hub, supporting economic growth and development. This also aligns with the broader goals of creating a sustainable and environmentally friendly urban area.

5 Development of the Scheme

Development of the initial Scheme Masterplan

- 5.1 As explained at paragraph 4.4 above, in January 2011 the Council acquired the majority of the Stockport Exchange Site. In 2012, Muse was selected as the development partner and a Development Agreement was entered into and a Scheme Masterplan designed.
- 5.2 The initial Scheme Masterplan planning application was subject to a significant amount of pre-application consultation, which involved the use of multiple consultation methods to engage effectively with the Council as Local Planning Authority, local businesses, local forums, key stakeholders, statutory consultees and local Councillors to identify and consider any issues prior to the submission of the planning application.
- 5.3 Consultation was undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and the Council's Statement of Community Involvement as described in **Appendix 6**.

Delivery of the Scheme to date

- 5.4 In partnership with its development partner, Muse, the Council has successfully delivered the first four Phases of the Scheme creating an award-winning, modern business district which has been successful in driving forwards economic growth and delivering new employment opportunities inn Stockport:

5.4.1 **Phase 1** comprises a 1,100-space multi storey car park (MSCP), operated by NCP. This parking solution, which was completed and opened in February 2014, enabled the transformation of the part of the Stockport Exchange Site immediately outside the Station entrance, which had previously been dominated by surface carparking. This is now an inviting tree-lined, pedestrianised, landscaped area with a dedicated taxi rank and drop-off zone.

5.4.2 The photo below shows the Stockport Exchange Site before any redevelopment took place. When leaving the train station, visitors were met with a high wall and a road that had to be crossed in order to access the car nearby parking and route to the Town Centre beyond.

5.4.3



5.4.4 The photo below shows the extent of surface car parking and a view of the access road that separated the station from the Stockport Exchange Site:

5.4.5



5.4.6 The photos below show the inviting pedestrianised and landscaped area that runs from the Station through the centre of the Stockport Exchange Site post development of Phases 1-4 of the Scheme:

5.4.7



5.4.8



5.4.9



5.4.10



5.4.11 **Phase 2** comprises a 115-bed Holiday Inn Express hotel and '1 Stockport Exchange', which was the first office building to be built as part of the initial Scheme Masterplan. This 61,500 sq ft office building is now home to Stagecoach, the UK's biggest bus operator, as well as leading global e-commerce business Music Magpie. The office building now accommodates over 500 full time employees and over 150 staff are employed in the hotel.

5.4.12 **Phase 3** comprises a 61,500 sq ft office building known as '2 Stockport Exchange'. The space is now fully occupied by strong covenant tenants including BASF, Oneill Patient, Blackrock and an NHS provider. This building now accommodates nearly 600 full time employees.

5.4.13 **Phase 4** comprises a 398-space tenant-only car park which accommodates occupiers of the office buildings, and '3 Stockport Exchange', a 60,000 sq ft office, which completed in December 2023. The top floor of this building is now leased to Hurst Accountants. The remaining space is available to lease and being marketed accordingly.

- 5.5 Stockport Exchange has become the pre-eminent commercial office location in Stockport and one of the strongest regionally outside of Manchester city centre. The initial phases of the Scheme (Phases 1-4) have proved extremely successful, with 1 Stockport Exchange becoming fully let within the first 6 months.

The Revised Masterplan

- 5.6 The initial planning permission for the Scheme bearing reference number DC/054978 expired in September 2022. This presented an opportunity to refresh the Masterplan in relation to the remainder of the Scheme (Phases 5-8).
- 5.7 Council members approved a refresh of the Scheme's masterplan (the "**Revised Masterplan**") on 27th June 2023, together with preparation of a new hybrid planning application to secure detailed permission for offices within Phase 5 of the Scheme (c.60,000 sq ft) and outline planning permission for Phases 6, 7 and 8 of the Scheme (c.207,000 sq ft) comprising further offices, residential, retail and leisure accommodation together with extensive public realm and landscaping ("the **Proposed Development**"). The Proposed Development is required to complete the Scheme in its entirety and secure the comprehensive regeneration of the Stockport Exchange Site as further explained below.
- 5.8 The Revised Masterplan has been developed to deliver a high-quality built environment, ensuring a logical and efficient layout that enhances accessibility and pedestrian movement. Key considerations include:
- 5.8.1 Site Integration – The Proposed Development complements and finalises the existing Phases of the Scheme, reinforcing Stockport Exchange as a primary commercial destination and enhancing the visual appeal of the same.
 - 5.8.2 Connectivity & Accessibility – The Revised Masterplan strengthens links between the Town Centre, the A6, and the Station, enhancing pedestrian permeability and reducing reliance on vehicular access, creating an inviting and accessible urban environment.
 - 5.8.3 Commercial Viability – The office space is designed to provide clear-span, open-plan floorplates, ensuring flexibility to accommodate a variety of business needs and supporting the local employment market.

- 5.8.4 Enhancing Visual Appeal – The removal of underutilised structures will improve the aesthetic quality of the Scheme, ensuring an attractive setting for potential tenants and investors.
- 5.8.5 The Revised Masterplan anticipates Phases 6 and 7 together with essential public realm on the A6 (of which the Order Land forms part), as illustrated on the Revised Masterplan. Phase 7 will be constructed on land fronting the A6 (including the Order Land), between Grand Central Steps and Railway Road.
- 5.9 Phasing in the Revised Masterplan is indicative of the sequential order in which it is anticipated that Phases 5-8 will be brought forward. However, the sequential order of the phasing is not fixed to allow flexibility in responding to future market conditions and opportunity. Should a tenant come forward who wanted a commercial office building with frontage to the A6 for example, (which would be part of Phase 6 or Phase 7), the delivery of a building here could come before Phase 5, which sits adjacent to Phase 4 that has already been delivered. Phase 8 is situated slightly apart from the rest of the Scheme and has the option to come forward as a residential or commercial building, ensuring that development can come forward according to market demand on this plot.

6 The Proposed Development

- 6.1 The Proposed Development complements and provides continuation of the completed Phases of the Scheme with a ‘place first’ approach creating an attractive environment for occupants, visitors and future tenants of existing and future Phases of the Scheme.
- 6.2 The Proposed Development will provide:
 - 6.2.1 c. 260,000 sq ft of Grade A office space across four Phases (Phases 5-8), meeting identified market demand and supporting business expansion within Stockport. There is also scope for Phase 8 of this to be residential instead of commercial should future market demand mean this is the best development option, replacing 95,000 sq ft of office space with 100 apartments.
 - 6.2.2 c. 44,500 sq ft of public realm, landscaping, and infrastructure, enhancing connectivity and improving the quality of the built environment while reinforcing the Stockport Exchange Site as an attractive destination for businesses and visitors.

- 6.3 A hybrid planning application for the Proposed Development was submitted on the 22nd of March 2024, and planning permission was granted by the Council's Planning & Highways Regulation Committee on the 15th of August 2024 (the "**Planning Permission**").
- 6.4 The Proposed Development comprises the following 'Phases' of development shown spatially on the Phasing Plan at **Appendix 7** to this Statement), however, as noted above, the sequential order of the phasing is not fixed to allow flexibility in responding to future market conditions and opportunity:
- 6.5 **Phase 5:** Offices (Use Class E) and associated public realm. This Phase encompasses the following elements:
- 6.5.1 a contemporary office set within well-considered public realm. At six storeys and around 60,000 sqft, the building form will be visually striking and highly contemporary in specification. It will match the sustainability specifications occupiers and investors demand and the floorplates will be flexible to meet modern occupier demands;
 - 6.5.2 the active ground floor commercial space will accommodate either a retail tenant or can be used by an office occupier seeking a ground floor presence;
 - 6.5.3 the works around the building include improved public realm, with a new public square and a mix of hard and soft landscaping. This will visually enhance the local urban context. It will improve the physical appearance and appeal of this key pedestrian link between the Station and the A6.
- 6.6 **Phase 6 and 7 (of which the Order Land forms part):**
- 6.6.1 The demolition of the existing building on the Order Land will be followed by the installation of temporary landscaping, including lawned areas and a low fence.
 - 6.6.2 At a point in the programme of comprehensive redevelopment, the construction of office buildings with ground floor commercial uses (Use Class E) will proceed. These phases include two high-quality, modern and sustainable commercial office buildings that will revitalise the streetscape of the A6 and enhance the gateway impact of this key route. At ground

level, there will be active frontages including retail space and improved public realm, providing attractive pedestrian access between the Station and the Town Centre. Street furniture and planters will define spaces and articulate movement through the Stockport Exchange Site.

6.7 Phase 8: either office or residential use with ground floor commercial use (Use Class E or C3):

6.7.1 This Phase will transform land used as a surface car park into either modern apartments or office space, ensuring the entire area around the Station contributes positively to the Scheme.

6.8 The public realm strategy is integral to the placemaking objectives of the Proposed Development and the Scheme as a whole, creating an enhanced pedestrian environment that improves the overall experience for occupiers, visitors, and the wider public. The design prioritises:

6.8.1 A pedestrian-first approach, removing vehicular traffic from the core campus to enhance safety, well-being, and placemaking objectives;

6.8.2 Strengthened connections between key urban nodes, ensuring a seamless transition from the Station, to the A6, and the Town Centre beyond;

6.8.3 A phased landscape strategy, ensuring high-quality permanent solutions at each stage of development, with interim measures to maintain visual amenity and mitigate the impact of any remaining underutilised spaces.

6.9 The proposed public realm enhancements improve the civic grain along the A6, creating an improved sense of arrival through expanded public spaces and an enhanced pedestrian experience. The design ensures a seamless integration of built form and landscape, supporting a cohesive environment across the Revised Masterplan.

6.10 During the phased implementation of the Scheme, a strategy for interim solutions will be adopted, ensuring that areas awaiting permanent development maintain a high-quality visual and functional presence. These interim uses will support occupier experience, communicate a strong intent to potential occupiers while reinforcing the overall identity of the Scheme as a premier business destination.

- 6.11 The Order Land comprises part of Phase 7 of the Scheme, as explained in more detail below.

7 The need for the Order Land

- 7.1 The Order Land is an integral part of the Stockport Exchange Site and a key frontage of/'gateway to' the Scheme. Phase 7 is critical to the delivery of the Proposed Development and the delivery and success of the Scheme as a whole.
- 7.2 The phasing in the Revised Masterplan (detailed at paragraphs 5 to 6.7 above) is indicative of the sequential order in which it is anticipated that Phases 5 to 8 of the Scheme/the Proposed Development will be delivered, but this is not fixed to allow flexibility in responding to ever-changing market conditions and opportunities. Should a tenant come forward who wanted a commercial office building with frontage to the A6 for example, (which would be part of Phase 6 or Phase 7), the delivery of a building here could come before Phase 5, which sits adjacent to Phase 4 that has already been delivered.
- 7.3 The Council needs to acquire the Order Land at this juncture to enable that flexibility and to address key challenges that currently impact the Stockport Exchange Site's development potential.
- 7.4 As explained in section 4 above, the lack of investment in the Stockport Exchange Site prior to the Council's intervention and the subsequent delivery of Phases 1-4 of the Scheme can, in large part at least, be attributed to the run-down, unsightly buildings located across the Stockport Exchange Site and the positioning of those buildings that created physical barriers and poor pedestrian connectivity.
- 7.5 Whilst the redevelopment of the western part of the Stockport Exchange Site (Phases 1-4) has addressed some of these issues, the poor condition of its eastern part (Phases 5-8) needs significant improvement in the near future in order to attract and secure further investment for the delivery of the Scheme in its entirety, and the public benefits that will flow from it.
- 7.6 The run-down building on the Order Land is clearly visible from the completed Phases of the Scheme, and the office building comprising 'Stockport Exchange 3' in particular, as can be seen from the photos taken from within the ground and fourth floor of that building:

7.6.1



- 7.7 Above: View from the ground floor of 3 Stockport Exchange. Below: View from the fourth floor of 3 Stockport Exchange.



7.7.1

- 7.8 In contrast, the building which occupied the land adjacent to the Order Land has been demolished and the site landscaped, giving a much more attractive outlook from 3 Stockport Exchange:

7.8.1



- 7.9 Clearly businesses will prioritise investment in and occupation of attractive and safe spaces which positively represent their brand to clients and employees. The condition and location of the existing buildings on the Order Land acts as a barrier between the Town Centre and the Station and hinders the delivery of the Scheme, including the construction of new buildings, landscaping and public realm.
- 7.10 Without certainty as to the delivery of the Proposed Development, including Phase 7, prospective investors in the space (being occupiers or purchasers of office space or commercial premises delivered as part of the Scheme) are sceptical as to the deliverability of the Scheme in its entirety with the result being that investment in the Scheme and the resultant economic growth are hindered.
- 7.11 The real-world implications of the Order Land remaining in its current state are demonstrated in queries raised by prospective occupiers of the Scheme regarding the Council's plans for the land and buildings situated between 3 Stockport Exchange and the A6, which includes the Order Land. Prospective occupiers are considering investing a significant amount of their money on their real estate strategy and want comfort that it will support their staff retention by providing a desirable place to work both inside and outside their office. Some businesses, such as professional services, work outside of 'core' office hours, these being 9:00 – 17:00, and as such employees

may be working until late. Employers want to ensure their offices are situated in a safe and secure estate where it feels safe for anyone leaving the office out-of-hours.

- 7.12 The acquisition of the Order Land will provide the certainty to investors in and occupiers of the Scheme (both current and prospective) that the buildings currently occupying the Order Land (which significantly blight the area) can be demolished and the Order Land redeveloped, encouraging investment and future occupation of the Scheme. Initial works to the Order Land (following demolition) will comprise of an interim landscaping treatment (grass with low level wooden fencing), which will vastly improve its physical appearance, as illustrated by the photographs at paragraphs 7.7.1 and 7.8.1 above (which show the Order Land and adjacent landscaped land respectively), and improve pedestrian permeability from the A6 to the station, increasing the feeling of safety pending commencement of construction of Phase 7.
- 7.13 As explained in the Funding section below (section 11), the Council has funding available now for the acquisition of the Order Land, the demolition of the existing buildings on the Order Land, and the carrying out of landscaping works.
- 7.14 Improvement of the physical appearance of the Order Land will encourage investment in and future occupation of the latter Phases of the Scheme.

8 Consideration of alternatives

- 8.1 Paragraph 109.1 of Tier 2 of the CPO Guidance explains that any decision about whether to confirm an order made under Section 226(1)(a) of the Act will be made on its own merits but the factors that the Secretary of State can be expected to consider will include whether the purpose for which the local authority is proposing to acquire the land could be achieved by other means. This may include considering the appropriateness of any alternative proposals put forward by the owners of the land, or any other persons, for its reuse, and examining the suitability of any alternative locations for the purpose for which the land is being acquired.

Alternative locations

- 8.2 In 2014, when the original planning application was prepared and submitted, the Stockport Exchange Site presented a significant development opportunity for the town's long-term future.

- 8.3 The location of the Stockport Exchange Site offers unparalleled connectivity, being well-served by road, and public transport networks. Its proximity to the Station in particular is crucial for attracting businesses that prioritise sustainable accessibility and connectivity, which are key factors for economic success. Additionally, the nearby A6 road offers a main arterial route to Manchester, and the proximity to Manchester Airport facilitates international business travel. These factors collectively make the Stockport Exchange Site the most advantageous for the creation of a thriving business district.
- 8.4 The suitability of alternative locations for the Scheme have been thoroughly examined. Potential alternative sites within Stockport would not have offered the same level of connectivity and strategic advantages as the Stockport Exchange Site. The central position of the Stockport Exchange Site, adjacent to the Station, is unique in its ability to attract high-profile businesses and support sustainable transport options. Alternative sites would have required significant infrastructure improvements to match the accessibility and connectivity of the Stockport Exchange Site, making them less viable and more costly location options to deliver a multi-phase commercial office scheme.
- 8.5 The Stockport Exchange Site was therefore the best site for achieving the Council's objectives of economic growth and job creation. The Proposed Development forms an integral part of the Scheme and cannot in isolation be located elsewhere.
- 8.6 As explained in section 5 above, the Council has successfully delivered the first four Phases of the Scheme creating an award-winning, modern business district which has been successful in driving forwards economic growth and delivering new employment opportunities. The purpose for which the Council is proposing to acquire the Order Land is to enable the completion of a modern business district that supports economic growth and job creation, and its success to date is evidenced by the rapid occupancy of the completed Phases of the Scheme.

Alternative proposals

- 8.7 No formal or informal proposals have been put forward by the Owner or occupier for the improvement or redevelopment of the Order Land. The most recent planning consents for the Order Land are from 1996, when an application to change the use of part of the ground floor of the existing building from office to retail use was granted, and 2001, when planning permission was granted for alterations to the roof.
- 8.8 As noted in section 7 above, the owner of the Order Land has not kept the existing building on it in a good state of repair. The majority of the existing building has been

vacant for a long period. A printing business appeared to take up occupation of part of the ground floor in 2024 although this business now appears to be inactive.

- 8.9 The existing building on the Order Land is currently subject to ongoing investigations in respect of its use as an illegal HMO. Following a visit from Greater Manchester Fire Service in January this year, a Prohibition Order preventing its use for residential purposes has been in force (see paragraph 9.3 below)
- 8.10 In summary, neither the owner of the Order Land nor any other person has submitted an application for planning permission to improve or redevelop the Order Land, nor is the Council aware of any informal proposals for the same. Given the poor state of repair of the existing building on the Order Land it is in the Council's view highly unlikely that the owner (who is in legal control of the Order Land) will present and execute a credible proposal for redevelopment of the Order Land.
- 8.11 Whilst there is no certainty that the Order Land will be improved or developed at all, (i.e. by the owner of the Order Land or a third party) there is also uncertainty as to whether any theoretical proposal to redevelop the Order Land would align with the Council's strategic vision for economic development and regeneration of the land as part of Phase 7 of the Scheme and provide the same level of economic benefit or job creation potential as the proposed office space in the context of that broader £1 billion investment in the Town Centre, aimed at transforming Stockport into a thriving business hub.
- 8.12 The purpose of acquiring the Order Land at this juncture is to ensure that the public benefits associated with the completion of the Scheme are realised, which can only be facilitated by the delivery of the Proposed Development. The Proposed Development cannot be delivered without the demolition of the existing building on the Order Land. There is no scaled down version or alternative design layout of the Proposed Development that can deliver the same benefits with this building in situ, and as detailed above, the full public benefits of the Scheme cannot be realised with the Order Land in its current form. The Council has made repeated efforts over a prolonged period to acquire the Order Land by agreement (as detailed at section 9 below). These efforts have unfortunately been unsuccessful and as such the Council has no option other than to progress the Order.

9 The Need for Compulsory Acquisition

- 9.1 The Council has secured all land required for the delivery of the remainder of the Scheme (Phases 5-8), save for the Order Land. As explained in section 7 above, the Order Land is an integral part of the Proposed Development and the Scheme as a whole.
- 9.2 In accordance with Paragraphs 2.2 and 2.3 of Tier 2 of the CPO Guidance, extensive efforts have been made by the Council to acquire the Order Land voluntarily from its owner (the “**Landowner**”). Surveying firm Keppie Massie (“**KM**”) was originally instructed by the Council to assist with land assembly for the Scheme (including the Order Land) in approximately 2010. KM commenced substantive discussions with the Landowner for the acquisition of the Order Land in 2013 and subsequently progressed discussions with the Landowner’s agent.
- 9.3 The Council understands that the building on the Order Land was historically occupied by the Landowner’s solicitors’ practice, but that the firm vacated the building in 2021 or 2022. The building was then vacant for a period, and it was subsequently part occupied (believed to part of the ground floor) by a printing business in approximately April 2024. The first and second floor of the building have also recently been occupied illegally as an HMO but that use has now ceased following action taken by Fire Service, including the service of a Prohibition Notice on the Landowner on 8th January 2025 as referred to in paragraph 8.9 above.
- 9.4 KM have made numerous offers to the Landowner on behalf of the Council for the purchase the Order Land, between August 2017 and October 2024, as follows:
- 9.4.1 August 2017;
- 9.4.2 October 2019;
- 9.4.3 October 2020;
- 9.4.4 December 2022;
- 9.4.5 April 2024; and
- 9.4.6 October 2024.

- 9.5 All of the offers made by the Council to the Landowner were either equal to or in excess of the market value of the Order Land (from time to time). The offers were calculated in accordance with the compensation code and made following the CPO Guidance.
- 9.6 The Council, Muse and the Landowner met in January 2023, at which point the Landowner advised that he would be willing to dispose of the Order land. However, the Landowner's aspirations were very far in excess of the market value of the Order Land. As a local authority funded by the public purse, the Council, whilst acting in accordance with the CPO Guidance, cannot countenance paying such an excessive price to acquire the Order Land. KM reports that the Landowner has been generally uncooperative throughout the decade of negotiations that preceded the making of the Order.
- 9.7 Since 2024 the Landowner initially refused the Council's revised offer and responded to say that he did not now wish to sell. More recently following a period of no response from the Landowner, he has engaged in further discussions with KM although his aspirations as to price remain very considerably in excess of market value.
- 9.8 The Landowner has been informed of the Council's continuing wish to acquire the Order Land by private treaty agreement, most recently by email on 27 November 2024 and in several subsequent emails and telephone discussions. Please see schedule of engagement at **Appendix 8** in that regard.
- 9.9 Despite the Council's sustained efforts to engage and negotiate with the Landowner over a prolonged period, voluntary agreement for the acquisition of the Order Land has not been reached. Whilst the Council remains committed to acquiring the Order Land by agreement if at all possible, the Council does not consider that there is a reasonable possibility of concluding such agreement in the near future. In light of this, and the pressing need to secure the Order Land to enable the delivery of the Proposed Development and the wider Scheme, the Council considers that the compulsory acquisition of the Order Land is necessary.
- 9.10 A record of the Council's correspondence and engagement with the Landowner can be found at **Appendix 8** to this Statement.

10 Consents required for the Scheme

- 10.1 As explained in section 6 above, the Planning Permission has been obtained for the Proposed Development. The Planning Permission grants detailed planning consent

for Phase 5 and outline planning consent for Phases 6-8. Other than Reserved Matters Approval for Phases 6-8, no other consents/licences will be needed for the delivery of Phases 6-8 of the Scheme.

11 Delivery and Funding

Delivery

11.1 In September 2012, the Council and Muse entered into a Development Agreement to facilitate the delivery of the Scheme, to bring the skills and expertise of a private sector developer alongside the Council to deliver the Council's strategic vision. The success of that partnership is demonstrated in the first phases of the Scheme (Phases 1-4) having been successfully delivered as described earlier in this Statement.

11.2 In addition to the success of the Scheme to date, Muse has a strong track record of delivering multi-phase regeneration projects detailed below. Muse's role as Development Manager on the below schemes is to provide resources and expertise throughout the delivery of each phase to cover the complete development cycle, comprising:

- Masterplanning
- Land Assembly / if and where necessary
- Risk Management
- Health & Safety Management
- Planning / Public Consultation and Stakeholder Engagement
- Cost Management
- Design and value management
- Programme Control
- Funding Advice and Financial Appraising / Modelling
- ESG including Social Value Planning and Sustainability measures / Targets
- Procurement and Construction

11.3 Example 1: Salford Central:

- 11.3.1 The Salford Central development is a multi-phase, mixed-use development located next to Salford Central Railway Station and bordering Manchester City Centre. It covers approximately 17 hectares of land adjoining the River Irwell and has two key districts: Chapel Street and New Bailey. It is being delivered by the English Cities Fund (“ECF”), a partnership between Muse, Legal & General and Homes England, together with the University of Salford and Salford City Council.
- 11.3.2 Delivery has been in part facilitated by the creation of a Development Trust Account whereby ‘surplus’ profits from more profitable schemes are reserved to support viability gaps on less profitable schemes to ensure delivery of the entire masterplan.
- 11.3.3 Following completion of the Master Development Agreement in 2014, Phase 1 – One New Bailey- was completed in May 2016. As of 2022, multiple phases of the scheme have been delivered or commenced, including, over 1,000 new homes, 750,000 sq ft of commercial space, a 143-bed hotel, over 30,000 sq ft of leisure and retail and 1,248 MSCP spaces.

11.4 Example 2: Salford Crescent

- 11.4.1 Salford Crescent is a £2.5 billion partnership masterplan in Salford, set across a 240-acre city district, with impact across Salford and beyond. This scheme is also being delivered by the ECF. The Salford Crescent development, which includes the University of Salford’s campus, Salford Crescent Train Station, Peel Park, Salford Innovation Forum, and Salford Museum & Art Gallery is a place where industry, education, and community come together.
- 11.4.2 The masterplan for the Salford Crescent scheme includes mixed-use development including over 3000 new homes, 1.5mn sq ft of commercial space (including leisure, retail and educational) and 2mn sq ft of high-quality public realm. It is expected that up to 7,000 full time jobs will be created by the scheme. Taking advantage of the biodiversity and green spaces across the Crescent masterplan, ECF is utilising sustainable initiatives in connection with the development, including planting over

1,000 trees, creating over 2m sq ft of public space, investing in renewable energy, and introducing the very latest in building technology including renewable district heat networks, digital estate mapping and generation, and modern methods of construction (MMC). For example, Salford Rise will connect Crescent Innovation, a 1m sqft science park focused on automation and health, and the University of Salford with surrounding communities, and the elevated five-acre public realm, which has been partially funded by £13.17 million from the Levelling-Up Fund.

11.4.3 ECF has already delivered the first PassivHaus Affordable Homes apartment scheme in the North of England with GreenHaus and is on site with the next project of similar stature, WilloHaus.

11.4.4 Planning permission has been secured for The Crescent Innovation Zone, which will deliver 1m sqft of innovation and research space as well as nearly 900 new affordable homes. The project has already commenced on site with 'The Rise' which is the 5-acre elevated public realm space that connects existing sites across an active dual carriageway.

11.4.5 The delivery of the concept of the Innovation Zone follows the realisation model that the public realm and environmental experience of the space must be established first, very much as it has been at Stockport Exchange, in order to then bring about comprehensive regeneration. What follows the clearance of the existing poor environment and establishment of place is the investment in high quality building stock that attracts business and research activity that drives economic regeneration for the local area.

11.5 Example 3: St Helens

11.5.1 In partnership with the ECF and St Helens Borough Council, Muse is regenerating St Helen's Town Centre as part of a 20-year regeneration plan.

11.5.2 By removing an out-dated shopping centre in the heart of St Helens, the opportunity to transform the town into a vibrant destination is being realised.

11.5.3 The St Helens scheme is being delivered pursuant to a mixed-use masterplan, which includes new homes, workplaces, shops, cafes, and

public spaces such as a new market hall and space for local businesses, along with enhancements to public transport infrastructure.

- 11.5.4 The first phase of the scheme will include a 120-bed Hilton hotel, a 22,000 sq ft market hall, 64 homes including 54 apartments over ground floor retail space and 8 townhouses, a new transport interchange, and extensive public space. Later phases will include a highly sustainable timber-frame office building, 11,000 sq ft of retail space and a new public park. All works have received planning consent and demolition works have commenced on site. The Council and ECF have secured a construction partner in Vinci Building UK Ltd and will be entering contract to build out the scheme in October 2025.
- 11.6 As explained in section 6 above, the Order Land has the benefit of outline planning consent pursuant to the Planning Permission for the Proposed Development and the Council sees no reason why reserved matters approval for Phases 6-8 should not be forthcoming. Phases 5-8 do not need to be delivered in sequential order. Should a tenant come forward who wanted a commercial office building with frontage to the A6 for example, (which would be part of Phase 6 or Phase 7), the delivery of a building here could come before Phase 5, which sits adjacent to Phase 4 that has already been delivered. Phase 8 is situated slightly apart from the rest of the Scheme and has the option to come forward as a residential or commercial building, ensuring that development can come forward according to market demand on this plot.
- 11.7 Availability of Grade A space in comparable south Manchester locations (i.e. close to the M60 in Stockport, Didsbury and Sale) is low. There is no pipeline of Grade A new build or refurbished space due to be delivered past the first half of 2025, so the availability of Grade A office space in South Manchester will be confined to the Stockport Exchange Site and Towers Business Park in Didsbury. The total space available at Stockport Exchange is 53,500 sq ft, with 56,500 sq ft available at Towers Business Park.
- 11.8 At the time of writing there is over 250,000 sq ft of live enquiries for business space from businesses considering South Manchester as one of their options.
- 11.9 There is a pattern of occupiers of out-of-town office spaces moving away from business parks as they want to be in town centres with true town centre amenity space and access via transport modes other than car that support their ESG (Environmental,

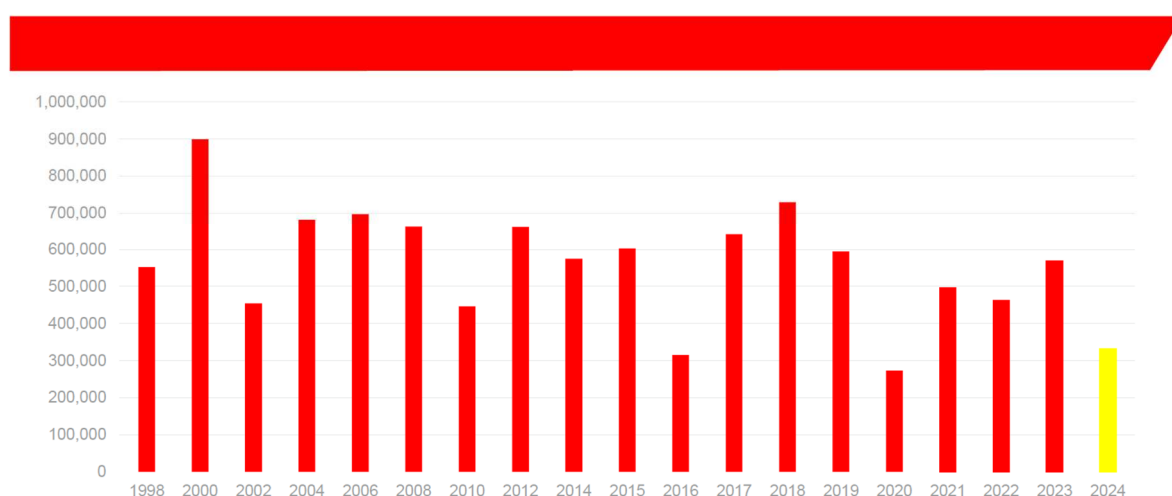
Social and Governance) strategies and help retain talent who want to work somewhere with leisure facilities available nearby. It is anticipated that as leases expire at South Manchester business parks (e.g. Manchester Green, Concord Business Park and Atlas Business Park – all located near Manchester Airport), occupiers will move into town centres.

11.10 There has been instances where businesses have moved to the City Centre of Manchester due to a lack of Grade A space in South Manchester being available to accommodate their modern business requirements. As an example, Virgin moved from Concord Business Park to a Manchester city centre office building called Island.

11.11 The chart below shows a consistent pattern of demand for office space since 1994 in South Manchester, with a 'leaner' year typically occurring every four years. 2024 was an anomaly to this, and it is expected that 2025 will see more office space leased accordingly:

Long Term Take-up

1994 – 2024 (sq. ft)



11.12 Once the Order has been confirmed, the Developer intends to demolish the existing building on the Order Land and to landscape it with an interim treatment (grass and low wooden boundary fencing) pending commencement of construction of the Proposed Development on the Order Land.

11.13 In the event that the Order Land is not acquired for the purposes of the Proposed Development, it will remain as a partially utilised office building (or potentially a vacant

office building) of deteriorating quality/condition, with the result that a significant part of the Scheme will not be delivered and its full public benefits will remain unrealised.

- 11.14 Aside from the acquisition of the freehold to the Order Land, and the approval of reserved matters referred to above, there are no other consents that will need to be obtained to enable the delivery of the Proposed Development on the Order Land.

Funding

- 11.15 Paragraph 14 of Tier 1 of the CPO Guidance states that acquiring authorities should be able to demonstrate that funding is available now or will be available early in the process for both acquiring the necessary land (the Order Land) and constructing the Scheme.

Funding for acquisition of the Order Land, demolition and interim landscaping works

- 11.16 The Council has funds available now for the acquisition of the Order Land (in accordance with KM's advice as regards appropriate compensation/open market value) and the payment of associated professional fees which may be incurred by the Landowner. The Council also has funding available for demolishing the existing building on the Order Land and carrying out landscaping works on it.
- 11.17 The interim works proposed (i.e. the demolition of the building on the Order Land and the landscaping works) will bring immediate benefits by providing a clear pedestrian connection from the A6 to the Station and removing buildings that are a blight on the landscape and a potential deterrent to investors in and occupiers of the Scheme delivered to date.

Funding for construction

- 11.18 In terms of funding the construction of the Proposed Development, different methods have been used and applied by the Council and Muse to date in connection with each of Phases 1-4 to enable their delivery. This demonstrates flexibility as well as a successful track record of Muse and the Council working in partnership to deliver regeneration.
- 11.19 Phase 1: The Multi Story Car Park was developed under a long lease from Network Rail to the Council. The investment was purchased by Canada Life and surplus profits recycled for the Phase 2 works.

- 11.20 The Hotel development was funded through the Council's access to PWLB borrowing. The Council holds the long lease of this asset and has sub-let it to a Hotel management company under the Holiday Inn Express brand. The Council generates annual income from the lease that has serviced the repayment of the PWLB borrowing and supported further borrowing capacity.
- 11.21 Phase 2: The Phase 2 office building was developed via a Special Purpose Vehicle that received a commercial grade loan from the Council which was repaid on disposal back to the Council. This approach addressed the market failure of investor appetite, reflective of the unproven commercial market and offer at the time. The building is now an income producing asset for the Council.
- 11.22 Phase 3: The development of Phase 3 followed a similar approach to Phase 2 and is now an income producing asset for the Council. This Phase marked the point at which Stockport Exchange was a demonstrable investment opportunity and attractive to future investors.
- 11.23 Phase 4: The tenant multi-storey car park (MSCP) and office building was delivered with £3.5m equity from Muse (marking the point at which private sector investment was proven viable), equity and borrowing from the Council and grant funding from GMCA Get Building Fund totalling £4.2m; and
- 11.24 Phases 5 to 8: At this juncture it is anticipated that the remaining Phases of the Scheme will be funded by a mix of equity and grant sources. The same flexible approach will be applied when securing the funding for the construction of Phases 5, 6 and 7 of the Scheme. Delivery options are as follows:

Owner-occupier turn-key solution:

- 11.25 There are a number of businesses in the market seeking a new head office or prominent presence in South Manchester, by way of either a freehold acquisition of, or long lease of, an entire office building. Both Muse and the Council are receptive to opportunities to develop either Phase 5, 6 or 7, for a single occupier on either a freehold or leasehold basis, depending on the prospective occupier's preferred location.
- 11.26 In this scenario, a conditional contract would be entered in to between the prospective owner-occupier, Muse and the Council regarding the delivery of the building and associated freehold transaction on satisfactory completion of construction. The price

to be paid would be inclusive of the land value, construction costs, fees and developer's return and as such no additional grant or other funding would be required.

- 11.27 Elsewhere in the Northwest, Muse is delivering a building for an owner- occupier (a government department) who has purchased the freehold of the building plot at price to include land value, construction cost, fees and developer's return. No additional grant funding was required and an effective freehold was granted to the incoming 'owner' via a 250-year lease.

Traditional annuity lease/long lease

- 11.28 A critical factor in the financial viability of any office scheme is the yield which any investment purchaser is willing to apply in their purchase price.
- 11.29 The most important determinant to development viability is the delta of construction costs and market rental prices and investment yields. Recent global market conditions have inverted this delta which has slowed the development pipeline for commercial property and heightened the importance of grant funding which in turn has become scarce. However, all market indicators are showing that the commercial property sector has reached the bottom of that investment trough and significant optimism is returning. Construction inflation has levelled, debt rates are falling, and investment yields are beginning to tighten. All of these cost and profitability factors show an improving investment position against a backdrop of growing occupier demand and falling Grade A floorspace availability which would indicate a growth market that is fertile for new developments.
- 11.30 Outside of Manchester City Centre (Greater Manchester's regional prime market), Stockport is one of the strongest out-of-town office hubs, offering excellent connectivity and comparatively affordable rents. Already several national businesses call Stockport home, and it is anticipated that the town will continue to attract investment from this calibre of occupier. Such businesses are prioritising "best in class" workspaces to maximise productivity and encourage employees to work in the office. This flight to quality increases demand for the high-specification, modern and sustainable premises and is driving rents upwards.
- 11.31 The trend of rising interest rates from the last two years that has pushed office yields up (and values down) is already reversing. Commercial office property yields started to compress (come down) at the start of 2025 and further yield compression is expected within the market. This, combined with forecast rental growth, will position

office development as a more attractive investment prospect and increase the viability of delivering office space at Stockport Exchange, without substantial or any need for grant funding support.

- 11.32 An opportunity to purchase a 25-year lease can attract a much stronger yield which increases the purchase price and can significantly reduce any viability gap, enabling a route to delivery. There is scope for an occupier to take a 25-year lease at Stockport Exchange.

Patient Equity / Longer-term Payback Model

- 11.33 Patient capital investors provide funding with an expectation for a slower return on their investment being achieved. It is becoming an increasingly considered approach in real estate, especially within urban regeneration areas where it takes longer to achieve higher value returns. Using patient equity to deliver the remainder of the Scheme could provide a route to delivery as the values will continue to grow over the time which the capital is invested.
- 11.34 This method of funding has been utilised by a developer on a commercial office scheme in Brent Cross, via a sub-market loan directly from the local council.

Grant Funding

- 11.35 Should grant funding, from either regional or national sources, become available as it did for Phase 4, Muse and the Council are able to respond quickly and have a track record of successfully securing and delivering against grant funding programme deadlines.
- 11.36 While it is not possible at this juncture to specify exactly how the construction of the final four Phases of the Scheme will be financed, Muse and the Council collectively have considerable experience in securing funding for complex schemes, including Phases 1-4 of the Scheme, and are confident that Phases 5-8 will be delivered via one of the funding options detailed above.

12 Human Rights considerations and the Equality Act

Human Rights

- 12.1 In determining whether or not to confirm the Order, the Secretary of State must have regard to any interference with human rights, the provisions of the Human Rights Act

1998 and the European Convention on Human Rights (the “**Convention**”). The Secretary of State must consider whether, on balance, the case for compulsory purchase justifies interfering with the human rights of the owners of the Order Land.

12.2 Article 1 of the First Protocol to the Convention states that “...*Every natural or legal person is entitled to peaceful enjoyment of his possessions*” and “*no one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by the law and by the general principles of international law...*”. Whilst the Landowner will be deprived of their ownership of property if the Order is confirmed and the powers are exercised, this will be undertaken in accordance with the law (in this case, the Act). The Order is being pursued in the public interest as required by Article 1 of the First Protocol. The public benefits associated with the acquisition and redevelopment of the Order Land are set out earlier in section 4 of this Statement. The Council considers that the Order will strike a fair balance between the public interest in the implementation of the Scheme and those private rights which will be affected by the Order. Indeed, the Order is overwhelmingly in the public interest.

12.3 Article 6 of the Convention provides that “*In determining his civil rights and obligations...everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law*”. The Scheme proposals (including the Proposed Development) have been extensively publicised as part of the planning application process and consultation has taken place with the communities and parties that may be affected by the Scheme, the Proposed Development and the Order. Persons affected by the Order will be notified, will have the right to make representations and/or objections to the Secretary of State, and persons with a relevant objection will have the right for their objections to be heard through an appropriate confirmation process. It has been held that the statutory processes are compliant with Article 6 of the Convention.

12.4 Those whose interests are acquired under the Order will also be entitled to compensation which will be payable in accordance with the Compulsory Purchase Compensation Code. The reasonable surveying and legal fees incurred by those affected in transferring interests to the Council will also be paid. The Compensation Code has been held to be compliant with Article 8 and Article 1 of the First Protocol to the Convention.

12.5 The European Court of Human Rights has recognised in the context of Article 1 of the First Protocol that “*regard must be had to the fair balance that has to be struck between*

the competing interests of the individual and the community as a whole". Both public and private interests are to be taken into account in the exercise of the Council's powers and duties. Similarly, any interference with Article 8 rights must be "necessary in a democratic society" i.e. proportionate.

- 12.6 In promoting this Order, the Council has carefully considered the balance to be struck between the effect of acquisition on individual rights and the wider public interest in the delivery of the Scheme. The impacts upon the Landowner are all capable of being compensated for under the Compensation Code. Interference with Convention rights is considered by the Council to be justified and proportionate in this instance in order to secure the social, economic and environmental public benefits which the Proposed Development (and the wider Scheme) will bring.
- 12.7 The requirements of the Human Rights Act 1998 and the Convention, particularly the rights of property owners, have therefore been fully taken into account. There is a very compelling case in the public interest for the Order to be made and confirmed, and the interference with the private rights of those affected that would be the inevitable result of the exercise of the compulsory powers conferred by the Order would be lawful, justified and proportionate. Noting in particular that the tenants of the illegal HMO have been evicted, and as such there is no subsisting residential use of the building on the Order Land.

Equality Act

- 12.8 As a public body, the Council must have regard to the public sector equality duty set out in s149(1) of the Equality Act 2010 (the "**Equality Act**"). The Council has undertaken an Equality Impact Assessment in relation to the Order. The Council considers that the acquisition of the Order Land and the delivery of the Proposed Development will not give rise to any impacts or differential impacts on persons who share a relevant protected characteristic as defined in the Equality Act, or upon persons who do not share such relevant protected characteristic. However, the Council's position will be continually monitored, and should any persons be identified, who may adversely be impacted by the Order or the Proposed Development, assistance measures will be put in place as necessary to mitigate as far as practicable any identified activity that may have an adverse impact on these individuals.

- 12.9 In fact, it is considered that the Proposed Development and the wider Scheme will result in positive impacts including important social, economic and environmental 'well-being' benefits for the local area.

13 Related Orders and Special Kinds of Land

- 13.1 There are no listed buildings or Scheduled Ancient Monuments within the Order Land, nor is there any special category land.
- 13.2 Network Rail Infrastructure Limited ("NR") have mines and minerals interests in the Order Land. However, the Council does not intend to acquire these and the Mining Code is incorporated into the Order.

14 Compensation

- 14.1 Provision is made by statute with regard to compensation for the compulsory acquisition of land and the depreciation in value of properties. More information is provided in the series of booklets published by the Department for Housing, Communities and Local Government entitled "Compulsory Purchase and Compensation" listed below:

14.1.1 Booklet No. 1 - Compulsory Purchase Procedure.

14.1.2 Booklet No. 2 - Compensation to Business Owners and Occupiers.

14.1.3 Booklet No. 3 - Compensation to Agricultural Owners and Occupiers.

14.1.4 Booklet No. 4 - Compensation for Residential Owners and Occupiers.

14.1.5 Booklet No. 5 - Reducing the Adverse Effects of Public Development: Mitigation Works.

- 14.2 The booklets are available to download for free online at:
www.gov.uk/government/collections/compulsory-purchase-system-guidance

15 Extent of the Scheme

- 15.1 Paragraph 196(v), Section 12, of the Government's CPO Guidance advises that a statement should be included in every statement of reasons which explains the extent of the scheme to be disregarded for the purposes of assessing compensation in the 'no-scheme world'.

- 15.2 Section 6(A) of the Land Compensation Act 1961 (“**LCA 1961**”) provides that “*the no scheme principle is to be applied when assessing the value of land in order to work out how much compensation should be paid by the acquiring authority for the compulsory acquisition of the land*”. For the purposes of section 6(A), the “scheme” means the scheme of development underlying the acquisition.
- 15.3 Section 4 of the LCA 1961 explains that the underlying scheme is to be the scheme provided for by the Order unless it is shown that the underlying scheme is a scheme larger than, but incorporating, the scheme provided for by that instrument.
- 15.4 In this case, the “**scheme**” for the purposes of Section 6(A) of the LCA 1961 comprises the Scheme as defined at paragraph 1.3 and described in section 5 of this Statement and includes the Proposed Development.

16 Conclusions

- 16.1 By virtue of powers in Section 226(1)(a) of the Act the Council is authorised to compulsory purchase land to facilitate the carrying out of development, re-development or improvement on or in relation to the land.
- 16.2 The overriding test with which the Secretary of State must be satisfied in order to confirm the Order is whether there is a “*compelling case in the public interest*” for making the Order to justify the proposed interference with the private rights of those who have interests in the Order Land (Paragraphs 2.1 and 12.3 and 12.4 of Tier 1 of the CPO Guidance). This test is clearly met in this case, as demonstrated throughout this Statement.
- 16.3 There are a number of general considerations set out in the CPO Guidance that the Council needs to demonstrate to the satisfaction of the Secretary of State:

That the Council as acquiring authority has a clear idea of how it intends to use the land which it is proposing to acquire (paragraph 13.3 of Tier 1 of the CPO Guidance)

- 16.4 Sections 6 and 7 of this Statement describe the Proposed Development and how the Order Land will be used following its completion.
- 16.5 All of the land proposed to be acquired under the Order is required for the purpose of the Proposed Development (and wider Scheme) and is reasonable and proportionate. Importantly, the Council has taken a proportionate approach to land acquisition in line

with policy and guidance, and does not propose to acquire any land or rights beyond those that are reasonably required.

- 16.6 As explained in section 7 above, the acquisition of the Order Land will provide the certainty to investors in and occupiers of the Scheme (both current and prospective) that the buildings currently occupying the Order Land (which significantly blight the area) can be demolished and the Order Land redeveloped, encouraging investment and future occupation of the Scheme. Initial works to the Order Land (following demolition) will comprise of an interim landscaping treatment (grass with low level wooden fencing), which will vastly improve its physical appearance, as illustrated by the photographs at paragraphs 7.7.1 and 7.8.1 above (which show the Order Land and adjacent landscaped land respectively), and improve pedestrian permeability from the A6 to the station, increasing the feeling of safety pending commencement of construction of Phase 7.
- 16.7 As explained in section 11 above, the Council has funding available now for the acquisition of the Order Land, the demolition of the existing buildings on the Order Land, and the carrying out of landscaping works.
- 16.8 Improvement of the physical appearance of the Order Land will encourage investment in and future occupation of the latter Phases of the Scheme.

That the Scheme is unlikely to be blocked by any physical or legal impediments to implementation, these include:

16.8.1 the programming of any infrastructure accommodation works or remedial works which may be required; and

16.8.2 any need for planning permission or other consent or licence,

(Paragraph 15 of Tier 1 of the CPO Guidance).

- 16.9 As explained in sections 6 and 10 of this Statement, the Planning Permission has been granted for the Proposed Development and no other consents or licences are needed for its delivery. There are not considered to be any physical or legal impediments to the implementation of the Proposed Development.

That all necessary resources are likely to be available within a reasonable timescale (Paragraph 13 of Tier 1 of the CPO Guidance) That funding is available now or will be available early in the process for both acquiring the necessary

land (the Order Land) and constructing the remainder of the Scheme/the Proposed Development (as described in section 6) (Paragraph 14 of Tier 1 of the CPO Guidance)

- 16.10 Section 11 of this Statement explains that the Council has assessed the costs of implementing (constructing) the Proposed Development, and the costs of acquiring the necessary land (the Order Land), demolishing the existing building on it, and carrying out landscaping works on it, and is satisfied that the requisite funding is available to meet those construction and land acquisition/compulsory purchase compensation costs as and when required (including any advance payments and blight claims).

That the purposes for which the Order is made justify interfering with the human rights of those with an interest in the land affected and particular consideration should be given to the provisions of Article 1 of the First Protocol to the Convention and, in the case of a dwelling Article 8 of the Convention, and that consideration should be given to the public sector equality duty (Paragraphs 2.1 and 12.3 and 12.4 of Tier 1 of the CPO Guidance)

- 16.11 The Order is being promoted in the public interest. The Council considers that the Order will strike the right balance between the public interest in the implementation of the Proposed Development and those private rights that will be affected by the Order.
- 16.12 As explained in section 7 of this Statement, the Order Land is required for the purpose of the Proposed Development.
- 16.13 Whilst the Landowner may be deprived of their interest in property if the Order is confirmed, this will be in accordance with the law and the Council has adopted a proportionate approach in seeking the acquisition of land.
- 16.14 Those whose interests are acquired under the Order will be entitled to compensation which will be payable in accordance with the Compulsory Purchase Compensation Code. The Compensation Code has been held to be compliance with Article 8 and Article 1 of the First Protocol to the Convention.
- 16.15 The requirements of the Human Rights Act 1998 and the Convention, particularly the rights of property owners, have therefore been fully taken into account. There is a compelling case in the public interest for the Order to be made and confirmed. The interference with the private rights of those affected that would be the inevitable result

of the exercise of the compulsory purchase powers conferred by the Order would be lawful justified and proportionate.

That the Council has taken reasonable steps to understand the impact of the exercise of the compulsory purchase powers included in Order, and the acquisition of a person's interest in the land, on that person, and to acquire all of the Order Land by agreement (Paragraphs 2.2 and 2.3 of Tier 2 of the CPO Guidance).

- 16.16 Having undertaken an Equality Impact Assessment in respect of the Order, the Council considers that the acquisition of the Order Land and the delivery of the Proposed Development will not give rise to any impacts or differential impacts on persons who share a relevant protected characteristic as defined in the Equality Act, or upon persons who do not share such relevant protected characteristic.
- 16.17 In fact, it is considered that the Proposed Development and the wider Scheme will result in positive impacts including important social, economic and environmental 'well-being' benefits for the local area.
- 16.18 The Council is committed to securing the Order Land by voluntary agreement if at all possible. As detailed at section 9 of this Statement, the Council has made sustained efforts to negotiate with the Landowner over a prolonged period, and has made several offers to acquire the Order Land at market value.
- 16.19 In order to provide certainty that all the land required for the Proposed Development can be secured, it has been necessary for the Council to progress the Order. However, the Council remains committed to continuing negotiations with the Landowner to secure the Order Land by agreement (in tandem with the Order (as envisaged by the CPO Guidance)) in the event that the Landowner is hereafter willing to proceed on this basis.
- 16.20 Accordingly, the Council considers that the criteria in the CPO Guidance are satisfied and that there is a compelling case in the public interest for the confirmation of the Order.

17 Views of Government Departments

- 17.1 No such views have been expressed.

18 Details of Contacts

- 18.1 If any person affected by the Order wishes to discuss it with an officer of the Council, they are requested to contact Paul Batho, Senior Development Manager, by e-mail to: paul.batho@stockportcouncil.onmicrosoft.com or by telephone on: 07714 679325.

19 Inquiries Procedure Rules

- 19.1 As noted above, this is a non-statutory statement which is not intended to constitute the Council's Statement of Case under the 2007 Rules.

20 List of Documents

- 20.1 In the event that it becomes necessary to hold a public inquiry into the Order, the Council may refer to the documents listed below. The list is not exhaustive, and the Council may also refer to additional documents in order to address any objections made to the Order:

20.1.1 The Order and Order Map;

20.1.2 This Statement of Reasons including Appendices;

20.1.3 Council report and resolution of meeting dated 18th September 2024 relating to the “**in principle**” resolution to use compulsory purchase powers;

20.1.4 Council report and resolution of meeting dated 24 June 2025 authorising the making of the Order;

20.1.5 National Planning Policy Framework (December 2024); and

20.1.6 the CPO Guidance.

- 20.2 Copies of the Order, Order Schedule, Order Map and this Statement can be inspected at the following location:

20.2.1 at all reasonable hours at Stockport Town Hall, Edward St, Stockport SK1 3XE.

- 20.3 Documents relating to the Order can be downloaded from the Council's website via the following link: <https://www.stockport.gov.uk/stockportexchangeppo>.

Appendix 1

Order Map showing the Order Land

© Crown copyright and database rights 2024
Ordnance Survey 0000808122

Scale at A3: 1:1,500

02040

Meters

Location plan for the Map referred to in
The Metropolitan Borough Council of Stockport
(72-74 Wellington Road South, Stockport, SK1 3SU)
Compulsory Purchase Order 2025

THE COMMON SEAL of THE)
METROPOLITAN BOROUGH COUNCIL)
OF STOCKPORT was hereunto)
affixed in the presence of:-)
Assistant Director Legal & Democratic Governance /
Designated Authorised Signatory
(legal officer)
Signature:
Name (in block capitals):
Authorised Signatory (legal officer)
Signature:
Name (in block capitals):
Dated this..... day
of..... 2025

N

The map shows a residential area in Stockport. A black rectangle highlights the area around 72-74 Wellington Road South. Surrounding streets include Station Road, Railway Road, John Street, Loonies Court, Norbury Street, and Lacy Street. Landmarks such as a swimming pool, a multi-storey car park, and a railway station are also visible. Various buildings are labeled with numbers and names like 'Central House' and 'Shelters'.

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Ordnance Survey 0000808122

Scale at A3: 1:500

01020

Meters

Key

Land to be Acquired

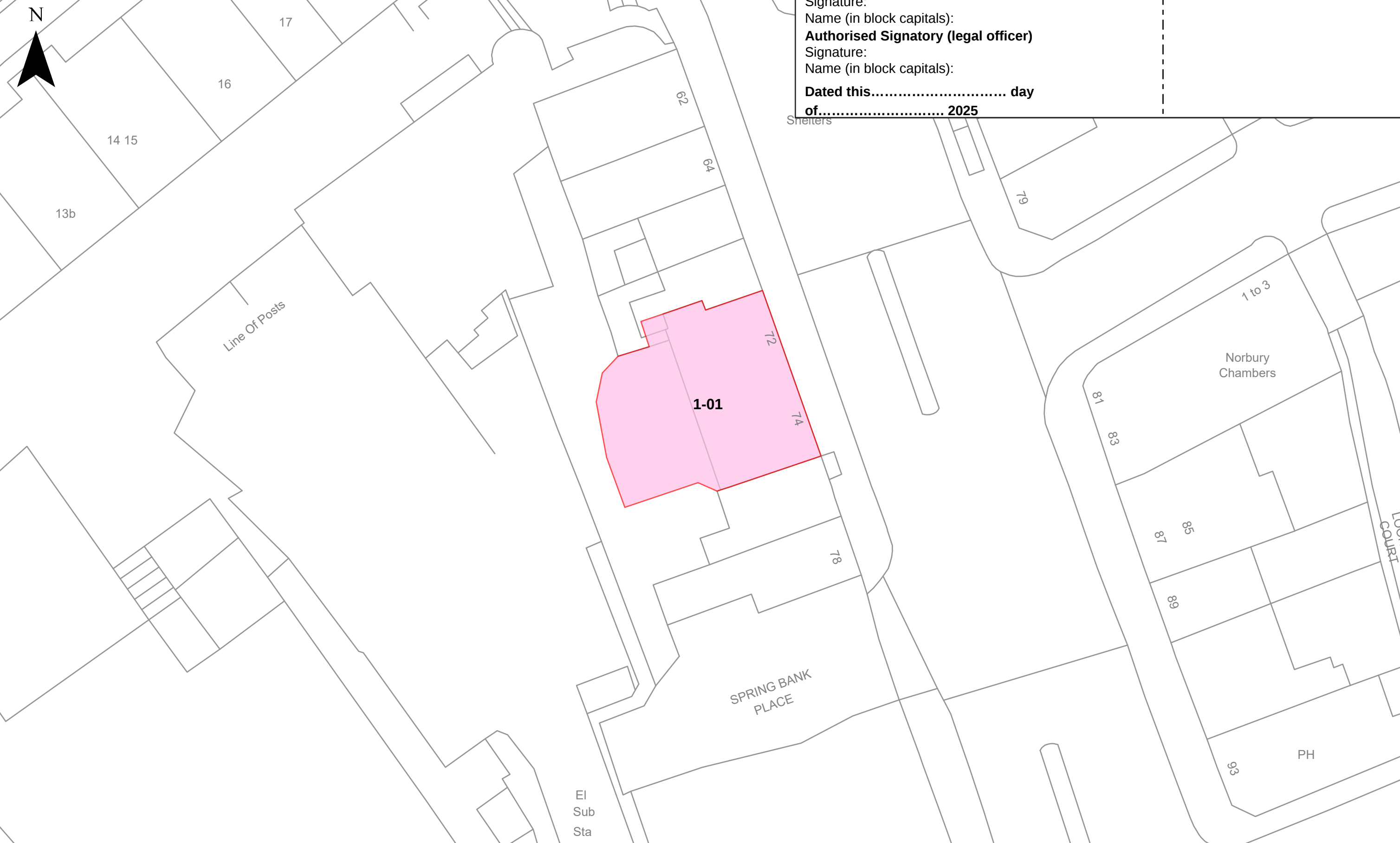
Map referred to in

The Metropolitan Borough Council of Stockport
(72-74 Wellington Road South, Stockport, SK1 3SU)
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THE COMMON SEAL of THE)
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OF STOCKPORT was hereunto)
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Assistant Director Legal & Democratic Governance /
Designated Authorised Signatory
(legal officer)
Signature:
Name (in block capitals):
Authorised Signatory (legal officer)
Signature:
Name (in block capitals):
Dated this..... day
of..... 2025

N





Appendix 2

Plan showing the Stockport Exchange Site



Appendix 3

Committee Report and Planning Permission

**STOCKPORT METROPOLITAN BOROUGH COUNCIL
DECISION NOTICE**

Town and Country Planning Act 1990

**Full Application Planning Application Number
DC/091580**

Applicant Details:	Agent Details:
Mr Max King Muse Places Ltd and Stockport MBC Riverside House Irwell Street Salford M3 5EN	Mr Jay Patel Savills Savills UK Ltd 12 Booth Street MANCHESTER M2 4AW
Location	Description Of Development
Land At Stockport Exchange Railway Road/Wellington Road South/Station Road Stockport SK1 3SU	Hybrid planning application (part full / part outline) seeking full planning permission for Stockport Exchange Phase 5 office building with ground floor commercial use (Use Class E) and associated public realm and outline planning permission for Stockport Exchange Phases 6, 7 and 8 (with all matters reserved) following demolition of existing buildings. Phases 6 & 7 to comprise office buildings with ground floor commercial uses (Use Class E) and Phase 8 to comprise either office or residential use with ground floor commercial use (Use Class E or C3).

PARTICULARS OF DECISION

The Stockport Metropolitan Borough Council hereby give notice in pursuance of the Town and Country Planning Act 1990 that **FULL PLANNING PERMISSION HAS BEEN GRANTED** for the carrying out of the development described above. The development must be begun not later than the expiration of **THREE YEARS** beginning with the date of this permission, as required by section 91 of the Town and Country Planning Act 1990 and amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

The development must be carried out in accordance with the application and plans submitted, and subject to the following terms and conditions:

The development hereby approved shall be implemented in phases in accordance with the numerical sequence defined by approved plan ref: PROPOSED PHASING PARAMETER PLAN 15237-SRA-ZZ-ZZ-DR-A-02004

Reason

For the avoidance of doubt and to safeguard and protect the service centre hierarchy in accordance with policies CS5, CS6, AS-1 and AS-3 of the Core Strategy DPD and the National Planning Policy Framework.

2 Condition

The development hereby approved shall begin within three years of the date of this planning permission.

Reason

In accordance with Section 91 of the Town and Country Planning Act 1990.

3 Condition

Unless otherwise required by any other condition of this planning permission, the development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan ref: 15237-SRA-ZZ-ZZ-DR-A-02000 Rev P05

Proposed Site Plan Phase 5 (Detailed Application) ref: 15237-SRA-ZZ-ZZ-DR-A-02006 Rev P05

General Arrangement Ground Floor Plan ref: 15237-SRA-P5-00-DR-A-02100 Rev P07

General Arrangement First Floor Plan ref: 15237-SRA-P5-01-DR-A-02101 Rev P07

General Arrangement Levels 2-4 Plan ref: 15237-SRA-P5-02-DR-A-02102 Rev P05

General Arrangement Fifth Floor Plan ref: 15237-SRA-P5-05-DR-A-02105 Rev P05

General Arrangement Sixth Floor Roof Plant Level ref: 15237-SRA-P5-06-DR-A-02106 Rev P07

Phase 5 General Arrangement North West Elevation ref: 15237-SRA-P5-XX-DR-A-02200 Rev P06

Phase 5 General Arrangement North East Elevation ref: 15237-SRA-P5-XX-DR-A-02201 Rev P06

Phase 5 General Arrangement South East Elevation ref: 15237-SRA-P5-XX-DR-A-02202 Rev P06

Phase 5 General Arrangement South West Elevation ref: 15237-SRA-P5-XX-DR-A-02203 Rev P06

Phase 5 General Arrangement Long Section AA ref: 15237-SRA-P5-XX-DR-A-02301 Rev P04

Phase 5 General Arrangement Cross Section BB ref: 15237-SRA-P5-XX-DR-A-02302 Rev P04

Typical Bay Study ref: 15237-SRA-P5-ZZ-DR-A-02401 Rev P02

General Arrangement Cross Section BB ref: 15237-SRA-P5-XX-DR-A-02302 P04

Phase 5 Roof Terrace General Arrangement ref: P21518-GIL-00-XX-DR-L-1203 Rev P01

Reason

For the avoidance of doubt and to comply with the following development plan policies:

Saved policies of the SUDP Review:

TCG3.2 Cultural, Leisure and Heritage Quarter
TCG1 Town Centre/M60 Gateway
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
EP1.7 Development and Flood Risk
EP1.10 Aircraft Noise
L1.2 Children's Play
E1.2 Location of New Business Premises and Offices
PSD2.2 Service uses in the Town Centre, District and Large Local Centres
SE1.2 Shopfronts
SE1.4 Security Measures for Shop Fronts
MW1.5 Control of Waste from Development

LDF Core Strategy/Development Management policies:

CS1 Overarching Principles: Sustainable Development - Addressing Inequalities and Climate Change
SD-1 Creating Sustainable Communities
SD-3 Delivering the Energy Opportunities Plans - New Development
SD-4 District Heating (Network Development Areas)
SD-6 Adapting to the Impacts of Climate Change
CS5 Access to Services
CS6 Safeguarding and Strengthening the Service Centre Hierarchy
AS-1 The Vitality and Viability of Stockport's Service Centres
AS-3 Main Town Centre Uses, Hot Food Take Aways and Prison Development Outside Existing Centres
CS7 Accommodating Economic Development
AED-1 Employment development in the Town Centre and M60 Gateway
CS8 Safeguarding and Improving the Environment
SIE-1 Quality Places
SIE-3 Protecting, safeguarding and enhancing the Environment
SIE-5 Aviation Facilities, Telecommunications and other Broadcast Infrastructure
CS9 Transport and Development
CS10 An Effective and Sustainable Transport Network
T-1 Transport and Development
T-2 Parking in Developments
T-3 Safety and Capacity on the Highway Network
CS11 Stockport Town Centre
TC-1 Stockport Town Centre

4 Pre-commencement condition

No development shall take place until a Construction Phase Employment and Skills Plan has been submitted to and approved in writing by the local planning authority. The development shall be implemented in strict accordance with the approved plan.

Reason

To create education and training opportunities to help local residents access jobs being created by the development in accordance with policy AED-5 of the Core Strategy DPD.

This needs to be a pre-commencement condition to ensure opportunities are created in the construction phase of development.

5 Pre-commencement condition

No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design which has been submitted to and approved in writing by the local planning authority.

The Project Design shall cover the following:

1. A phased programme and methodology to include:

- a) archaeological evaluation trenching;
- b) pending results of the above, targeted open-area excavation and/or a watching brief.

2. A programme for post-investigation assessment to include:

- a) analysis of the site investigation records and finds;
- b) production of a final report on the significance of the heritage interest recorded.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the site investigations commensurate with their significance.

5. Provision for archive deposition of the report, finds and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

The approved Project Design shall be implemented in full.

Reason

To adequately safeguard heritage assets in accordance with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

This needs to be a pre-commencement to ensure that any below ground heritage assets are duly protected, investigated and recorded at the appropriate time.

6 Pre-commencement condition

No site clearance or construction works shall commence until a method statement (or separate statements) dealing with how the works will take place has submitted to and approved in writing by the local planning authority. The site clearance and construction works shall be completed in accordance with the approved details which shall include but not be limited to the following information:

details of the routing of earth and material carrying vehicles to and from the site and access and egress arrangements within the site including details of signage, monitoring and enforcement;
 delivery and collection times for vehicles associated with site clearance and construction works;
 details of the site preparation, groundwork and construction stages of the works and the likely number and type of vehicle movements involved;
 details of provisions for any recycling of materials;
 the provision on site of a delivery area for all vehicles;
 the provision on site of all plant, huts and welfare facilities;
 details showing how all vehicles associated with the site clearance and construction works are to be properly washed and cleaned to prevent the passage of mud and dirt onto the highway;
 a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
 details of contractors compound and car parking arrangements;
 screening and hoarding details;
 details of a community liaison contact for the duration of all works including a complaints procedures and complaint response procedures;
 details of contractors membership of the Considerate Contractors Scheme or similar and
 the provision of an emergency contact number.

Reason

To ensure that the site clearance and construction works are managed in a safe manner and do not adversely affect highway operation and safety or prejudice the amenities of the occupiers of the adjoining properties, in accordance with Policies Development Management T-3 Safety and Capacity on the Highway Network, SIE-1 Quality Places and SIE-3 Protecting, Safeguarding and enhancing the Environment. The methodology for undertaking site clearance and construction works needs to be approved in advance of any works taking place.

7 Pre-commencement condition

No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved by the local planning authority.

The CEMP shall include:

1. Detailed measures to manage and remove any invasive, non-native species present on the site.
2. Detailed measures on how construction activity will be managed to minimise and control vehicle, plant and dust emissions as recommended in the submitted air quality assessment.
3. Detailed measures to control dust and smoke for airport safeguarding reasons in accordance with the advice of Manchester Airport and the Civil Aviation Authority.
4. Detailed measures to manage construction generated noise and vibration including hours of construction works, pile foundation and concrete power floating method statements.
5. Details of community liaison measures during construction such as registration with the Considerate Constructors Scheme.

The approved CEMP shall be implemented in full.

Reason

To adequately manage and mitigate the environmental effects of construction in accordance with policies SIE-3 and SIE-5 of the Core Strategy DPD and the National Planning Policy Framework.

This needs to be a pre-commencement condition to ensure construction related environmental effects are adequately managed and for aircraft safeguarding reasons.

8 Condition

Prior to development above ground level, details of features for nesting birds including swifts, and roosting bats (positioned high up in multiples on appropriate aspects, and any external lighting should avoid light spill on the features) shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented in full prior to first use of the building hereby approved.

Reason

To deliver biodiversity enhancements in accordance with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

9 Condition

No development above ground level shall take place until (i) a schedule of all the materials of external construction has been submitted to and approved in writing by the local planning authority and (ii) samples have been made available for inspection on the site. The development shall not be brought into use until it has been completed in accordance with the approved schedule and materials.

Reason

In the interests of visual amenity and to ensure compliance with Policies SIE-1 "Quality Places" and SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

10 Condition

Notwithstanding the approved plans, no development shall take place until details of design revisions to activate or soften the appearance of the building at ground floor level on the Railway Road elevation have been submitted to and approved in writing by the local planning authority. The development shall be implemented in full accordance with the approved details.

Reason

The proposed blank frontage would have an adverse impact on the character and appearance of Railway Road and is unacceptable in design terms. Improvements are therefore required to ensure compliance with policy SIE-1, the National Planning Policy Framework and the National Design Guide.

This needs to be a pre-commencement condition to ensure a satisfactory remedy is agreed from the outset to avoid abortive costs noting that a solution may involve additional planting which could affect the drainage strategy, ground works etc

11 Pre-commencement condition

Notwithstanding the submitted plans, no development shall take place until a revised landscaping scheme has been submitted to and approved in writing by the local planning authority.

The revised scheme shall:

- (a) complement the approved design revisions to improve the appearance of the blank ground floor elevation to Railway Road (see condition 10);
- (b) ensure the scheme successfully reconciles landscaping with any future widening of Railway Road or other necessary highway works;
- (c) address concerns raised by the Environment Agency about the potential contamination risk to controlled waters arising from a sustainable partial infiltration surface water drainage scheme (see condition XX);
- (d) ensure native planting is maximised to optimise the biodiversity value of the landscaping;
- (e) seek to include additional trees; and
- (f) include a timetable for implementation and long term maintenance and management arrangements.

The approved scheme shall be implemented in full.

Reason

To enhance of the design quality of the scheme, ensure controlled waters are protected, to ensure sustainable drainage and landscaping are considered holistically and to maximise the biodiversity value of the site in accordance with policies SD-6, SIE-1 and SIE-3 of the Core Strategy DPD, the National Planning Policy Framework and the National Design Guide.

This needs to be a pre-commencement condition to ensure a holistic and high quality landscaping scheme is agreed from the outset to avoid abortive costs noting that revisions may involve alterations to planting, the drainage strategy, ground works etc.

12 Condition

The building hereby approved shall not be brought into use until highway improvements, including to the Railway Road/Wellington Road South signalised junction, have been provided in accordance with a scheme that has previously been submitted to and approved in writing by the local planning authority. The highway scheme shall deliver an overall improvement to junction capacity, operation and safety for all users and may include any necessary widening of Railway Road to provide an extended two-lane approach to the signals; the provision of servicing facilities for development phases and the re-modelling of the junction to provide segregated cycle crossings and full pedestrian facilities.

Reason

To ensure that the development will have an appropriately designed and high quality highway layout so that it can be safely accessed by pedestrians, cyclists and vehicles, in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development', T-1 Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

13 Condition

The building hereby approved shall not be brought into use or brought into use until a method statement detailing how the development will be serviced has been submitted to and approved in writing by the local planning authority. The method statement shall include details of the likely requirements for servicing each occupier within the development, the likely times of servicing, the size and type of vehicles that will service the site, where service vehicles will load / unload and how servicing will be managed to avoid conflicting vehicle arrivals and demands on servicing space. The development shall thereafter only be serviced in accordance with the approved method statement.

Reason

To ensure that the development is serviced in a safe manner, having regard to Policies SIE-1 'Quality Places' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

14 Condition

Notwithstanding Class E of Part A of Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any equivalent provision to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), retail floorspace shall not exceed 525m² and retail sales shall be restricted to the predominant sale of convenience goods only with no more than 25% of the retail sales area used for the sale of the following goods:

Books, music and film media

Furniture, floor coverings and household textiles

Audio-visual equipment and related accessories (domestic appliances, photographic and optical goods, telephone and fax equipment)

Hardware and DIY supplies (china, glass and utensils, DIY and decorators' supplies, tools and equipment for house and garden)

Clothing

Footwear

Jewellery

Toys and games

Post Office

Travel Agency

Reason

To safeguard and protect the service centre hierarchy Framework and to adequately manage traffic generation in accordance with policies CS5, CS6, CS9, CS10, T-1, T-2 T-3, AS-1 and AS-3 of the Core Strategy DPD and the National Planning Policy Framework.

15 Condition

The building hereby approved shall be constructed to achieve a BREEAM rating of 'excellent' as a minimum. No later than three months after first occupation of the building, a certificate following a post-construction review, shall be issued by an approved BREEAM Assessor and submitted to the local planning authority, indicating that the relevant BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason

To ensure the development is sustainable and to mitigate the impacts of climate change in accordance with policies CS1 and SD-6 of the Stockport Core Strategy DPD and the National Planning Policy Framework.

16 PILING

Condition

Piling or any other foundation designs using penetrative methods shall not be carried out other than in accordance with details that have first been submitted to and approved in writing by the local planning authority. The development shall be carried out in strict accordance with the approved details.

Reason

To ensure that the proposed activity does not harm groundwater resources in accordance with policy SIE-3 of the Core Strategy DPD, the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection'.

17 Pre-commencement condition

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority.

The strategy shall include the following components:

1. A site investigation scheme, based on the submitted documents, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

2. The results of the site investigation and the detailed risk assessment referred to in 1 and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in 2 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that land is properly remediated if necessary and to ensure the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

This need to be a pre-commencement condition to ensure risks to human health and the environment are adequately managed.

18 Condition

Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

To ensure that the site does not pose any further risk to human health, the environment or ground waters by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

19 Pre-commencement condition

No development shall take place until (i) a method statement for the carrying out of an investigation and assessment of the potential for landfill gas being present on the land has been submitted to and approved in writing by the local planning authority and (ii) the investigation and assessment has been carried out in accordance with the approved method statement and (iii) a written report of the investigation and a copy of the assessment has been submitted to the local planning authority. All precautionary and remedial measures (whether relating to excavation and other site works, building development and construction, gas control measures or otherwise) recommended or suggested by the report and assessment shall be taken or carried out in the course of the development unless otherwise approved in writing by the local planning authority.

Reason

The land may contain landfill gas and it may be necessary to undertake remedial measures in order to comply with Policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

This need to be a pre-commencement condition to ensure risks to human health and the environment are adequately managed.

20 Condition

No part of the development shall be brought into use until all works necessary to prevent landfill gas migration into the development have been approved in writing by the local planning authority and carried out in full.

Reason

The adjoining land may contain landfill gas and it may be necessary to undertake remedial measures in order to comply with Policy SIE-3 "Protecting, Safeguarding and Enhancing the Environment" of the adopted Stockport Core Strategy DPD.

21 Pre-commencement condition

Notwithstanding the approved plans and prior to the commencement of any development, a detailed surface water drainage scheme shall be submitted to and approved by the local planning authority.

The scheme shall:

- (a) incorporate SuDS and be based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions;
- (b) include an assessment and calculation for 1 in 1yr, 30yr and 100yr + 40% climate change figure critical storm events showing flood exceedance routes.
- (c) be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards; and
- (d) shall include details of ongoing maintenance and management.

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters.

The development shall be completed and maintained in full accordance with the approved details.

Reason

To protect controlled waters from mobilised contaminants and provide sustainable drainage in accordance with policies SIE-3 and SD-6 of the Stockport Core Strategy DPD, the National Planning Policy Framework and the Planning Practice Guidance.

This needs to be a pre-commencement condition to ensure sustainable drainage is incorporated into the design of the development in a timely manner and in order to avoid abortive costs.

22 Condition

No kitchen extraction system shall be used, until details of the position and design of ventilation equipment, which specifies the provision to be made for the control of odour and noise emanating from the site has been submitted to and approved by the local planning authority.

Details shall include a description of all proposed processes, a description and plan of the ventilation system and odour abatement measures including the location and details of any filters and/or fans and the manufacturer's recommendations concerning frequency and type of maintenance.

The approved equipment shall be installed in accordance with the approved details prior to the operation of commercial kitchens, shall be operated at all times when cooking is taking place and maintained in accordance with the manufacturer's instructions.

Reason

To protect the amenity and quality of life of sensitive receptors in the vicinity of the development in accordance with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

23 Condition

The noise insulation scheme and window specifications detailed in the submitted acoustic report: AEC, STOCKPORT EXCHANGE PHASE 5 (FULL) AND PHASES 6,7 & 8 (OUTLINE) NOISE IMPACT ASSESSMENT FOR PLANNING PURPOSES 1 March 2024 AEC REPORT: P5061/R1b/NRS shall be implemented in full prior to the first use of the building and shall be maintained for the purpose originally intended thereafter.

Prior to first use of the building hereby approved a verification report shall be submitted to and approved in writing by the local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason

To ensure noise impacts are adequately mitigated in accordance with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

24 Condition

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason

In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport in accordance with policy SIE-5 of the Core Strategy DPD.

25 Condition

Details of all external lighting shall be submitted to and approved in writing by the local planning authority prior to its installation. External lighting shall be installed and maintained in accordance with the approved details.

Reason

In the interests of design quality and in order to adequately manage the environmental impact of external lighting in accordance with policies SIE-3, SIE-1 and T-3 of the Core Strategy DPD and the National Planning Policy Framework.

26 Condition

Notwithstanding the approved plans, no development above ground level shall take place until a designer's response to the recommendations made in Sections 4.3, 5 and 6 of the submitted Greater Manchester Police Design for Security Crime Impact Statement (ref: 2018/0375/COS/04) has been submitted to and approved in writing by the local planning authority. The crime reduction measures contained with the approved designer's response shall be implemented in full retained thereafter.

Reason

In the interests of crime prevention in accordance with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

27 Condition

Within 6 months of phase 5 hereby approved being brought into use, a travel plan for the development shall have been submitted to and approved in writing by the Local Planning Authority and have been brought into operation. The approved travel plan shall be operated at all times that the development is in

use and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan. The travel plan and all updates shall be produced using the online TfGM Travel Plan Toolkit and in accordance with current national and local best practice guidance.

Reason

To ensure that measures are implemented that will enable and encourage the use of alternative forms of transport to access the site, other than the private car, in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

28 Condition

No part of phase 5 of the development hereby approved shall be brought into use until the ground floor cycle hub has been provided with facilities for the storage and securing of 40 cycles in accordance with details that have previously been submitted to and approved in writing by the local planning authority: The cycle parking facilities shall then be retained and shall remain available for use at all times thereafter.

Reason

To ensure that safe and practical cycle parking facilities are provided so as to ensure that the site is fully accessible by all modes of transport in accordance with Policies CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

29 Condition

The building hereby approved shall not be brought into use until staff shower, changing, locker and drying facilities within the development have been provided in accordance with details that have previously been submitted to and approved in writing by the local planning authority. The facilities shall then be retained and shall remain available for use at all times thereafter.

Reason

To ensure that suitable facilities are provided that will permit and encourage the use of sustainable modes of transport in accordance with Policies SIE-1 'Quality Places', CS9 'Transport and Development', T-1 'Transport and Development' and T-3 'Safety and Capacity on the Highway Network' of the Stockport Core Strategy DPD.

30 Condition

Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.

Reason

For the avoidance of doubt and pursuant to Section 92 of the Town and Country Planning Act 1990.

31 Condition

Applications for approval of the reserved matters shall be made to the local planning authority not later than 13 years from the date of this permission.

Reason

For the avoidance of doubt and in recognition of the phased nature of development pursuant to Section 92 of the Town and Country Planning Act 1990.

32 Condition

The development hereby permitted shall take place not later than 2 years from the date of approval of the last of the reserved matters to be approved.

Reason

For the avoidance of doubt and in recognition of the phased nature of development pursuant to Section 92 of the Town and Country Planning Act 1990.

33 Condition

No kitchen extraction system shall be used, until details of the position and design of ventilation equipment, which specifies the provision to be made for the control of odour and noise emanating from the site has been submitted to and approved by the local planning authority.

Details shall include a description of all proposed processes, a description and plan of the ventilation system and odour abatement measures including the location and details of any filters and/or fans and the manufacturer's recommendations concerning frequency and type of maintenance.

The approved equipment shall be installed in accordance with the approved details prior to the operation of commercial kitchens, shall be operated at all times when cooking is taking place and shall be maintained in accordance with the manufacturer's instructions.

Reason

To protect the amenity and quality of life of sensitive receptors in the vicinity of the development in accordance with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

34 Condition

Any application for the approval of reserved matters for each phase shall include a site investigation and remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted.

The strategy shall include the following components:

(a) A site investigation scheme, based on the submitted documents, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

(b) The results of the site investigation and the detailed risk assessment referred to in 1 and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(c) A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in 2 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason

To ensure that land is properly remediated if necessary and to ensure the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

35 Condition

Prior to any part of the development in each phase being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

To ensure that the site does not pose any further risk to human health, the environment or ground waters by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

36 Condition

Piling or any other foundation designs using penetrative methods shall not be carried out other than in accordance with details that have first been submitted to and approved in writing by the local planning authority. The development shall be carried out in strict accordance with the approved details.

Reason

To ensure that the proposed activity does not harm groundwater resources in accordance with policy SIE-3 of the Core Strategy DPD, the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection'.

37 Condition

Any application for the approval of reserved matters for each phase, shall include a detailed surface water drainage scheme.

The scheme shall:

- (a) incorporate SuDS and be based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions;
 - (b) include an assessment and calculation for 1 in 1yr, 30yr and 100yr + 40% climate change figure critical storm events showing flood exceedance routes.
 - (c) be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards; and
 - (d) shall include details of ongoing maintenance and management.
- No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority.

Any proposals for such systems must be supported by an assessment of the risks to controlled waters.

Reason

To protect controlled waters from mobilised contaminants and provide sustainable drainage in accordance with policies SIE-3 and SD-6 of the Stockport Core Strategy DPD, the National Planning Policy Framework and the Planning Practice Guidance.

38 Condition

Any application for reserved matters for each phase shall include a Heritage Assessment and a Townscape and Visual Impact Assessment that assesses the visual impact of the phase on heritage assets and the wider townscape. The Assessment shall include an analysis of kinetic views from the Grade II* listed viaduct to the Grade II* listed Town Hall.

Reason

To inform design development and to mitigate the impact of the development on designated heritage assets in accordance with policy SIE-3 of the Stockport Core Strategy DPD and the National Planning Policy Framework.

39 Condition

Notwithstanding Class E of Part A of Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any equivalent provision to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), cumulative retail floorspace shall not exceed 1420m² across Phases 6, 7 and 8 and retail sales shall be restricted to the predominant sale of convenience goods only with no more than 25% of the retail sales area used for the sale of the following goods:

- oBooks, music and film media
- oFurniture, floor coverings and household textiles
- oAudio-visual equipment and related accessories (domestic appliances, photographic and optical goods, telephone and fax equipment)
- oHardware and DIY supplies (china, glass and utensils, DIY and decorators' supplies, tools and equipment for house and garden)
- oClothing
- oFootwear
- oJewellery
- oToys and games
- oPost Office
- oTravel Agency

Reason

To safeguard and protect the service centre hierarchy Framework and to adequately manage traffic generation in accordance with policies CS5, CS6, CS9, CS10, T-1, T-2 T-3, AS-1 and AS-3 of the Core Strategy DPD and the National Planning Policy Framework.

40 Condition

No development of Phases 6 or 7 works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design which has been submitted to and approved in writing by the local planning authority.

The Project Design shall cover the following:

1. A phased programme and methodology to include:
 - a) archaeological evaluation trenching;
 - b) pending results of the above, targeted open-area excavation and/or a watching brief.
2. A programme for post-investigation assessment to include:
 - a) analysis of the site investigation records and finds;
 - b) production of a final report on the significance of the heritage interest recorded.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the site investigations commensurate with their significance.
5. Provision for archive deposition of the report, finds and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

The approved Project Design shall be implemented in full.

Reason

To adequately safeguard heritage assets in accordance with policy SIE-3 of the Core Strategy DPD and the National Planning Policy Framework.

41 Condition

Any reserved matters application for Phase 8 (as defined on approved plan ref: PROPOSED PHASING PARAMETER PLAN 15237-SRA-ZZ-ZZ-DR-A-02004) proposing residential development shall be accompanied by a draft legal agreement containing development obligations based on the heads of terms set out in Informative 10 attached to this planning permission (together where relevant with any financial viability appraisal) to be entered into either:

(a) under (inter alia) section 106 of the Town and Country Planning Act between the owner(s) of the Phase 8 land and the local planning authority in circumstances where someone other than the local planning authority has a freehold or long-leasehold interest in the Phase 8 land that is capable of creating planning obligations in favour of and enforceable by the local planning authority; or

(b) under (inter alia) section 111 of the Local Government Act 1972 between the developer of the Phase 8 land and the local planning authority in circumstances where the developer of the land does not have a legal interest in the Phase 8 land and where there is no other party with a legal interest in the Phase 8 land other than the local planning authority who is able to create planning obligations in respect of the Phase 8 land (such agreement to include a mechanism, whether by confirmatory or supplementary deed under section 106 of the Town and Country Planning Act, or similar, to ensure that any legal interest created in the Phase 8 land following the date of such legal agreement

is bound under section 106 to perform the development obligations contained therein).

Reason

To secure affordable housing, open space and education contributions should residential development be proposed in accordance with policies H-3 and SIE-2 of the Stockport Core Strategy DPD and the National Planning Policy Framework.

These planning obligations are secured by condition in order to expedite the delivery of the development noting the phased nature of this mayor development, Stockport Council's ownership interest in the land, the long timescale required to deliver the development as a whole and the flexible end use for Phase 8 hereby approved with only the residential option triggering the needs for planning obligations. Combined, these factors are considered to constitute exceptional circumstances justifying securing planning obligations by way of planning condition as supported by Planning Practice Guidance (see: Use of planning conditions - GOV.UK).

42 Condition

No development of Phase 8 including residential development shall take place until either:

- (a) a legal agreement has been entered into in accordance with Condition 41 to secure the development obligations referred to in Informative 10; or
- (b) the local planning authority has confirmed in writing that no such legal agreement will need to be entered into (including on grounds of financial viability).

Reason

To secure affordable housing, open space and education contributions should residential development be proposed in accordance with policies H-3 and SIE-2 of the Stockport Core Strategy DPD and the National Planning Policy Framework.

These planning obligations are secured by condition in order to expedite the delivery of the development noting the phased nature of this mayor development, Stockport Council's ownership interest in the land, the long timescale required to deliver the development as a whole and the flexible end use for Phase 8 hereby approved with only the residential option triggering the needs for planning obligations. Combined, these factors are considered to constitute exceptional circumstances justifying securing planning obligations by way of planning condition as supported by Planning Practice Guidance (see: Use of planning conditions - GOV.UK).

Signed:

Dated: 30th October 2024

A handwritten signature in black ink, appearing to be a stylized 'J' or 'L' with a flourish.

ADDITIONAL INFORMATION

- 1 In accordance with S93G of the Town & Country Planning Act 1990 (As amended by Section 111 Levelling Up & Regeneration Act 2023) there is a legal requirement for you to inform the Council of the date when you intend to commence the development on site via submission of a Commencement Notice. This notice is mandatory for all developments and came into effect on 31 March 2024. You can find more information and download a copy of the Commencement Notice to complete via this link to our website <https://www.stockport.gov.uk/how-to-apply-for-planning-permission/before-starting-the-work-planning-permission/#notice>
- 2 Statement under Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015
The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore, implemented the requirement in Paragraphs 38 and 47 of the revised NPPF published by the Department for Levelling Up, Housing and Communities in December 2023.
- 3 The applicant's attention is drawn to the potential for bats to utilise all buildings and that the grant of planning permission does not negate the laws which have been put in place to protect biodiversity. If at any time bats or other protected species are suspected to be on the site, work should cease immediately and Natural England and/or the LPA should be contacted.
- 4 All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that persons undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.
- 5 BIODIVERSITY NET GAIN

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission is Stockport Metropolitan Borough Council.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

The permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition:

1. The application for planning permission was made before 12 February 2024.

2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

- i) the application for planning permission was made before 2 April 2024;
- ii) planning permission is granted which has effect before 2 April 2024; or

iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

6 Environment Agency advice to applicant:

This development site appears to have been the subject of past industrial activity which may pose a risk of pollution to controlled waters.

We recommend that you should:

- o Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM) Land contamination risk management (LCRM) - GOV.UK (www.gov.uk), when dealing with land affected by contamination
 - o Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health
 - o Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed
 - o Refer to the contaminated land pages on gov.uk for more information
 - o Refer to 'The Environment Agency's approach to groundwater protection'
- All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites.

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- o excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
 - o treated materials can be transferred between sites as part of a hub and cluster project
 - o some naturally occurring clean material can be transferred directly between sites
- Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- o the position statement on the Definition of Waste: Development Industry Code of Practice
- o The waste management page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment, and disposal are subject to waste management legislation, which includes:

- o Duty of Care Regulations 1991
 - o Hazardous Waste (England and Wales) Regulations 2005
 - o Environmental Permitting (England and Wales) Regulations 2016
 - o The Waste (England and Wales) Regulations 2011
- Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

Introduction of SUDS

Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SUDS approach. Under Approved Document Part H, the first option for surface water disposal should be the use of SUDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high-water table.

Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Piling and Penetrative ground improvement methods

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers, and creating preferential pathways. Thus, it should be demonstrated that any proposed piling will not result in contamination of groundwater.

Advice to the applicant/LPA

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes. The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales.

The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here:

https://www.gov.uk/uploads/system/uploads/attachment_data/file/waste-duty-care-code-practice-2016.pdf

If you need to register as a carrier of waste, please follow the instructions here:

<https://www.gov.uk/register-as-a-waste-carrier-broker-or-dealer-wales>

If you require any local advice or guidance please contact your local Environment Agency office: 0800 917 9270

If materials that are potentially waste are to be used on-site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (WFD) (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc...' for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply.

Where the applicant cannot meet the criteria, they will be required to obtain the appropriate waste permit or exemption from us.

A deposit of waste to land will either be a disposal or a recovery activity. The legal test for recovery is set out in Article 3(15) of WFD as:

- o any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy.
- o We have produced guidance on the recovery test which can be viewed at <https://www.gov.uk/guidance/waste-recovery-plans-and-permits#waste-recovery-activities>.

You can find more information on the Waste Framework Directive here:

<https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste-framework-directive>

More information on the definition of waste can be found here:

<https://www.gov.uk/government/publications/legal-definition-of-waste-guidance>

More information on the use of waste in exempt activities can be found here: <https://www.gov.uk/government/collections/waste-exemptions-using-waste>

Non-waste activities are not regulated by us (i.e. activities carried out under the CL:ARE Code of Practice), however you will need to decide if materials meet End of Waste or By-products criteria (as defined by the WFD). The 'Is it waste' tool, allows you to make an assessment and can be found here:

<https://www.gov.uk/government/publications/isitwaste-tool-for-advice-on-the-by-products-and-end-of-waste-tests>

If you require any local advice or guidance, please contact your local Environment Agency office: 0800 917 9270

The developer must apply the waste hierarchy as a priority order of prevention, re- use, recycling before considering other recovery or disposal options. Government guidance on the waste hierarchy in England can be found here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69403/pb13530-waste-hierarchy-guidance.pdf

Site Waste Management Plans (SWMP) are no longer a legal requirement, however, in terms of meeting the objectives of the waste hierarchy and your duty of care, they are a useful tool and considered to be best practice.

The circular economy is a concept designed to keep materials in use as long as possible, thus promoting resource efficient practice and deriving economic benefits. Adherence to the waste hierarchy and adoption of best practice in relation to site waste management planning will help you deliver against circular economy objectives.

Observance of the waste hierarchy objectives and principles of the circular economy will depend upon the selection of the most sustainable option at every phase of a development project, from reduction through design and architecture, to the selection of the most efficient recovery process for the treatment and use of waste.

Where a development involves any significant construction or related activities, we would recommend using a management and reporting system to minimise and track the fate of construction wastes, such as that set out in PAS402: 2013, or an appropriate equivalent assurance methodology. This should ensure that any waste contractors employed are suitably responsible in ensuring waste only goes to legitimate destinations.

7 CONSTRUCTION & DEMOLITION SITES - working hours for 'noise generative works'

Any works which can be heard outside the site boundary must only be carried out between:

- o Monday to Friday 7.30 am - 6.00 pm
- o Saturday 8.00 am - 12:30 pm
- o Sundays, Public and Bank Holidays - No noisy working audible from the site boundary

Please view the guidance notes for contractors (PDF 300kb) for more information: www.stockport.gov.uk/noise/construction-and-demolition-sites

8 Manchester Airport Advice:

No lighting directly beneath any roof lights that will emit light upwards - only downward facing ambient lighting to spill from the roof lights upwards - ideally, automatic blinds to be fitted that close at dusk. Reason: Flight safety - to prevent distraction or confusion to pilots using Manchester Airport.

The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

9 INTERNAL LAYOUT OF UNITS

It is good practice to ensure, where possible:

- o Bedrooms should not be located adjacent to, above or below living rooms and kitchens of other units.
- o Similar rooms should be located above and below each other in a 'stacked' layout, i.e. kitchens above and below kitchens, bedrooms above and below bedrooms.

Habitable rooms should ideally have compatible room uses on both the horizontal and vertical planes.

NIA INFORMATIVE - SUITABLY QUALIFIED AND EXPERIENCED NOISE CONSULTANT

The assessment of noise and vibration is a complex task requiring qualified, trained and experienced personnel and equipment. Consequently, noise surveys, impact assessments, mitigation design and report writing shall be completed by a suitably qualified and experienced noise consultant.

The Local Authority is not able to endorse or recommend the services of individual noise consultants. However, details of acoustic consultants may be obtained from membership: Institute of Acoustics www.ioa.org.uk or the Association of Noise Consultants <http://www.association-of-noise-consultants.co.uk>

The Institute of Environmental Management and Assessment (IEMA) Guidelines for Environmental Noise Impact Assessment, 2014. Provides detailed advice on each section of a Noise Impact Assessment.

NIA INFORMATIVE - NOISE MEASUREMENT AND CALCULATION

Representative noise monitoring and assessment will be required, in addition any special circumstances must be mentioned in any report e.g. tonal values, impact noise, number and loudness of individual events, weather conditions etc.

The noise assessment needs to cover the noisiest periods, taking into account the character of the area. It is also important to study the night-time noise levels.

Specific information individual to each site must be recorded, in particular where there are isolated events that would not be represented in an equivalent [Leq] taken over a longer period. e.g. a freight train which passed at 05.00 each morning, or unpredictable impact noise.

Potentially high incident noise levels for short time periods may cause sleep disturbance.

Information required, at representative points around the site or at various facades :

- o Daytime LAeq [07.00 to 23.00]
- o Night-time LAeq [23.00 to 07.00]
- o LAMAX values for the night-time period.

NIA INFORMATIVE - RESIDENTIAL DEVELOPMENT NOISE INSULATION SCHEME

Residential development impacted by aircraft noise, it is expected that the requirements for controlling the maximum noise levels shall determine, habitable room sound insulation scheme.

Glazing in residential property:

A study undertaken by Vallet & Vernet (1991) suggests that for good sleep, indoor sound pressure levels in bedrooms should not exceed approximately 45 dB L_{Amax} more than 10-15 times per night. The findings of this research are conventionally accepted as being suitable for use in the assessment of other forms of noise.

In some cases, standard thermal double-glazing units will provide sufficient attenuation, other cases will need a thicker unit with specialist glass. If low frequency noise is an issue, secondary units in conjunction with single- or double-glazed units may be required.

Ventilation:

At night, sound pressure levels at the outside façades of the living spaces should not exceed 45 dB LAeq and 60 dB L_{Amax}, so that people may sleep with bedroom windows open. These values have been obtained by assuming that the noise reduction from outside to inside with the window partly open is 15 dB (WHO, Guidelines for Community Noise, 1999).

Both trickle and rapid ventilation will need to be considered, this may vary from standard trickle vents to fully mechanical powered ventilation. The scheme must also include provisions for ventilation that will not compromise the acoustic performance of any proposals whilst meeting building regulation requirements.

NIA INFORMATIVE - BS 4142:2014+A1:2019

This British Standard describes methods for rating and assessing sound of an industrial and/or commercial nature and includes sound from fixed installations which comprise mechanical and electrical plant and equipment.

The methods described in this BS 4142 use outdoor sound levels to assess the likely effects of sound on people who might be inside or outside a dwelling or premises used for residential purposes upon which sound is incident.

Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.

The lower the rating level relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact.

Adverse impacts include (but are not limited to) annoyance and sleep disturbance. Not all adverse impact will lead to complaints and not every complaint is proof of an adverse impact.

10 Agreed planning obligations heads of terms for Phase 8 residential option are as follows:

1. Provide affordable housing or pay commuted sums (if deemed necessary) at a level of 40% or as much as is viable in accordance with policy H-3 of the Stockport Core Strategy DPD based on a tenure mix of 75% intermediate housing and 25% social rented housing.
2. Pay commuted sums for children's play and formal recreation in accordance with policy SIE-2 of the Stockport Core Strategy DPD and the Open Space Provision and Commuted Payments SPD.
3. Pay commuted sums for education provision to meet the needs of the residents of the development in accordance with the National Planning Policy Framework.
4. Pay the costs of monitoring, reporting and managing the planning obligations in accordance with the Council's monitoring fees.
5. Pay the Council's full legal costs in drafting and completing any necessary legal agreement.

- 11 In addition to that required by planning conditions, applications for reserved matters should include the following:

Construction Phase Employment and Skills Plan

Noise Assessment

Landfill Gas Investigation and Assessment

Energy and Carbon Reduction Statement

Crime Impact Statement

Wind Microclimate Assessment

THE FOLLOWING IS STANDARD INFORMATION ONLY

1. The drawings determined by this notice may be viewed (usually in electronic form) at Fred Perry House, Edward Street, Stockport, by appointment, and are available online on the Planning & Building pages of the Stockport Council website: www.stockport.gov.uk/planningdatabase
2. It is your responsibility to ensure that the development is constructed in complete accordance with the approved plans and details together with the requirement to ensure that all conditions applied to this consent are complied with. If any of the conditions require further approval and/or the submission of further details before development starts or use begins (known as pre-commencement planning conditions), the requirements of the condition must be satisfied before a start is made. Failure to construct the development in complete accordance with the approved plans and / or failure to comply with the conditions may make either the permission null and void or the development unauthorised.
3. This decision refers only to the legislation under which the application was made and does not include any decision under any other enactment, by law, order or regulation.
4. The applicant's attention is drawn to the provision of Section 63 of the Greater Manchester Act 1981 which specifies requirements for fire brigade access when plans for the erection or extension of a building are deposited with a District Council in accordance with the Building Regulations.
5. Where your proposal involves building work, your attention is specifically drawn to the need to check with the Building Inspector with regard to the possible requirement for Buildings Regulations Consent.
6. Where applicable, notes on your rights of appeal against the decision are set out on the sheet attached to this decision notice. **The Planning Inspectorate's** details are listed below.

The Planning Inspectorate,
Customer Support Unit,
Room 3/15, Eagle Wing,
Temple Quay House,
2, The Square,
Temple Quay,
Bristol,
BS1 6PN

Telephone: 0303 444 5000
Fax: 0117 372 8181
Email: enquiries@planning-inspectorate.gsi.gov.uk
website: www.planning-inspectorate.gov.uk

APPEALS TO THE SECRETARY OF STATE

[OTHER THAN IN RELATION TO ADVERTISEMENTS]

If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development, or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal; then you can do so online at:

<https://www.gov.uk/appeal-planning-decision>

Alternatively you can use a form you can get from:

The Planning Inspectorate, Registry/ Scanning, Temple Quay House, 2, The Square, Temple Quay, Bristol, BS1 6PN; Telephone: 0303 444 5000;
Email: enquiries@planning-inspectorate.gsi.gov.uk
Website: www.planning-inspectorate.gov.uk

For most types of application you have six months to appeal from the date of the attached Decision Notice. However if the decision involved the refusal of planning permission for a householder application then you have 12 weeks to appeal from the date of the Decision Notice. The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances that excuse the delay in giving the notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development, or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any Directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based its decision on a Direction given by him.

PURCHASE NOTICES

If either the local authority or the Secretary of State refuses Permission to develop land, or grants it subject to conditions, the owner may claim he/she can neither put the land to a reasonable beneficial use in its existing state, nor render the land capable of a reasonably beneficial use by the carrying out of any development that has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his/her interest in the land in accordance with the provision of Part VI of the Town and Country Planning Act 1990.

COMPENSATION

In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him/her.

These circumstances are set out in section 114 and related provisions of the Town and Country Planning Act 1990.

Information relating to appeals including forms can be obtained from;

The Planning Inspectorate,
Temple Quay House,
2, The Square,
Temple Quay,
Bristol BS1 6PN

Telephone: 0303 444 5000
Web site: www.planning-inspectorate.gov.uk
Email: enquiries@planning-inspectorate.gsi.gov.uk

The Planning Portal website: www.planningportal.gov.uk/pcs

Application Reference:	DC/091580
Location:	Land At Stockport Exchange Railway Road/Wellington Road South/Station Road Stockport SK1 3SU
PROPOSAL:	Hybrid planning application (part full / part outline) seeking full planning permission for Stockport Exchange Phase 5 office building with ground floor commercial use (Use Class E) and associated public realm and outline planning permission for Stockport Exchange Phases 6, 7 and 8 (with all matters reserved) following demolition of existing buildings. Phases 6 & 7 to comprise office buildings with ground floor commercial uses (Use Class E) and Phase 8 to comprise either office or residential use with ground floor commercial use (Use Class E or C3).
Type Of Application:	Full Application
Registration Date:	22.04.2024
Expiry Date:	20240722
Case Officer:	Daniel Hewitt
Applicant:	Muse Places Ltd and Stockport MBC
Agent:	Savills

DELEGATION/COMMITTEE STATUS

Due to the scale of development proposed the application must be determined by the Planning and Highways Regulation Committee.

DESCRIPTION OF DEVELOPMENT

This hybrid application seeks full planning permission for:

- the erection of a further office building at Stockport Exchange (Phase 5) together with associated public realm; and
- outline planning permission for Stockport Exchange Phases 6, 7 and 8 (with all matters reserved) following demolition of existing buildings. Phases 6 & 7 comprise office buildings with ground floor commercial uses (Use Class E) and Phase 8 to comprises either office or residential use with ground floor commercial use (Use Class E or C3).

The planning permission for the previously approved 2014 Stockport Exchange masterplan (DC/063213) required that applications for reserved matters be submitted by 14 December 2021. That planning permission successfully delivered the initial phases of the office led regeneration on the site but has now expired. Four of the eight originally approved phases have been completed as follows:

1. Multi-story car park (planning permission ref: DC/050228)
2. Hotel, public realm works and first office block now fully occupied (planning permission ref: DC/063213)

3. Second office block (planning permission ref: DC/063213 & DC/070421)
4. Recently completed third office block (planning permission ref: DC/063213 & DC/081773) and office tenant multi-storey car park (planning permission ref: DC/063213 & DC/081772)

This application seeks approval to complete the delivery of Stockport Exchange with a similar quantum of development following a refresh of the masterplan, although it should be noted that other than Phase 5, permission for later phases of development are in outline only with all detailed matters reserved for consideration at a later date. Matters reserved are:

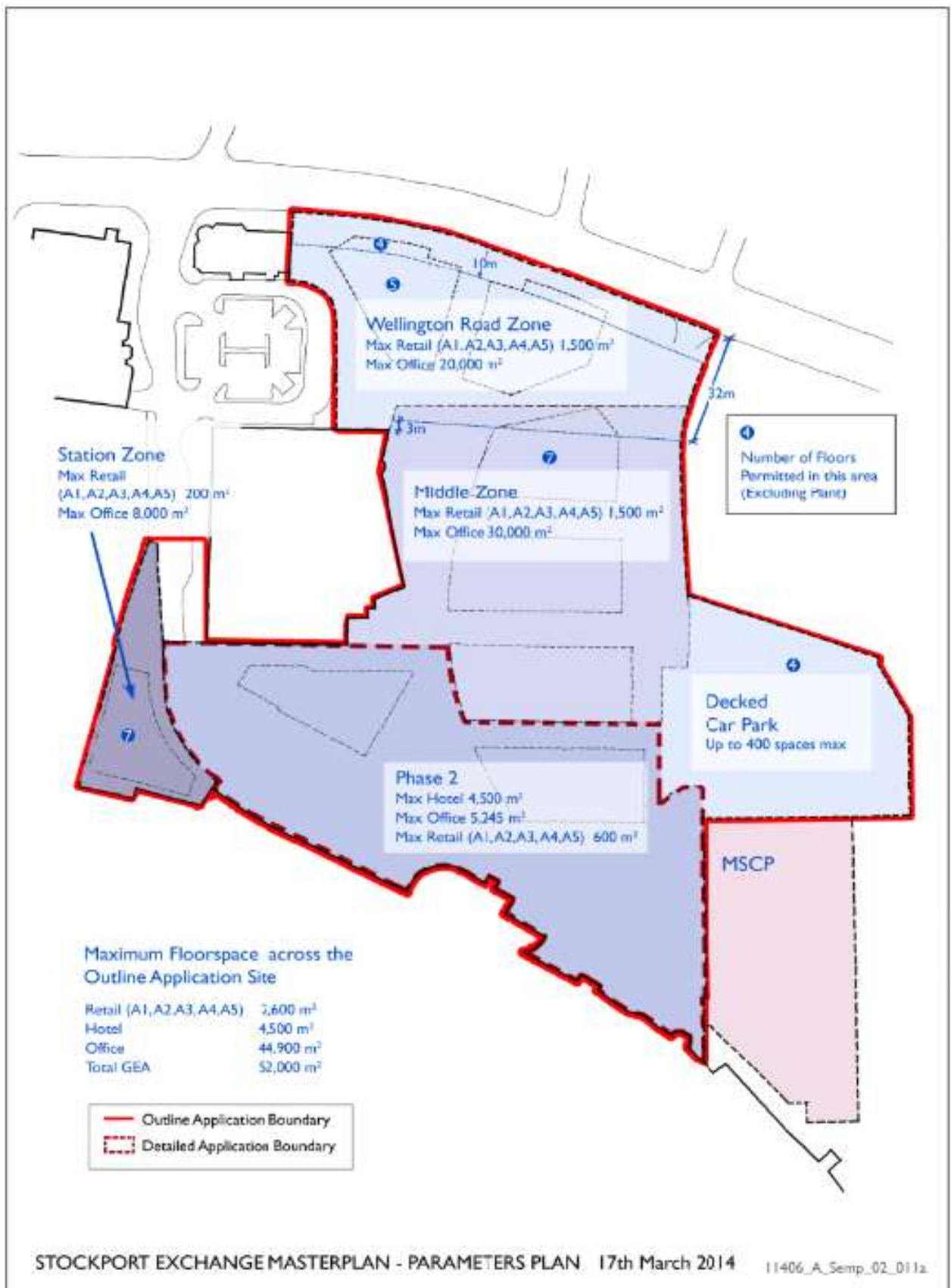
- **access** – defined as *“accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network”*;
- **layout** – defined as *“the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development”*
- **scale** – defined as *“the height, width and length of each building proposed within the development in relation to its surroundings”*;
- **appearance** - defined as *“the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture”*; and
- **landscaping** – defined as *“the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes:*
 - (a) screening by fences, walls or other means;*
 - (b) the planting of trees, hedges, shrubs or grass;*
 - (c) the formation of banks, terraces or other earthworks;*
 - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and*
 - (e) the provision of other amenity features”*.

The previously approved masterplan and original parameters are shown in the images below:

Key
■ Implemented phases



2014 Consented Masterplan



The proposed, part indicative masterplan is shown below:



Proposed Masterplan



Phase 5

This element of the application seeks full planning permission for a further new office building comprising 7893m² of floorspace spread over 7 floors with commercial space (use class E) on ground floor fronting a new area of public realm. The building incorporates a roof terrace on the building's north western corner facing north. The main ground floor arrival space for the office accommodation is located in the north western corner facing Grand Central Pools, mirroring the arrangements created in earlier phases. Service accesses front Railway Road and the space between the building and Phase 4. Areas of landscaping and public realm are proposed around the building focused on new areas of public realm continuing the pedestrianised route through the central spine of Stockport Exchange from the A6 to the railway station. Very little soft landscaping is proposed on Railway Road.

The scale and massing of Phase 5 reflects that of earlier phases whilst its appearance continues the design objective of graded, increasingly solidity to the buildings' appearance as you move through Stockport Exchange to the A6 corridor.

Phase 6 proposals

Phase 6 proposes a further office building on the site of Central House currently occupied by SMBC, the Stockport Mayoral Development Corporation, the Stockport Work and Skills Hub and the Army Careers Centre. This building would continue to front both the Stockport Exchange public realm and the A6 as it currently does. The quantum of development proposed is up to 10,000m² on up to 7 floors (including roof terrace elements).

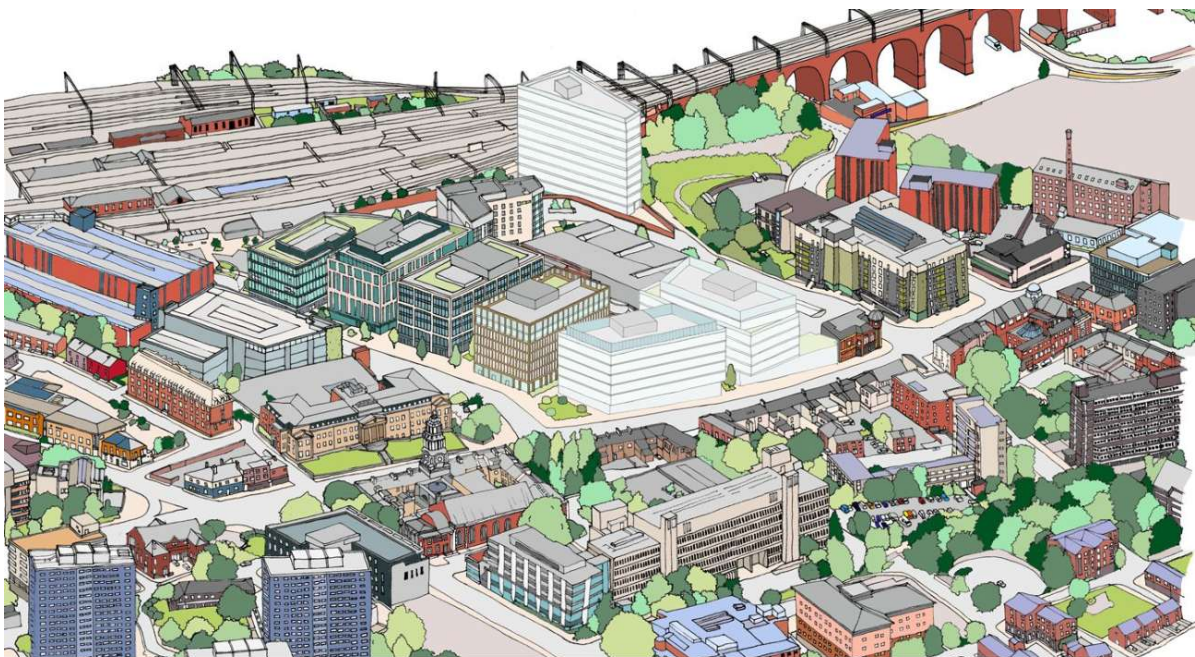
Phase 7 proposals

Phase 7 proposes a further office building on the corner of Railway Road and the A6 of a similar scale to Phase 6 comprising up to 8,500m² of commercial floorspace including lettable units fronting the A6.

Phase 8 proposals

This final phase of Stockport Exchange would occupy a sloping triangular piece of land (0.13 hectares) between the railway line and Station Road currently used for surface car parking. Access would be from Station Road.

A flexible planning permission is proposed for phase 8 allowing either an office building with a maximum of 9,000m² of Class E floorspace or 100 apartments over ten storeys.



SITE AND SURROUNDINGS

The location and extent of the application sites is best understood by referring to the submitted plans appended to this report.

Following the recent demolition of a row of low-rise buildings fronting the A6, the application site is currently used either as surface car parking, has been grassed over whilst awaiting redevelopment or is occupied by buildings of limited architectural quality such as Central House (built in the 1980s as part of the Grand Central development).

In order to deliver proposed phases 6 and 7, the remaining buildings on the A6 frontage, including Central House would be demolished. Four domestic scale buildings earmarked for demolition are recorded on the sites and monuments record but are not listed nor locally listed.

No part of the site is recorded as a designated heritage asset however the development will affect the setting of the designated heritage assets including:

- Town Hall (Grade II*)
- Stockport Infirmary (Grade II)
- Stockport Railway Viaduct (Grade II*)
- Town Hall Conservation Area
- War Memorial Art Gallery (Grade II*)
- St Peter's Conservation Area
- Stockport Central Library (Grade II)
- Guidepost, Edward Street (Grade II)
- 4 Corinthian Capitals – Mount Tabor garden area (Grade II)
- War Memorial shelters x 2 (Grade II)
- Plaza Cinema (Grade II*)
- Wellington Mill (Grade II)

The development will also affect the setting of Stockport Railway Station which is an undesignated heritage asset (locally listed building).

Finally, there are two trees within the public realm within Phase 5 that are proposed to be removed. The first is a semi mature London Plane tree that is identified in the submitted tree survey as being of a low quality (retention category C1) and a newly planted replacement tree after another London plane tree was damaged during the delivery of Phase 4.

POLICY BACKGROUND

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

The Development Plan includes-

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

Saved policies of the SUDP Review

- TCG3.2 Cultural, Leisure and Heritage Quarter
- TCG1 Town Centre/M60 Gateway
- 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

- EP1.7 Development and Flood Risk
- EP1.10 Aircraft Noise
- L1.2 Children's Play
- E1.2 Location of New Business Premises and Offices
- PSD2.2 Service uses in the Town Centre, District and Large Local Centres
- SE1.2 Shopfronts
- SE1.4 Security Measures for Shop Fronts
- MW1.5 Control of Waste from Development

LDF Core Strategy/Development Management policies

- CS1 Overarching Principles: Sustainable Development – Addressing Inequalities and Climate Change
- SD-1 Creating Sustainable Communities
- SD-3 Delivering the Energy Opportunities Plans – New Development
- SD-4 District Heating (Network Development Areas)
- SD-6 Adapting to the Impacts of Climate Change
- CS2 Housing Provision
- CS3 Mix of Housing
- CS4 Distribution of Housing
- H-1 Design of Residential Development
- H-2 Housing Phasing
- H-3 Affordable Housing
- CS5 Access to Services
- CS6 Safeguarding and Strengthening the Service Centre Hierarchy
- AS-1 The Vitality and Viability of Stockport's Service Centres
- AS-3 Main Town Centre Uses, Hot Food Take Aways and Prison Development Outside Existing Centres
- CS7 Accommodating Economic Development
- AED-1 Employment development in the Town Centre and M60 Gateway
- CS8 Safeguarding and Improving the Environment
- SIE-1 Quality Places
- SIE-2 Provision of Recreation and Amenity Open Space in New Developments
- SIE-3 Protecting, safeguarding and enhancing the Environment
- SIE-5 Aviation Facilities, Telecommunications and other Broadcast Infrastructure
- CS9 Transport and Development
- CS10 An Effective and Sustainable Transport Network
- T-1 Transport and Development
- T-2 Parking in Developments
- T-3 Safety and Capacity on the Highway Network
- CS11 Stockport Town Centre
- TC-1 Stockport Town Centre
-

Supplementary Planning Documents and Guidance

Supplementary Planning Guidance does not form part of the Statutory Development Plan, nevertheless, it does provide non-statutory Council approved guidance that is a material consideration when determining planning applications. Relevant policies are as follows:

- Local Employment and Training SPD
- Open Space Provision and Commuted Payments SPD
- Design of Residential Development SPD
- Town Centre Housing SPD
- Sustainable Transport SPD
- Sustainable Design and Construction SPD
- Affordable Housing SPG
- Affordable Housing Explanatory Note

National Planning Policy Framework

A Revised National Planning Policy Framework (NPPF) issued by the Secretary of State for Housing, Communities and Local Government (MHCLG) on 19th December 2023 replaces previous versions of the document. The NPPF has not altered the fundamental legal requirement under Section 38(6) of the Planning and Compulsory Purchase Act 2004 that decisions must be made in accordance with the Development Plan unless material considerations (such as the NPPF) indicate otherwise.

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

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

Planning Practice Guidance

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

RELEVANT PLANNING HISTORY

DC/048549

Construction and operation of a multi-storey car park south of Railway Road, Grand Central, Stockport with associated landscape, access, circulation and parking improvements.

Granted 13.01.12

DC/050228

Minor material amendment of planning approval DC048549 (Construction & operation of a multi-storey car park) including reduction in footprint & capacity of multi-storey car park, increase in height of the northern part of the multi-storey,

revision of vehicular access to the multi-storey, amendment of external appearance of multi-storey, modification of the surface level car parking areas access and layout.

Granted 13.01.12

DC/054978

Hybrid application seeking:

(1) full planning permission for the construction of an office building (Use Class B1) with ground floor commercial units (Use Classes A1, A2, A3, A4, A5 or B1), a hotel (Use Class C1), landscaping, areas of public realm and associated engineering and infrastructure works;

(2) outline planning permission, with all matters reserved, for the demolition of existing buildings and the construction of office development (Use Class B1) with ground floor commercial units (Use Classes A1, A2, A3, A4, A5 or B1), a decked car park, landscaping, areas of public realm and associated engineering and infrastructure works.

Granted 16/07/14

DC/058003

Variation of conditions 1 & 12 of planning permission DC054978 to allow for revised location of office building, reconfiguration of southern loop, amendments to parking layout, public realm and service roads and associated highway works (Minor Material Amendment).

Granted 22/05/15

DC/063213

Variation of condition 2 of DC058003 to allow for amendments to the approved hotel, office building and public realm works (Minor Material Amendment).

Granted 14/12/16

DC/068127

Reserved matters application seeking approval for access, layout, scale, appearance and landscaping, for the erection of a six storey office building (Use Class B1) including ground floor commercial uses (Use Class B1, A1, A2, A3, A4 and A5) and associated landscaping and works, following the grant of outline permission under DC/063213.

Granted 09/03/18

DC/070421

Variation of Conditions 1 and 17 of the Reserved Matters Permission DC/068127, to allow a change in the materiality of the roof mounted plant screen from photovoltaic panels to anthracite grey louvres and to vary the landscaping around the building

Granted 19/10/18

DC/080334

Non-material amendment to DC/063213 to allow for the approved parameter plan to refer to a 5 storey car park + plant, whilst maintaining an overall approved height of 86m AOD.

Granted 28/05/21

DC/081773

Reserved matters approval (access, layout, scale, appearance, and landscaping) for the erection of a 6 storey office building (Class E), including retail and commercial uses at ground level (Class E and Sui Generis Drinking Establishments and Hot Food Takeaways), associated landscaping and works, pursuant to hybrid application reference DC/063213.

Granted 19/10/21

DC/081772

Reserved matters approval (access, layout, scale, appearance, and landscaping) for the erection of a multi storey car park pursuant to hybrid application reference DC/063213.

Granted 19/10/21

DC/087933

Full Application for the Installation of Photovoltaics (PV) at Level 2 and on the Top Deck of the Multi-Storey Car Park at phase 4 of Stockport Exchange.

Granted 17/02/23

DC/090286

Prior approval for the demolition of the buildings at 76-84 Wellington Road South

Granted 04/12/23

NEIGHBOUR'S VIEWS

One written expression of support has been received from a member of the public.

CONSULTEE RESPONSES

SMBC Economy, Work and Skills

Earlier this year I provided our employment and skills minimum outcomes expectations to the applicant on request:

Context

The development of Stockport Exchange Phase 5, as a Public / Private sectors joint venture involving Stockport Council and Muse, is a key element in the ongoing development of Stockport Exchange and regeneration of the Stockport Mayoral Development Corporation (MDC) area, bringing further much needed high quality office floorspace to Stockport Town Centre.

The development of Stockport Exchange Phase 5 provides excellent employment and skills opportunities for local people, including from our priority groups of unemployed people and those most economically disadvantaged in the labour market, such as Care Experienced young people and those residents with SEND needs.

There are of course, end user employment and skills opportunities from the development, and the developer will be required to make introductions between locating businesses (when known) and the Council's Economy, Work and Skills team to support this, for example helping with linkages to partners such as the Care Leavers Team.

However this note focuses mainly on the construction build. In terms of construction, this crucially is about both meeting the recruitment and training needs of the construction sector through growing the skilled labour market, as well as maximising opportunities in construction for those people not currently active in the labour market.

For the construction phase, the expected minimum outcomes are based on the Construction Industry Training Board's (CITB) National Skills Academy for Construction benchmarks, and are determined by the type of development and the Design and Build cost.

The minimum outcomes identified below, are based on an Office build project with a Design & Build cost of approximately £19.8m.

Employment & Skills Clauses

Stockport Council will require the Developer of Stockport Exchange Phase 5, and their appointed construction contractor, to work with the Council in achieving employment and skills outcomes for the local area. To this end, the successful contractor is required to complete an Employment and Skills Plan (ESP) and Method Statement as outlined below and in accordance with the guidance in this document.

Action Point 1: Employment and Skills Plan

The Contractor is required to complete an Employment and Skills Plan (ESP) covering the following employment and skills areas, and expected KPI outcomes from the table below:

Work Placements	4
Jobs Created (not currently employed in construction)	7
Construction Careers Information, Advice and Guidance (CCIAG) Events	4
Training Weeks on site	345
Qualifying the Workforce	19
Of which:	
Qualifications (Level 2 and above)	6
Short Duration training (Industry Certification)	13
Training Plans	3

For further information, a supporting CITB document is provided to explain the KPI's.

These are minimum outcomes. The Employment & Skills Plan (ESP) will expect to see quarterly estimates for when outcomes for each benchmark will be achieved over the lifetime of the construction.

Action Point 2: Employment and Skills Plan Method Statement

The successful contractor will be required to provide a detailed Method Statement setting out how they intend to implement the employment and training requirements and to deliver the Employment and Skills Plan (ESP). The Method Statement should clearly set out the proposed approach for delivering the employment and skills outcomes, covering the following:

- Who in the organisation will be responsible for managing the training scheme and overseeing the proposals?
- Previous experience of delivering employment and skills objectives in major construction projects
- Which education and training providers will be involved with the delivery of the ESP?
- What types of accredited and non-accredited training are expected to be offered and who are expected to be the main beneficiaries of this training?
- Which trades or occupational areas is it envisaged will be offering Apprenticeship opportunities?
- What types of Apprenticeship are expected to be offered (e.g. subjects and levels)?
- How will the target outputs as set out in the ESP be delivered?
- How will health and safety issues be managed?
- What actions will be taken to ensure the support of trade contractors and sub-contractors working on the project:
- How will compliance be managed (and monitored) with respect to the organising trade contractors and subcontractors?

Supporting Achievement of Commitments

Council Officers will be seeking to work closely with the appointed Contractor's Social Value Lead in order to engage local partners such as Trafford & Stockport College Group, Jobcentre Plus and others to help deliver on the outcomes and achieve robust monitoring, tracking and reporting of progress in achieving outcomes. Regular quarterly progress meetings and reports should be arranged and provided

respectively, involving the Council's Economy, Work & Skills Manager and the nominated Social Value Lead for the appointed Contractor.

Opportunities for Pre-Employment training in construction, to support local unemployed people into the sector will be a key priority, including targeting care leavers, people with SEND needs, young people NEET, long-term unemployed and veterans.

To ensure the Contractor is aware of the expected outcomes, and the need to work in partnership with Stockport Council, the requirement set out in this briefing should be included in the tender process used by the Developer.

I fully expect Muse to include these outcomes as social value contract conditions in the tender for a construction contractor (given the Council investment), we should also include the requirement for an Employment & Skills Plan (that includes the minimum outcomes I've highlighted in the attached, and how they will be achieved) as a Planning Condition, given I anticipate significant end user jobs although currently there is no indication in the application as to how many.

SMBC Education

The revised National Planning Policy Framework (NPPF) came into force in December 2023. This document sets out the government's planning policies for England and how these are expected to be applied. The NPPF is a material planning consideration of significant weight, meaning it must be taken into account, where it is relevant, in deciding planning applications and appeals.

Paragraph 99 of the NPPF (2021) refers directly to education provision, highlighting the importance of schools in promoting healthy and safe communities. It sets out that

'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

(a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

(b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.'

Planning Practice Guidance (PPG) adds further context to the NPPF. In September 2019, the PPG updated its guidance on planning obligations towards education. It sets out that contributions needed for education should be based on known pupil yields from housing developments. It also sets out that existing or planned/committed school capacity should be considered to identify where additional capacity is required.

In November 2019, the DfE published its guidance 'Securing Developer Contributions for Education'. This document acknowledges that while there is government funding available, developers will still be expected to provide contributions to ensure adequate provision of education infrastructure. The guidance recommends that developer contributions should be sought for a range of school

places, where need arises. This includes places primary, secondary and those with special educational needs and disabilities (SEND).

The School Place Planning Board offer the following comments:

The residential aspect of this planning application is outline. Therefore, it is not possible to calculate the expected level of pupils generated from the development at this time. The below provides a commentary of current school place provision in this area of Stockport.

Outlined in the School Investment Strategy, a fundamental requirement for any Local Authority wanting to assure sufficiency is that its schools hold surplus school places. Surplus places need to be held by schools to absorb margins of error in pupil forecasting and inward migration. Stockport aims to achieve and hold between 6-8% surplus places. This means 6-8% of the total school capacity distributed as evenly as possible across the Borough.

Observations in Primary Phase:

- Located in the Stockport Primary Planning Area which currently has 10% surplus places in mainstream sector and is expected to maintain this for the next 5 years
- Stockport Primary Planning area does not have a resource base* but does have a special primary school** within it, Lisburne Special School
- Distribution of surplus places is fairly even across the area with the exception of Great Moor Infant and Junior School which are usually oversubscribed
- The catchment schools are the nearest which are Great Moor Infant and Great Moor Junior School, a split school both 2.6FE
- The development will not significantly impact sufficiency in this area and the Council will not seek contributions

Observations in Secondary Phase:

- This site is located in the East Secondary Planning Area which currently has a limited surplus capacity ranging from 0-2% which it is expected to maintain over the next 5 years. As such it is expected to face capacity issues in various year groups over various points for the next 5 years
- All schools in the planning area are popular and oversubscribed
- The planning area has one resource base* and one special school**, Marple Hall School and Castle Hill School
- Stockport School would be the catchment area school for this development which is a 9FE secondary school.
- The development will directly impact on secondary school places within this area and will cause the council to have to commission secondary school places
- As such, the Council would seek full contributions relating to the yield of pupils attached to this development

Special education observations

Special Education provision within Stockport currently has a shortage of places available with at present too great a reliance on special and independent special school places. Any additional pupils expected to yield will exacerbate the shortfall.

As such, the Council would seek full contributions relating to the yield of pupils attached to this development.

* Resource bases are attached to a mainstream school. They provide specialist support for children with special educational needs and disabilities and will enable a child to access mainstream education by using specialist interventions.

**A special school are separate entities dedicated to children with special educational needs and disabilities that meet different needs and have different areas of expertise.

Summary

The residential aspect of this planning application is outline. Therefore, it is not possible to calculate the expected level of pupils generated from the development at this time. The commentary sets out that there is currently a need for additional Secondary and Special Education School Places in this area of Stockport.

If the application is granted, it is recommended that a more detailed calculation is undertaken at reserved matters stage. This will take into consideration property types (house/ flats) and the size of the dwellings. Furthermore, the calculation will be based on up-to-date built costs, pupil yields and educational needs. This is to ensure that required contribution is commensurate with the proposed scheme and based upon the most up-to-date evidence. This should be suitably stipulated within a legal agreement.

SMBC Lead Local Flood Authority

No objection in principle subject to a later assessment of detailed design. Recommend a condition requiring approval of detailed drainage designs.

United Utilities

Express support for the sustainable drainage proposals in respect of Phase 5 and request that a condition is imposed requiring details to be submitted at a later date for future phases.

SMBC Arboriculture

There are no legally protected trees within this site or affected by this development therefore no objection subject to conditions. They do however state that there may be opportunities for further tree planting.

SMBC Ecology

Nature Conservation Designations

The site itself has no nature conservation designations, legal or otherwise as listed in Stockport's current Local Plan (e.g. Site of Biological Importance, Local Nature Reserve, Green Chain etc.). The site has however been identified as a grassland habitat opportunity area (Phase 5-7 areas), and tree planting opportunity area (Phase 8 area) within the Local Nature Recovery Strategy (LNRS) pilot study for Greater Manchester. This is not necessarily a barrier to development and does not

confer protection or prevention of land uses but shows that such areas have been prioritised for restoring and linking up habitats.

The site sits local to Green Chain area ID:19 located respectively ~500m south of the site.

Habitats (whole site)

A Preliminary Ecological Assessment (PEA) survey was carried out in early 2024 (Preliminary Ecological Appraisal Report, Brooks Ecological, 2024). Habitats on site were defined as modified grassland, introduced shrub, developed land, and vacant/derelict land.

Full application site section

Two relatively small sections of grassland, assessed as being of similarly low ecological value, along with a small area of introduced shrub were identified in the full application site section. The grassland area in the north of this site section includes a single small urban tree. The majority of this section however is composed of developed land with a negligible ecological value.

Outline application site sections

The area allocated to phase 8 of the development, adjacent to the railway, and the area allocated to phase 6-7, between Wellington Road and the phase 5 site, and composed entirely of developed land and vacant/derelict land. There is some marginal vegetation present adjacent to the north boundary of the phase 8 area apparent in aerial imagery which is likely self-seeded scrub.

Legally Protected Species (whole site)

All elements of the site were assessed and discussed in the PEA. No recent records of bat roosts, great crested newts, badgers or hedgehogs were returned for the survey area, and the site was deemed to be of negligible value for all protected species generally. Bat surveys have been carried out on buildings in the phase 6-7 outline area in 2023 which found no evidence of roosting bats.

The marginal self-seeded scrub adjacent to the north boundary of the phase 8 area may provide suitable bat foraging habitat and should be considered during the lighting design of that phase. This is discussed further in the recommendations section of these comments.

No further survey effort for bats, GCN hedgehog or badger is recommended in support of this application.

Both the full and outline elements of the application provide opportunity to incorporate features to increase the biodiversity value of the final development in accordance with local and national planning policy, and this is discussed further in the recommendations section of these comments.

Invasive Species

No Invasive Non-Native Species (INNS) issues were identified during the PEA, however the report acknowledges that the surveys were carried out at a time of year where not all species would have been evident, were they present, and some parts of the site could not be accessed.

The PEA presents a reasonable justification for considering the likely presence of INNS to be small. As such, providing suitable reasonable avoidance measures are in place during construction phases, I do not consider INNS to be a significant constraint. This is further addressed in the recommendations section of these comments.

Biodiversity Net Gain (BNG)

A BNG Assessment (Brooks Ecological, report ref: ER-7237-02, 06/03/2023) has been submitted with the application which appropriately assesses the baseline value of the full application site (0.12 habitat units) and the outline sections (0.18 units). A copy of the statutory metric used to calculate this has also been submitted. The condition assessments have been appropriately conducted.

A second BNG Assessment – Part 2 (Brooks Ecological, report ref: ER-7327-03B, 06/03/2023) has also been submitted which uses the Landscape Masterplan drawing (P21518-GIL-00-XX-DR-L-1201 rev. P04) to calculate the biodiversity unit value of the post-development site. The report and accompanying statutory metric demonstrates a satisfactory 25% increase in habitat units from proposed introduced shrub, rain garden and urban tree planting.

Recommendations

FULL PLANNING APPLICATION ELEMENT:

Biodiversity Net Gain (BNG)

A copy of the statutory metric used to calculate the post development value of the full application section is requested for further assessment noting that an Overall BNG Statement will be required before development commences.

Invasive Non-Native Species (INNS)

INNS were not recorded on the development site itself, but some areas could not be assessed during the ecology survey. The perceived low risk of INNS can be adequately mitigated for with an INNS reasonable avoidance measures method statement which can be a stand-alone document or form part of a Construction Environmental Management Plan, submitted for approval prior to the use of building materials on site.

Ecological Enhancement Strategy

Biodiversity enhancements are expected as part of developments in line with local (paragraph 3.345 of the LDF) and national planning policy (NPPF). This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development in accordance with these policies. I therefore recommend that an enhancement strategy should be submitted for approval prior to the use of machinery on site which should include proposals for the provision of:

- features for nesting birds including swifts, and roosting bats (positioned high up in multiples on appropriate aspects, and any external lighting should avoid light spill on the features);
- native species planting.

The proposals should be permanently installed in accordance with approved details.

OUTLINE APPLICATION ELEMENT:

Biodiversity Net Gain (BNG)

An indicative plan and account of how 10% BNG will be achieved in phases 6-8 should be submitted for approval prior to decision noting that an Overall BNG Statement will be required before development commences.

Lighting

In accordance with the BCT Guidance Note 08/18 (Bats and Artificial Lighting in the UK), details of the proposed lighting scheme should be submitted as part of any future reserved matters application and approved in writing by the Local Planning Authority.

The scheme should consider both illuminance (lux) and luminance (candelas/m²). It should include dark areas and avoid light spill upon bat roost features, bat commuting and foraging habitat (boundary hedgerows, trees, watercourses etc.) aiming for a maximum of 1lux light spill on these features.

All external lighting should be installed in accordance with the specifications and locations set out in the strategy, and these should be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Invasive Non-Native Species (INNS)

The perceived low risk of INNS can be adequately mitigated for with an INNS reasonable avoidance measures method statement which can be a stand-alone document or form part of a Construction Environmental Management Plan, submitted in support of any future reserved matters application.

Ecological Enhancement Strategy

I recommend that any future reserved matters application should be supported by an enhancement strategy which should include proposals for the provision of:

- features for nesting birds including swifts, and roosting bats (positioned high up in multiples on appropriate aspects, and any external lighting should avoid light spill on the features);
- native species planting.

The proposals should be permanently installed in accordance with approved details.

Network Rail (NR)

Requests that the developer contacts NR Asset Protection. The main interface will be with respect to site Phase 8.

Phase 8 is on NR land and we will comment on this separately.

SMBC Environmental Health – Contaminated Land

The proposed development site has been identified as potentially contaminated under the Councils review of potentially contaminated land sites, due to former potentially contaminative uses such as a cotton works. The developer has appointed an Environmental Consultant to undertake a Phase 1 desktop study/site walkover and I have reviewed the Civic Earth Phase 1 - Stockport Exchange Phase 5 (Full) and Phases 6, 7 and 8 (Outline) dated 12th March 2024.

A Phase 2 site investigation is required.

Conditions are recommended accordingly in respect of contamination and ground gas mitigation.

SMBC Environmental Health – Air Quality

I have reviewed the air quality assessment, reference 314564, which has been submitted in support of the application. The air quality assessment provided only covers the requested full planning permission for Stockport Exchange Phase 5, office building with ground floor commercial uses.

Operational Phase

The air quality assessment and supporting information reports that there will be no on-site parking provided as part of this development. Instead, the proposed development will utilise other multi-storey car parks which are part of the Stockport Exchange development. It is confirmed that vehicle trip generation and parking provision associated with the proposed development has already been considered as part of previous applications, incorporating air quality assessments, submitted to the Council including DC/048549 and DC/081772. The air quality assessments associated within the car parking were accepted by the Council and no objections were provided. The conclusion provided by the applicant is that the impact of this proposed development on local air quality is not considered to be significant as parking requirements have previously been considered and accepted. I agree with the conclusion provided and have no objections or comments on this aspect of the application.

Construction Phase

The air quality assessment confirms that dust and emission mitigation measures will need to be employed during constructions works to ensure there are no adverse impacts to nearby sensitive receptors and on local air quality. To ensure that the applicant provides sufficient controls during construction I would recommend the following condition is included on any decision notice:

No development shall take place unless and until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall provide for measures, documented within the submitted air quality assessment, to minimise and control vehicle, plant and dust emissions from the construction phase.

Reason: In accordance with Development Management Policy SIE-3.

Outline planning permission for Stockport Exchange Phases 6, 7 and 8

The applicant shall be required to assess impacts of the development on local air quality and the following information shall be provided as part of any full planning application for subsequent phases of the Stockport Exchange development:

- An air quality assessment which demonstrates the likely changes and impacts on local air quality or exposure to air pollution, as a result of a proposed development. The assessment shall be based on guidance detailed within the Institute of Air Quality Management document 'Planning for Air Quality' and include:
 - i. Assess the existing air quality in the study area (existing baseline);
 - ii. Predict the future air quality without the development in place (future baseline which may or may not include the contribution of committed development);
 - iii. Predict the future air quality with the development in place (with development)
 - iv. Recommendations for reducing emissions and impacts.
- An assessment of dust soiling and human health impacts during the earthworks and construction phase of the development and a dust and emissions management plan to ensure that that air quality impacts during the earthworks and construction phase are minimised.

SMBC Environmental Health – Noise and Odour

Detailed proposals for Phase 5

No objection subject to conditions and informatives:

Conditions:

- Demolition/Construction Environmental Management Plan (CEMP)
- Development in accordance with Noise Impact Assessment recommendations
- Noise mitigation measures completion/verification report
- Approval of any commercial kitchen extraction details

Informatives:

- Pile Foundation Method Statement
- Concrete Power Floating hours
- Construction hours

Outline proposals (Phase 6-8 inclusive)

No objection subject to conditions and informatives:

Conditions:

- Demolition/Construction Environmental Management Plan (CEMP)
- Submission of Noise Impact Assessments at reserved matters stage
- Approval of any commercial kitchen extraction details

Informatives:

- Internal layouts and noise transfer
- Detailed Noise Impact Assessment requirements
- Construction hours

SMBC Environment Agency

The proposed development site has been subject to historical industrial land uses, including a cotton mill, a depot and other associated unspecified works which may pose a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are sensitive in this location because the proposed development site is located upon a Secondary A Aquifer (glaciofluvial deposits) and a Principal Aquifer (Chester Pebble Beds Formation).

The submitted documents demonstrate that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.

Based on the information present, we believe that planning permission could be granted if the following conditions are included as set out below. Without these conditions we would object to the proposal in line with paragraph 180 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Full and Outline Planning Applications

Contaminated Land

Condition

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

- 1. A site investigation scheme, based on the submitted documents, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.*
- 2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.*
- 3. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.*

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 180 of the National Planning Policy Framework.

Condition

Piling or any other foundation designs using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the proposed activity does not harm groundwater resources in line with paragraph 180 of the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection'.

Condition

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 180 of the National Planning Policy Framework.

Condition

Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 180 of the National Planning Policy Framework.

Manchester Airport – Safeguarding Authority

No objection subject to conditions and informatives:

Conditions

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason

In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport.

Condition

In the interests of aviation safety, measures to minimise and manage the creation of dust and smoke shall be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Manchester Airport and the Civil Aviation Authority.

Reason

Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.

Informatives

- No lighting directly beneath any roof lights that will emit light upwards – only downward facing ambient lighting to spill from the roof lights upwards – ideally, automatic blinds to be fitted that close at dusk. Reason: Flight safety - to prevent distraction or confusion to pilots using Manchester Airport.
- The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

SMBC Highway Engineer

Stockport Exchange has a long planning history. The original masterplan outline permission required that applications for reserved matters be submitted by 14 December 2021.

The undeveloped elements of the original outline permission (phases 5-8) totalled 38,000 sqm of commercial space, predominantly office with a small proportion of retail. This application is proposing circa 35,000 sqm of development, that being a slight reduction to the originally consented in principle floor space area. I note that the current application seeks flexibility for Phase 8 to come forward as either a residential building for up to 100 apartments or an office building.

Whilst the outline permission has expired there has been no material national or local policy changes that would expect a different approach to reviewing traffic and transportation in terms of the detail or indeed the principle for development on the site. The site, within the Town Centre location, is clearly considered to be and is demonstrably accessible and the forms of development that are proposed are considered appropriate for this location.

I have when considering earlier the phases of development on the site, expressed some concern with the overall level of car parking that would be available to serve Stockport Exchange. I have been of the opinion that there is a risk that the overall quantum of development and the final parking provision could give rise to a demand for parking off site and consequently on nearby residential streets. That being said I have and continue to acknowledge that in respect of the previous decisions, the Local Planning Authority has accepted reduced parking provision for the overall site and any risk associated with long stay demands that may occur off site. When I also note that there has been no material parking policy change in recent years I cannot reasonably justify any expressions of reservation or concern in this respect.

With respect to retail use within the building and the potential for up to 525 sqm for the sale of convenience goods only, I am satisfied that this is complimentary and appropriate in a Town Centre location. The nature of this element generally has a reliance on shorter stay parking demands for customers, it would experience linked trips and would not ordinarily coincide with normal traffic peaks. Servicing demands could be marginally more intensive but this can be managed from the servicing areas agreed in principle.

In terms of traffic generation and the consequent and necessary highway mitigation work, it was accepted as part of the now expired outline masterplan permission that later phases of development, that being those close to and on the A6 frontage (5-7) would trigger the need for appropriate mitigation at the Railway Road/Wellington Road South signalised junction. There is a need for modifications to the junction to improve vehicle capacity and ensure that non-motorised users have suitable crossing and movement facilities integrated into the junction. I am aware that the Council has proposals as part of the Mayor's Challenge Fund Walking and Cycling improvements, for an improved pedestrian and cycle route between Edgeley and the Town Centre. The scheme includes widening of Railway Road to provide an extended two-lane approach to the A6 signals, new servicing facilities for development at Stockport Exchange; complete re-modelling of the Railway Road/A6 junction with segregated cycle crossings and full pedestrian facilities and overall improvement to junction safety and operation.

This scheme would satisfy the required mitigation and ensure that the traffic generated by the overall Stockport Exchange development and its consequent highway impact would be suitably mitigated. Whilst the phase 5 plot and build design respects the land take that is necessary to deliver the works and would not prejudice its delivery, I consider it is necessary should this hybrid application be consented that the delivery of the junction improvement/mitigation scheme has to be undertaken and completed prior to the building being occupied. The delivery of this scheme should be a commitment of this development with the critical factor being the timing to ensure that the work is delivered and completed prior to first occupation of phase 5. Whether it is delivered by the development or as a Council project bears little relevance, the need being that the scheme is in place prior to occupation. A planning condition could cover this element.

I am conscious that the highway scheme incorporates revisions to servicing arrangements and Traffic Regulation Orders along Railway Road, with the intention being that it would enable kerbside servicing for phase 5, permitted under careful and strict regulation to avoid conflict with peak traffic periods. Presuming the scheme will be delivered I would be satisfied that phase 5 can suitably and safely be serviced and the risk of impact on highway operation would be negligible.

I am aware that TfGM has advised that it is unable to undertake a comprehensive review of the application for reason that no updated traffic assessment has been provided and that it does not consider it appropriate to have reliance on an expired permission and basic data that show reduced background traffic levels on the A6 corridor fronting the site. I feel this is a perfectly reasonable judgement but to counter this I consider that weight has to be given to other factors. I am minded of the Railway Road improvement scheme that will need delivery and the fact that the car parking infrastructure is already completed and is in use with no additional parking areas proposed within these later phases of development. I am also minded that

overall parking provision is low relative to the floorspace to be provided, that restricting the supply of parking has been accepted as a tool to restrain traffic generation in this location, that the site had an outline consent and that there has not been any fundamental change to traffic and parking policies in recent years, when I conclude that it would be difficult to argue that there is clear evidence that the likely development traffic generation would be materially different to that which was accepted previously or that it would have a severe impact on highway operation.

In terms of the detail for phase 5, I understand that a proportion of office based staff and those with long stay parking demands would have access to permits for parking within the multi-storey car park that has recently been completed. The principles surrounding general car parking have already been agreed and I cannot reason a differing judgement for both phase 5 or the other future phases.

The building would have level pedestrian access from the surrounding highway and public realm infrastructure, I have no concerns in this respect. In terms of cycle parking, secure facilities will be provided within the building at ground floor level with capacity for 40 cycles, alongside showers, lockers and drying facilities for staff. I note there is additional cycle parking available within the completed multi-storey car park and short stay stands will be provided within the realm area of the wider Stockport Exchange development.

Conditional control can cover the delivery of enhanced Public Realm space and appropriate materials, with works on the frontage being in addition to but needing to dovetail with the highway scheme. A site clearance and construction management plan will be required prior to any works commencing, this again is a matter for conditional control.

A framework travel plan accompanies the application. This is welcomed although the detail of a final document is a matter for conditional control, with the travel plan or plans and all updates needing to be produced using the online TfGM Travel Plan Toolkit and in accordance with current national and local best practice guidance.

Outline permission with all matters reserved for subsequent approval is sought for phases 6-8. Phase 6 proposes an office building fronting both the A6 and the Stockport Exchange public realm with up to 10,000 sqm commercial floor space over up to 7 floors. Phase 7 proposes an office building on the corner of Railway Road and the A6 comprising up to 8,500m sqm of commercial floorspace. Phase 8 is the plot of land between the railway line and Station Road, comprising either a building with a maximum of 9,000 sqm commercial floorspace or up to 100 apartments, over ten storeys. In particular, I consider phases 6 and 7 need a restriction on the potential retail floorspace. This needs limiting to the minimum reasonably possible for reason that retail use has different and far more intensive servicing and parking demands and public access requirements.

As with earlier phases, car parking principles for the overall site have been agreed and dealt with via the multi storey car parks. I have some comfort that the Railway Road / A6 junction works and proposals for kerbside parking will enable phase 6 to be safely and suitably serviced. I am aware that phase 6 has servicing access potential from Station Road, circulating around the McDonald's site, this being acceptable in principle. I do not however have any comfort or indication that phase 8 could carry the quantum of development identified alongside the requisite access, servicing and potential disabled or other parking. I therefore feel that whilst some

development could clearly be delivered on this phase, the quantum is unknown as any permission should only approve the principle of either commercial or residential development and not agree any parameters or specific floor areas or number of residential units. Potential retail use of the commercial floor area will also need restraining.

In conclusion the proposed commercial development is clearly considered acceptable in a Town Centre location. My expectation is that the highway mitigation scheme which also includes provision for kerbside servicing for phases 5 and 7 must be delivered before phase 5 is first occupied. Future phases 6 and 7, subject to matters of detail, are acceptable. Phase 8 should only be agreed in principle with no parameters approved and all phases should have a restraint on potential retail floorspace.

Transport for Greater Manchester (TfGM)

The Transport Assessment states that a greater floor area of office accommodation has already been approved, and the car parks which will serve Phases 5-8 have been constructed, it is not proposed to carry out detailed assessment of the impact of the development on the highway network. This is also in the context of falling levels of background traffic, both in the peak hours and as a daily average.

The peak hour data presented only covers up to 2022. TfGM HFAS would advise that local permanent counts show traffic levels have increased between 2022 and 2024. It is advised that overall traffic levels may not be relevant to individual junction behaviours in terms of turning flow amounts.

TfGM would highlight that the previous approval was in 2014, ten years ago. It is therefore considered that the assessment work should be revised due to the age of the previous assessment.

In the absence of any updated highway impact assessment work, TfGM are unable to carry out a review of the application.

Active Travel England

Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application. Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

National Highways

No objection but suggest their standing advice is followed:

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The National Planning Policy Framework supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be

taken up. Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption. These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Historic England

Significance

The development site occupies a large block in Stockport town centre, and is part of a larger scheme of redevelopment in this area. This site is an important part of the townscape of Stockport, being located immediately to the east of the railway terminal and near several important civic buildings. The area was historically a largely industrial site, associated with transport infrastructure and Spring Bank Mill (now demolished). Today, leisure facilities and parking largely define the character of the site, along with Phase 1, 2, 3, and 4 of the scheme, which have already been constructed.

There are no listed buildings within the site and it is not within a conservation area, however it is within close proximity to the Grade II* Listed Stockport Town Hall, Railway Viaduct and War Memorial Art Gallery. It is also adjacent to the Town Hall Conservation Area. Our advice therefore relates to impacts on the setting of these heritage assets. The significance of heritage assets derives not only from their physical presence and historic fabric, but also from their setting - the surroundings in which they are experienced. Stockport benefits from varied topography, creating key views of the Town Hall on its elevated site and contributing to local distinctiveness. Likewise, the railway viaduct dominates its visual surroundings, and is an iconic landmark of Stockport, with its setting contributing greatly to its significance.

Impact

The proposals seek to construct one 6-storey building (Phase 5), two buildings of a maximum of 6-storeys (Phases 6 and 7), and one building of a maximum of 10-storeys (Phase 8).

The proposals will affect the setting and significance of the II* Listed Town Hall and Viaduct, and the visual interconnectivity between these assets. The proposals also will all affect the key heritage views into and out of the Town Hall Conservation Area.

Importantly, the Grade II* Town Hall is currently visible when approaching Stockport Station via the listed railway viaduct, announcing the viewer's arrival to the town and enabling an understanding of the prominent position of the Town Hall and its status. Phases 5, 6 and 7 of the proposed development will entirely block the view of Town Hall when arriving at Stockport by train over the viaduct. This will be harmful to both the setting of the town hall and viaduct, and to the character of the town. Kinetic views would be useful here to demonstrate whether the impact will only be fleeting, as described in the Heritage Statement.

The Town Hall retains its prominence as a civic landmark along Wellington Road and in other key vantage points. Phases 6 and 7 of the proposed development will enclose the view of the Town Hall when looking along Wellington Street. Our

previous advice on earlier iterations of this scheme was that buildings on the Wellington Road frontage be limited to three storeys due to the need to conserve the prominence and formal, public nature of the Town Hall. Having buildings of six storeys facing directly onto Wellington Street will harm the significance of the Town Hall by impacting its setting and blocking key views of it when looking towards and from the conservation area and from the War Memorial Art Gallery.

Phase 8 of the proposed development will be of a maximum 10 storeys. The location of this block on raised ground directly adjacent to the Grade II* listed railway viaduct will cause harm to the significance of the heritage asset by its proximity and large scale in relation to the historic structure that was formerly the most dominant in the town. The construction of a building of this height at this location will hem in the viaduct and diminish its appearance.

Policy

National policy relating to the conservation and enhancement of the historic environment is articulated in section 16 of the National Planning Policy Framework (NPPF) (2023). These policies state that assets should be conserved in a manner appropriate to their significance (para.195) and that applicants should describe the significance of any heritage assets affected, including any contribution made by their setting, to a level of detail that is proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance (para. 200).

When considering the impact of a proposed development, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be (para. 205). Any harm to significance requires clear and convincing justification (para. 206), which is linked to the requirement for local authorities to seek to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal (para 201). Paragraph 212 of the NPPF states that new development within conservation areas and within the setting of heritage assets should look for opportunities to enhance or better reveal significance. In practice that means that less harmful alternative solutions should be explored through the pre-application and application processes. Para. 208 instructs that the Council should eventually weigh less-than-substantial harm against the public benefits of proposals in judging the planning balance.

Para. 133 of the NPPF sets out criteria for achieving high quality design, which include being sympathetic to local character and history. The National Design Guide supports the NPPF and identifies the 10 characteristics of well-designed places. First among these is context: design should understand and relate well to the site, its local and wider context, and value heritage, local history and culture. The Guide also notes that the built form of a place will be well-designed where it "combine[s] layout, form and scale in a way that responds positively to the context."

Position

As previously stated, we are not opposed to the redevelopment of this part of the town centre, and we consider that improvements can be made here which will enhance the setting of the Town Hall, Viaduct and conservation area. However we do have concerns regarding the scale, massing and location of the proposed

buildings, due to the harm they will cause to the significance of the Grade II* listed Town Hall and Viaduct by impacting their settings.

Further efforts should be made to avoid or minimise this harm, which could be achieved, primarily through reducing the height of some of the blocks and positioning them so views from the viaduct towards the town hall can be maintained to a greater extent.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 195, 201, 205, and 212 of the NPPF. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. And also to section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

SMBC Heritage Conservation

Whilst no heritage assets are located within the application site, the proposed development will impact upon the setting, views and vistas of a number of Stockport's most important designated heritage assets including the Town Hall (listed Grade II*), the former Stockport Infirmary (listed Grade II), Stockport Railway Viaduct (listed Grade II*) and the Town Hall Conservation Area, which lies immediately adjacent to its south east boundary. The submitted heritage statement by SLHA (see Table 3, page 43) identifies 29 designated and non-designated heritage assets within the vicinity of the site. Further information on these heritage assets is available from : Find conservation and heritage assets - Stockport Council

The proposal has been submitted in hybrid form, seeking full planning permission for the Phase 5 office building and associated public realm, and this forms a general continuation of the form of development established in previous phases of the Stockport Exchange development. Phases 6, 7 and 8 are submitted in outline with all matters reserved. These phases are located at the fringe of the site, alongside Wellington Road South and Station Road, and these elements are likely to have the greatest impact upon the setting of heritage assets as well as the character and identity of the surrounding townscape.

The application is supported by a series of schematic CGIs, based on a range of selected long, medium and short distance views, to test the combined impact of the proposals for phases 5-8. The presentation does not allow the visual impact of each phase to be individually tested. Nevertheless, it is clear from the information provided that the proposals relating to the outline elements of the scheme would have a harmful impact upon the setting and significance of heritage assets, challenging the primacy of key elements of civic architecture such as the Town Hall and former Infirmary, and resulting in a degradation of the quality and character of the street

scene. The height and massing of Phases 6 and 7 would have an overbearing impact upon the street frontages and would harm short and medium distance views and vistas of key heritage assets, as well as the special character, appearance and significance of the Town Hall Conservation Area. Similarly Phase 8 has potential to obscure views of the Town Hall in long distance views from the railway viaduct, as well as competing with the established architectural hierarchy and prominence of the viaduct itself, as acknowledged in the SLHA heritage statement.

An earlier hybrid application was approved in 2014 (DC/054978) and it is noted that similar concerns were raised and considered through the process of its determination, resulting in a modification of the proposed massing, introducing greater variation in height and massing. The current application seeks to further increase the height and massing of the proposed blocks facing Wellington Road South to achieve parity with earlier phases to the detriment of the wider townscape, particularly the long established civic character found within the Town Hall Conservation Area. No clear justification is made for this change in approach (it is noted that the current application has been prepared by a new design team), other than the aim of providing internal consistency between the existing and proposed blocks that form the Stockport Exchange development. It is recommended that a less insular design approach is taken in respect to the proposed height, massing and siting of Phases 6, 7 and 8, including any associated impact on layout and public realm works, to minimise any harmful impact upon the significance of heritage assets and wider townscape, consistent with Para 201 of the National Planning Policy Framework ('to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal') and the design principles contained within the National Design Guide.

It is recommended that the outline elements of the application are reviewed and revised in order to address the issues raised above in order to ensure that the level of harm to heritage assets and the wider townscape is no greater than that previously approved.

Greater Manchester Archaeological Advisory Service (GMAAS)

The application site is split across two parcels of land, the larger of which lies in the east of the wider Stockport Exchange site and east of the recently completed Phase 4 office building, whilst the second parcel occupies the north-western corner of the site and will be the focus of the final stage (Phase 8) of the proposed development. The application site does not contain any designated heritage assets, although there are several Grade II* and Grade II listed buildings in the immediate vicinity and the Town Hall Conservation Area lies directly to the south. In addition, the application site contains several non-designated heritage assets, including potential below-ground remains of archaeological interest. All of the heritage interest in the application site lies in the eastern parcel of land; there is no archaeological interest in the proposed Phase 8 development site.

The eastern parcel of land was occupied until recently by Nos 76, 78, 80-82 and 84 Wellington Road South, which are all entered on the Greater Manchester Historic Environment Record (HER). These buildings were all subject to a historic building investigation prior to demolition in accordance with a Written Scheme of Investigation (WSI) prepared by Salford Archaeology and submitted in support of a prior approval application for demolition (DC/090286). The agreed WSI also allowed for a historic building investigation of Nos 62-68 Wellington Road South, although this has yet to

be completed to enable a final report to be produced and deposited with the HER. Assuming that this agreed programme of works will be completed in advance of / during the proposed demolition works of Nos 62-68 Wellington Road South, GMAAS is content that the harm of demolition to the historic environment has been offset adequately.

The eastern parcel of land also incorporates the sites of the former Spring Bank Mill (HER ID 2585.1.0) and a block of buildings referred to as GH Horn's (HER ID 16389.1.0), which are of potential archaeological interest, as set out in a detailed archaeological desk-based assessment compiled by Dr Peter Arrowsmith in 2014 and submitted in support of the current application. Whilst the archaeological assessment was written ten years ago and therefore does not quote the latest planning policy, the other content is still relevant and the assessment of potential harm of development to the archaeological resource remains valid. The archaeological assessment demonstrates that Spring Bank Mill was an early and important example of an integrated cotton spinning and weaving mill. The six-storey spinning block was erected in 1824, reportedly of fireproof construction, with an engine house at the east end. A five-storey wing by Wellington Road South contained a later engine house and possibly the original boiler house, with a large weaving shed added to the south in 1831-35. Other component buildings included a four-storey warehouse, a gas retort house with detached gasholder, and ancillary buildings, including stabling, to the south. As concluded in the desk-based assessment, archaeological remains associated with this former mill warrant further investigation in advance of development groundworks. In the first instance, this should comprise the excavation of a series of evaluation trenches with the objective of determining the presence or absence of any below-ground remains of the mill complex and, should any such remains be found to survive, determine their depth, character and significance. The resultant information will enable the merit and scope for any further archaeological investigation.

The requirement for archaeological recording is in line with the guidance provided in Paragraph 211 of the NPPF, which states that local planning authorities should require developers 'to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence publicly accessible.' This advice can be addressed through a programme of archaeological investigation that should be secured through a condition attached to planning consent. The condition should be worded as follows:

'No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design which has been submitted to and approved in writing by the local planning authority. The Project Design shall cover the following: 1. A phased programme and methodology to include: a) archaeological evaluation trenching; b) pending results of the above, targeted open-area excavation and/or a watching brief. 2. A programme for post-investigation assessment to include: a) analysis of the site investigation records and finds; b) production of a final report on the significance of the heritage interest recorded. 3. Deposition of the final report with the Greater Manchester Historic Environment Record. 4. Dissemination of the results of the site investigations commensurate with their significance. 5. Provision for archive deposition of the report, finds and records of the site investigation. 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.'

Reason: In accordance with NPPF policy 16, paragraph 211: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.'

All archaeological work should be undertaken by a suitably qualified and experienced archaeological contractor, funded by the applicant. GMAAS will approve the Project Design and also monitor the implementation of the archaeological works on behalf of Stockport Metropolitan Borough Council.

SMBC Public Health

We welcome the opportunity to comment on this application related to the continuing development of Stockport Exchange within the Stockport West masterplan area.

Good work is an important foundation for good health. Good work is secure, flexible and well paid, and needs employers who seek and respect employee voice, recruit and manage people fairly and care about health and wellbeing. We encourage all businesses – whether they are the permanent occupiers of a development or the contractors involved in the development's construction or modification – to pay the real living wage and sign up to the Greater Manchester Good Employment Charter to maximise the social benefit of this development and enjoy the recruitment and retention benefits that being a good employer brings.

Sustainable Transport / Active Travel: any comments made, and conditions proposed by the Council's Highway Engineer are critical to enabling the use of sustainable (including active) travel modes in and around this development and have been discussed with representatives of the Public Health and Transport Policy teams. An accurate assessment of transport options should inform this application. Design needs to take account of the works taking place as part of the Town Centre Access Package, especially given that occupants of these homes may not have use of a car.

We welcome the commitments to include cycle parking in line with policy requirements, as well as the provision made for enhanced pedestrian and cycling routes within Stockport Exchange and at the junction between Station Road and Wellington Road South. The proposed provision of cycle parking is welcomed by Public Health since promoting active travel (which includes sufficient infrastructure for active travel modes) contributes to management of good public health in the Borough, especially healthy weight. In Stockport 42.3% of adults and 86.4% of 15 year olds are not physically active enough to maintain their health in the medium to long term (as measured against the Chief Medical Officer for England guidance). In addition, an appropriately designed built environment can contribute to reducing social exclusion, as well as offering cycle and pedestrian routes for commuters, shoppers and recreational users.

Green Infrastructure: any comments made by the Council's Planning Officer responsible for open space / children's play should be carefully considered. Given the relatively low levels of sport and active recreation for adults in the Borough, it is critical that the built environment contributes to provision or maintenance of recreational spaces. Child obesity levels in the Borough remain higher than the previous decade and have been exacerbated by the COVID-19 pandemic. Achieving healthy weight reduces risks of other lifestyle diseases such as hypertension, coronary heart disease and stroke. Reducing risks of such diseases

also reduces pressures on current and future public sector health budgets (Stockport's JSNA). We note that the outline part of this application makes provision for Phase 8 to be developed for either office or residential use, depending on market conditions. Consideration will need to be given as part of any reserved matters application that details residential development to the possibility of creating a play space on-site, which is normally preferred to a contribution to offsite provision.

Consideration of trees and biodiversity are key to enabling public health benefits from green infrastructure enhancement not just around addressing flood risk but also in terms of tackling stress and its exacerbating effect on health, through provision of pleasant relaxing environments and views. Any comments of the Council's Senior Tree & Arboricultural Officer should be taken into careful consideration regarding opportunities to improve biodiversity since this can have public health benefits. Planting offers opportunities for the site to contribute beneficially to the nearby Green Chain asset. The summertime comfort and well-being of the urban population has become increasingly compromised. In contrast to rural areas, where night-time relief from high daytime temperatures occurs as heat is lost to the sky, the urban environment stores and traps heat. This urban heat island effect is responsible for temperature differences of up to 7 degrees (Centigrade) between urban and rural locations. The majority of heat-related fatalities during the summer of 2003 were in urban areas (Designing urban spaces and buildings to improve sustainability and quality of life in a warmer world).

Affordable Housing: the proposed affordable housing is very welcome - it is important to note that a lack of affordable housing can be argued to contribute to widening health inequalities, with additional pressure on the Council's public health and related budgets. Evidence is available to show that affordable housing benefits health in a variety of ways including reducing the stress of unaffordable homes, enabling better food budgets for more nutritious food, access to better quality homes that do not impact negatively on health (including management of chronic illnesses), support for domestic violence survivors to establish a safe home, mental health benefits of a less stressful expensive home and benefit to the environment as well as the residents through low carbon housing that doesn't cost the earth to run (The Impacts of Affordable Housing on Health). As part of preparing any reserved matters application for residential development, consideration should be given to the possibility that affordable housing policy requirements can be met on-site, in preference to providing a financial contribution to off-site development.

Health and Safety: Developments of certain types can trigger the need to assess the design for suicide prevention purposes. A suicide prevention risk assessment may be helpful for developments that create public or communal access to drops of 10 metres (about 4 stories). Government guidance is available that outlines potential options for minimising any risk of self-harm in public spaces: www.gov.uk/government/publications/suicide-prevention-suicides-in-public-places. The planning guidance from City of London is also an excellent resource: <https://democracy.cityoflondon.gov.uk/documents/s168370/Preventing%20suicides%20in%20high%20rise%20buildings%20and%20structures%20PT%2026.04.22.pdf>. Alongside the desire to prevent suicide, it is of note that for every life lost to suicide, the estimated total cost to the economy is around £1.67 million, with considerable impact on public perceptions and the reputation of locations used for completed or attempted suicides.'

Environment and climate change. Global warming has serious implications for health (The impacts of Climate Change on Health), with extreme weather events associated with warmer summers and cooler, wetter winters expected to cause direct increases in mortality, as well as acting to promote mosquito-borne pathogens, heighten food scarcity and reduce the opportunities for outdoor recreation and physical activity, with impacts for mental as well as cardiovascular health. Comments from the Planning Policy Officer (climate change) should be taken into account.

SMBC Energy and Climate Change

The UK has set into law a target to bring all its greenhouse gas emissions to net zero by 2050. In March 2019, Stockport Council declared a climate emergency, and agreed that Stockport should become carbon neutral by 2038, in advance of the UK 2050 target. The Stockport CAN strategy was developed to underpin this agreement and was approved by the Council in October 2020. The strategy sets out to ensure that Stockport achieves carbon neutrality by 2038 in order to support global efforts to prevent global warming going above 1.5°C. The Environmental Law Foundation has suggested that climate emergency declarations should be regarded as material considerations in the determination of planning matters.

Meeting our 2038 carbon neutrality target will require new development to achieve net zero carbon in advance of then, and we should not be building homes, workplaces, community uses or schools which will require retrofitting in the near future. The definition of net zero carbon development has been established by the UK Green Building Council. <https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/>. It is important to note that most microgeneration technologies (e.g. solar panels and heat pumps), and other climate change mitigation / adaptation measures are significantly easier to install at the time of building rather than retrofitting later.

Our local approach reflects the Greater Manchester Five Year Environment Plan. The Five-Year Environment Plan includes a commitment to be carbon neutral by 2038, and an accompanying science-based carbon budget. (Carbon neutrality is defined by the Tyndall Institute's study for GM as below 0.6 Mt CO₂/year across GM).

In terms of energy and climate considerations, submitted documents principally relate to phase 5 of the development rather than the wider outline proposals, and my comments have been prepared on this basis. It is recommended that a planning condition is used to ensure that a suitable climate & energy strategy is secured for each of the later phases of development.

The project has been designed to achieve the key principles required by BREEAM methodology, to ensure that the development is sustainably designed and constructed. The development will achieve an 'Excellent' BREEAM rating.

The narrative regarding the development's environmental performance and response to the climate emergency is spread between a number of documents. Taken together they demonstrate that the design of this building is of an excellent standard in terms of its energy efficiency and its approach to sustainable design and construction, and the information supplied clearly demonstrates that this is the case, thus aligning with objective 1 of the Core Strategy.

Aiming for an 'outstanding' BREEAM rating has been explored as part of the scheme, however due to a number of technical limitations including a lack of space for onsite solar PV, no onsite EV charging, and limited opportunities for ecological enhancement, it has been ascertained that an 'excellent' BREEAM rating is the maximum that can be technically achieved. In line with policy SD1 of the Core Strategy, the council will look favourably upon development that seeks to achieve high ratings under BREEAM. I am therefore very supportive of this approach.

The thermal transmittance ('U values') and airtightness values surpass building regulation standards and result in a form of development that will significantly surpass carbon reduction targets set in policy SD3. The values should aim to be delivered within the development 'as built' to avoid the 'performance gap, between the design stage and construction of the buildings.

Regarding Core Strategy Policy SD-4 District Heating (Network Development Areas), it should be noted that this development is located within the town centre where there is an aspiration to bring forward a district heating network, and detailed project development work funded by national government is currently underway. As there is not currently a district heating network available, and this development is below the threshold of 10,000sqm (being 9,815sqm), the development will not need to provide any network connection points and is therefore policy compliant.

The upfront embodied carbon of a new building can account for up to 50% of the total whole-life carbon of the building. Minimising this embodied carbon is a key driver for the design of Phase 5. Approximately 60% of the upfront embodied carbon in a new building is associated with the building structural elements. The upfront embodied carbon of Phase 5 will be minimised by prioritising sustainable materials and construction methods, as well as an efficient approach to design. Upfront embodied carbon will be measured throughout the design and construction process and design choices will take account of low carbon solutions. Minimising embodied carbon as part of a development is an emerging area of engineering, and the steps taken within this development are supported.

The external aesthetics of the building, in particular the façade glazing ratio shown in section 6.5, respond to the risk over overheating in an urban area. Although I have concerns about the lack of incorporation of solar PV into the design of the scheme, the design approach provides a cohesive approach to sustainability, with the principles of the energy hierarchy followed by reducing energy consumption first, before considering the inclusion of renewable and low carbon technology, therefore my concerns regarding PV have been suitably addressed.

The delivery of green infrastructure on the roof of this building will help combat the urban heat island effect and respond to the requirements of policy SD-6.

In conclusion the development exhibits principles of sustainable design and construction, responding to challenges posed by the climate emergency, and sets out measures to ensure that the development will minimise carbon emissions as far as possible in operation, and make significant meaningful steps towards minimising embodied carbon as part of the construction of the scheme.

ANALYSIS

Given the hybrid nature of this application (part full/part outline planning permission) the report deals with each element in turn for clarity.

PHASE 5 DETAILED PROPOSALS

Proposed land use

Saved UDP Policy TCG3.2 Cultural, Leisure and Heritage Quarter expressly supports the development of office and business uses along with leisure uses, restaurants, cafes and tourism related development. This policy support for office space in the town centre is echoed by Core Strategy policies CS7, CS11 and AED-1 noting that the Town Centre, including the application site, is the most sustainable location for office development in the borough. The principal proposed office use is therefore expressly supported by the statutory development plan.

The application seeks planning permission for Class E Commercial, Business and Service uses which following deregulatory changes introduced in September 2020 encompasses a wide range of use including retail, restaurants and cafes, services principally to visiting members of the public, certain indoor sports and recreation, medical services, children's nurseries, offices, research and development and 'good neighbour' industrial uses. The application submission makes reference to the potential for up to 525m² of active ground floor retail uses in Phase 5 to serve the new occupants of the office space and animate the public realm. Whilst it is acknowledged that ground floor activation is critically important in place making terms, local and national planning policies are clear that retail uses should be sequentially directed to the Core Retail Area and are only acceptable in policy terms in 'edge of centre' locations such as this where they cannot be accommodated in centre and the impact on the vitality and viability of designated centres are not significant adverse.

The applicant has submitted a Retail Impact Assessment which argues that whilst planning permission is being sought for Class E use across all phases which includes retail uses, any retail uses would be limited to ground floor units to ensure the needs of future occupants are met and ground floor activation is generated for place making reasons. They state that the maximum quantum of lettable ground floor commercial space that may be occupied by retailers is 1945m² across all four phases and that the actual figure is likely to be far lower noting what has been delivered in earlier phases – Sainsburys Local, Bask (cafe bar) and GF space occupied by the NHS in phase 3. They go on to argue that this level of potential retail space is considered ancillary to the principal office use, is necessary to meet the day-to-day convenience needs of future occupants of the office space; is locationally specific, important in place making terms, and cannot be disaggregated from the primary office use. They argue that the sequential test is passed as the Primary Shopping Area cannot accommodate the development as a whole and the modelled 'worst case scenario' impact on the town centre's vitality and viability is actually positive when taking into account an overall reduction in Class E floorspace when the demolition of existing buildings in Class E use is taken into account.

Officers agree with their conclusions and are therefore satisfied that the sequential and impact tests are passed. Nonetheless, it is considered necessary to limit the total quantum of retail floorspace to that applied for - 525m² in Phase 5 and 1420m²

across Phases 6, 7 and 8, to restrict sales to convenience goods only and for the development (including the demolition of existing buildings) to be implemented in accordance with an approved phasing sequence to prevent an unlikely but possible scenario whereby existing retail space is retained alongside that proposed. Subject to the imposition of these conditions the development is considered to be in general accordance with relevant local and national planning policies.

Design

The design of the proposed building is of a scale, massing and appearance that continues and complements earlier phases of Stockport Exchange which have served to significantly enhance the character and appearance of this strategically important gateway location.

In scale and massing terms the proposed building is almost identical to Phase 4 whilst its appearance offers greater solidity in a more formalised elevational grid as new buildings progress towards the A6 in accordance with the design principles established in the previous consent (see image below).



Mirroring earlier phases, the ground floor is greater in height than upper floors to ensure the building delivers appropriately civic proportions at the threshold to the building. The building's main arrival space is further accentuated by a chamfered corner at ground floor level that offers shelter to those entering and leaving the building.

In terms of materials, following dialogue and design review at the pre-application stage, the building's predominant facing materials comprises a mixture of glazing and composite stone which is considered appropriate in its context. Details of materials would be secured by way of planning condition.

One issue of ongoing concern is the expanse of blank frontage on the Railway Road elevation with little in the way of landscaping to soften its appearance. This is generated by the necessary positioning of service accesses (bin store, substation, switch room etc.) on the Railway Road frontage for accessibility reasons. The effect of this is exacerbated by the full expanse of blank frontage on the Phase 4 elevation. Officers have raised this with this applicant suggesting the incorporation of planting or green wall elements to soften its appearance as has been effectively delivered on Phases 2 and 3. A positive outcome can be secured by condition.

Overall and subject to conditions, it is considered that the design of Phase 5 is of a high quality that will significantly enhance the appearance of the area.

Landscaping

Like the completed Phase 4 of Stockport Exchange, it is proposed that land surrounding the building continues the public realm running through Stockport Exchange comprising hard and soft landscaping. Due to the change in levels retaining walls and steps are also proposed together with a sustainable drainage rain garden between Phases 4 and 5 to attenuate surface water flows. Although the existing semi-mature London Plane tree would be lost to development, its loss is adequately compensated by the proposed planting of 8 trees. The overall quantum of soft landscaping is considered adequate to secure the habitat enhancements required by mandatory biodiversity net gain requirements. Despite general support for the proposed Phase 5 landscaping scheme it is considered necessary for proposals to be further reviewed and potentially changed in light of:

- concerns about the extent of blank ground floor elevation to Railway Road and the need to soften its appearance (see above);
- the need to successfully reconcile landscaping with the widening of Railway Road;
- concerns raised by the Environment Agency about the potential contamination risk to controlled waters arising from a sustainable partial infiltration surface water drainage scheme (see above and below);
- the need for further detail in order to ensure native planting is maximised to optimise the biodiversity value of the landscaping (see above and below);
- the potential to deliver additional trees as suggested by the Council's arboriculture officer (see above); and
- the overall need to consider landscape holistically.

It is therefore recommended that a condition be applied to any planning permission requiring a full review of the landscaping proposals in light of the above.

Access, Parking and Servicing

The Council's Highway Engineer, Transport for Greater Manchester, Active Travel England and National Highways have responded to the application (see above).

National Highways and Active Travel have offered a neutral response referring to their standing advice, however, Transport for Greater Manchester have requested that up-to-date traffic data is collated and assessed. The Council's Highway Engineer however is not persuaded that this is necessary given the proposed widening of Railway Road as part of the Mayor's Challenge Fund to improve connections and provide additional capacity. These works will improve connections between Edgeley and the Town Centre requiring junction remodelling to better serve cyclists and pedestrians whilst also provide servicing facilities for Stockport Exchange. This combined with the car parking facilities already in place are considered adequate mitigation for the proposed development. The Council's Highway Engineer does however consider it necessary to prevent occupation of any phase of development prior to the Railway Road improvements works being complete. It is however considered necessary to embed flexibility in the condition to enable alternative proposals to be submitted and approved in writing in the unlikely scenario whereby the Mayor's Challenge Fund scheme is not progressed.

The Council's Highway Engineer goes on to find that level pedestrian access and adequate cycle parking for up to 40 cycles and changing facilities have been incorporated in accordance with policy requirements.

Further conditions are recommended summarised as follows:

- detailed design of the landscaping/public realm works, including the interface with the Railway Road highways improvements;
- demolition and construction management plan;
- Detailed travel plan;
- Retail floorspace to be restricted for traffic generation reasons;

Subject to the suggested imposition of conditions, it is considered that the development complies with relevant local and national planning policy requirements.

Impact on heritage assets

As detailed in the responses from Historic England and the Council's Heritage Conservation Officer, the proposed Phase 5 development will have a negative impact on the setting, significance and views of the Town Hall (Grade II* listed), Town Hall Conservation Area and the Railway Viaduct (also Grade II* listed). Both Historic England and the Council's Heritage Conservation Officer clearly consider the greatest harm to arise from phases 6, 7 and 8, but make clear that the impact of Phase 5 is also harmful albeit far less than the cumulative impact other phases. This is evident in their advice to revisit the proposed scale and massing of phases 6, 7 and 8 with no reference to Phase 5. Phase 5 is also considered to affect to the setting of the Grade II listed Stockport Infirmary but again to a limited extent due to the relative position of Phase 5 to the Infirmary when viewed from the A6 given it is significantly set back from the principal elevation and the fact that its greatest external significance arises from its principal, A6 facing elevation rather than its side and rear elevations. The submitted heritage assessment assesses the impact of the entire development on Stockport Infirmary to be minor with a neutral overall effect.

Overall, the impact of Phase 5 on heritage assets, when considered in isolation, is considered to result in very limited heritage harm amounting to 'less than substantial harm' in policy terms. Paragraph 208 of the NPPF states that developments that lead to 'less than substantial harm' should be weighed against the public benefits of the proposals in the overall planning balance. The public benefits of Phase 5, including in terms of job creation, economic growth, securing a long-term viable use of the site and the transformation of the public realm are considered to clearly outweigh the very limited heritage harm arising. It is also worth noting that the maximum building height proposed by the previous planning permission essentially matches that currently proposed.

An assessment of the impact on later phases is provided below.

Archaeology

The application is accompanied by an archaeological desk based assessment which has been reviewed by GMAAS who state that some of the buildings on the A6 frontage are registered on the Greater Manchester Historic Environment Record and should be the subject of historic building investigations prior to demolition. This can be secured by condition.

In respect of below ground heritage assets GMAAS note that the eastern parcel of land incorporates the site of the former Spring Bank Mill which is of potential archaeological interest warranting further investigation. GMAAS recommend a condition is imposed to secure such an investigation and the recording of any findings. A condition is recommended accordingly.

Biodiversity net gain and ecology

The application is subject to the relatively new statutory biodiversity net gain requirement which requires development to deliver a minimum 10% net gain in habitat to enhance biodiversity. The applicant submitted a Biodiversity Net Gain Baseline Assessment and a Biodiversity Net Gain Assessment setting out how they propose to deliver net gain across the site. These documents state that the site currently comprises 0.12 habitat units arising from urban trees and small pockets of shrub and modified grassland of negligible value. The applicants state that through landscaping and the provision of rain gardens etc. they should be able to deliver post-development habitat units amounting to 0.15 which would deliver a 25% net gain. The assessments have been considered by the Council's ecologists who are satisfied that a positive outcome would be achieved. This will be secured in a phased way by way of a statutory condition requiring the submission and approval of an Overall Biodiversity Gain Plan before any development can commence and a Biodiversity Gain Plan before any phase of development can begin as set out in the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.

Aside from BNG requirements, conditions requiring the submission and approval of a Construction Environmental Management Plan to address risks relating to invasive species and biodiversity enhancement measures such as the incorporation of swift nesting, bat roosting features and native planting.

Subject to the imposition of conditions officers are satisfied that biodiversity enhancements will be delivered in accordance policy SIE-3 and the NPPF.

Economy, Work and Skills

As noted by the Council's Economy, Works and Skills Manager above, the development of Stockport Exchange Phase 5 via a public/private joint venture involving Stockport Council and Muse, is a key element in the ongoing development of Stockport Exchange and regeneration of the Stockport Mayoral Development Corporation (MDC) area, bringing further much needed high-quality office floorspace to Stockport Town Centre. Phase 5 provides excellent employment and skills opportunities for local people, including unemployed people and those most economically disadvantaged in the labour market.

Whilst the number of end user jobs is currently unknown and future tenants are yet to be confirmed, it is clear that both the construction and operational phases will generate jobs and local economic growth which is warmly welcomed. Core Strategy policy AED-5 and the Local Employment and Training Benefits SPD both require developments to maximise job and training opportunities arising from new development in the borough. The Council's Economy, Works and Skills Manager has been consulted on the application and has recommended that a condition be imposed on any planning permission requiring the developer to submit for approval

an Employment and Skills Plan relating to the construction phase of development as detailed above. A condition is recommended accordingly.

The Council as developer, landowner and delivery partner will separately pursue similar outcomes when end users are known.

Carbon reduction and sustainable design

The application is supported by a number of documents setting out the approach to carbon reduction and sustainable design. A detailed review of these documents has been undertaken by the Council's Energy and Climate Change Planning Policy Officer who has is supportive of the approach (see comments above). The development will achieve an 'Excellent' BREEAM rating (the industry standard, holistic, sustainable building certification scheme) and the developer has agreed to accept a planning condition requiring such an outcome. Subject to the imposition of such a condition relevant national and local planning policies are satisfied.

Sustainable drainage including groundwater protection

The applicant has submitted a Flood Risk Assessment and Drainage Strategy in support of the application that has been refined and developed during the application process in dialogue with the Council as Lead Local Flood Authority LLFA . All parts of the site are at low risk of flooding (Flood Zone 1). The revised design solution proposes direct connections to the foul sewer and a sustainable drainage system for surface water that attenuates flows via a partial natural infiltration system with only storm flows needing to discharge into the surface water sewer. The proposed solution is supported by the LLFA and United Utilities. However, the Environment Agency require a condition to be attached preventing infiltration of surface water due to risks to controlled waters (underlying aquifers) unless a detailed assessment of the risks to controlled waters is formally approved following a detailed review by the EA. It is therefore considered necessary to impose planning conditions in accordance with the EA's advice and another requiring the submission of a detailed drainage strategy at a later date that has been informed by that assessment. It is hoped that further assessments in respect of risks to controlled waters enable the currently proposed surface water drainage to go ahead.

Contaminated Land

Given the former uses on the land, a Phase 1 Site Investigation has been submitted which highlights the need for further investigations before development takes places to safeguard the environment and human health. The Council's Contaminated Land Officer recommends that conditions are imposed to ensure further investigations and any remediation is carried out in respect of both land contamination and ground gases. The Environment Agency has also stated that the site lies above aquifers and contamination could be mobilised during construction. Conditions are recommended accordingly to secure compliance with policy SIE-3.

Air Quality

The applicant has submitted an Air Quality Assessment for Phase 5 only. The Assessment has been reviewed by the Council's Air Quality officer who raises no objection noting that there is no car parking proposed as this has already been provided in earlier phases. They do however note that construction activity is likely

to generate vehicle, plant and dust emissions that may have an adverse impact on local air quality and request a condition requiring a Construction Environmental Management Plan to be submitted, approved and implemented during construction. A condition is recommended accordingly to secure compliance with policy SIE-3.

Noise and odour

The applicant has submitted a Noise Impact Assessment in support of the application that has been assessed by the Council's noise and odour EHO. They note that the site is affected by a variety of noise sources, most notably road, air and rail traffic noise and conclude that impacts on end users would be satisfactory providing the proposed mitigation specifications are incorporated into the build. They also state that a Construction Environmental Management Plan will be required to ensure any adverse effects are adequately mitigated and managed. Odour impacts would only arise if commercial kitchens occupy the ground floor commercial units and details of any such extracts would need to be approved prior to their installation. Conditions are recommended accordingly to secure compliance with policy SIE-3.

Airport safeguarding

Given the application site is on the flight path for planes landing at Manchester International Airport, MAG, acting as airport safeguarding authority have been consulted on the application and offer no objection subject to conditions controlling upward light spill and dust control that could be hazardous to passing air traffic. Conditions are recommended accordingly.

Crime prevention

The applicant has submitted a Crime Impact Statement prepared by Greater Manchester Police (GMP) Design for Security team to support the application. Whilst offering no objection in principle in respect of Phase 5, a series of recommendations are made focused on the separation of office space from other commercial ground floor lettings, access controls and the detailed design of the associated public realm to maximise surveillance, deter nuisance and anti-social behaviour. It is further requested that a series of specific high security measures are specified as detailed building designs are developed e.g. door and window specifications, alarm system, lighting CCTV etc.

Where their recommendations do not result in the degradation of the building's overall design quality e.g. the suggested removal of the publicly accessible sheltered area at the main entrance to the office space, their requests can be secured through the imposition of a condition(s).

Wind Microclimate

The applicant has submitted a Wind Microclimate Assessment in support of their application. Using high resolution, Computational Fluid Dynamics and the Lawson Comfort Criteria, it concludes that the Phase 5 development does not create any wind safety or distress risks with all wind conditions suitable or consistent with baseline conditions including the proposed roof terrace. There are therefore no objections to the development in this regard or need for conditional controls.

Planning obligations

No planning obligations are considered necessary to make Phase 5 acceptable in planning policy terms.

PHASES 6, 7 and 8 - OUTLINE PROPOSALS

Proposed land use

Saved UDP Policy TCG3.2 Cultural, Leisure and Heritage Quarter expressly supports the development of office and business uses along with residential, leisure uses, restaurants, cafes and tourism related development. This policy support for office and residential space in the town centre is echoed by Core Strategy policies CS2, CS3, CS4, CS11 and AED-1 noting that the Town Centre, including the application site, is the most sustainable location for office development in the borough and that high density residential development should be directed to the most accessible sites such as this.

The principle of proposed office and residential uses is therefore expressly supported by the statutory development plan.

As with Phase 5, the application seeks planning permission for Class E Commercial, Business and Service uses which following deregulatory changes introduced in September 2020 encompasses a wide range of use including retail, restaurants and cafes, services principally to visiting members of the public, certain indoor sports and recreation, medical services, children's nurseries, offices, research and development and 'good neighbour' industrial uses.

The application submission makes reference to the potential for up to 525m² of active ground floor retail uses in Phase 5 and a further 1,420m² to serve the remaining phases. As with Phase 5 (see above), officers are satisfied that the sequential and impact tests are passed and that ground floor activation is vitally important for place making reasons. Nonetheless, it is considered necessary to limit the total quantum of retail floorspace to that applied for - 1420m² across Phases 6, 7 and 8, to restrict sales to convenience goods only and for the development (including the demolition of existing buildings) to be implemented in accordance with an approved phasing sequence to prevent an unlikely but possible scenario whereby existing retail space is retained alongside that proposed. Subject to imposition of these conditions the development is considered to be in general accordance with relevant local and national planning policies.

Design and landscaping

Given outline planning with all matters reserved is proposed, only an indicative masterplan and design parameters have been submitted for assessment and they would only form part of any planning permission if the Council as local planning authority imposes conditions requiring the development to be brought forward in accordance with those parameters.

Although comfortable with the principle of the proposed development (noting the description of development), officers believe that further design development is required in respect of Phases 6, 7 and 8 given advice and concerns raised by Historic England, the Council's Heritage Conservation officer (see above and below),

the comments of the Places Matter Design Review Panel following a review during the pre-application stage and officer concerns about the quality of the public realm / pedestrian environment on the A6 frontage. Given the above and the proposed increase in the overall quantum, scale and massing of development relative to the previously approved masterplan, officers intend continue working with the applicant to develop, refine and optimise the designs leading up to the submission of reserved matters applications in due course. Design judgements on phases 6,7 and 8 are therefore fully reserved for consideration at a later date noting that the wording of the description of development makes no reference to parameters or the quantum of development.

Access, Parking and Servicing

It is important to note that access remains a reserved matter and is not being formally considered at this stage. Indicative access points are though shown on the submitted indicative masterplan.

As with Phase 5, it is considered necessary to prevent occupation of any phase of development prior to the Railway Road improvements works being complete. The Council's Highway Engineer also raises concerns that about the lack of clarity on the deliverability of the proposed quantum of floorspace/accommodation and therefore strongly recommends that parameters are not approved – officers are in agreement on this for this and other reasons (see above).

Further conditions are recommended summarised as follows:

- demolition and construction management plan;
- detailed travel plan; and
- retail floorspace to be restricted for traffic generation and servicing reasons.

Subject to the suggested imposition of conditions, it is considered that the development complies with relevant local and national planning policy requirements noting that detailed designs, including access arrangements, will be scrutinised at the reserved matters stage.

Impact on heritage assets

As detailed in the responses from Historic England and the Council's Heritage Conservation Officer above, the proposed development will have a negative impact on the setting, significance and views of the Town Hall (Grade II* listed), the Railway Viaduct (also Grade II* listed), Stockport Infirmary (Grade II listed), Wellington Mill (grade II listed) and on the special character and appearance of the Town Hall Conservation Area. Both Historic England and the Council's Heritage Conservation Officer clearly consider the greatest harm to arise from phases 6, 7 and 8. This is evident in their suggestion to revisit the proposed scale and massing of phases 6, 7 and 8.

The cumulative negative impact of the development on these designated heritage assets based on the proposed indicative layout and parameters is considered to amount to 'less than substantial harm'. In policy terms, Paragraph 208 of the NPPF states that developments that lead to 'less than substantial harm' should be weighed against the public benefits of the proposals in the overall planning balance. The public benefits of Phases 6, 7 and 8 including in respect of job creation, economic

growth, securing a long-term viable use of the site, the transformation of the public realm and potentially making a valuable contribution to increasing Stockport's housing supply at a time of significant undersupply (currently calculated as a land supply of 3.78 years) should the Phase 8 housing option be favoured are considered to clearly outweigh the heritage harm arising, despite the great weight apportioned to that harm and the 'worst case scenario' parameters set out in the submission. Nonetheless, it is also clear the harm arising can be reduced in design development by revisiting the scale, massing and design of Phases 6, 7 and 8 through a more detailed analysis of townscape views. It is therefore recommended the proposed parameters are not agreed or secured by way of planning condition as would normally be the case. This will enable officers to work with the applicant during design development to reduce the harm arising. To ensure design development is fully informed, it is recommended that a condition is imposed requiring any future reserved matters application to be accompanied by further heritage and townscape assessments that includes an assessment of kinetic views of the Town Hall from the Railway Viaduct. It should be noted that should a satisfactory outcome not be achieved then the Council has the ability to refuse any future application for reserved matters approval. This approach accords with the advice of Historic England and the Council's Heritage Conservation Officer and is recommended accordingly.

Economy, Work and Skills

As with Phase 5, it is recommended that a condition is imposed requiring the submission, approval and implementation of a construction Employment and Skills Plan for each phase of development.

The Council as developer, landowner and delivery partner will separately pursue similar outcomes when end users are known.

Archaeology

As with Phase 5, GMAAS note that the eastern parcel of land including Phases 6 & 7 incorporates the site of the former Spring Bank Mill which is of potential archaeological interest warranting further investigation. GMAAS recommend a condition is imposed to secure such an investigation and the recording of any findings. A condition is recommended accordingly.

Biodiversity net gain and ecology

As discussed above, the application is subject to the relatively new statutory biodiversity net gain requirement which requires development to deliver a minimum 10% net gain in habitat to enhance biodiversity. The applicant submitted a Biodiversity Net Gain Baseline Assessment and a Biodiversity Net Gain Assessment setting out how they propose to deliver net gain across the site. These documents state that the site currently comprises 0.12 habitat units arising from urban trees and small pockets of shrub and modified grassland of negligible value. The applicants state that through landscaping and the provision of rain gardens etc. they should be able to deliver post-development habitat units amounting to 0.15 which would deliver a 25% net gain. The assessments have been considered by the Council's ecologists who are satisfied that a positive outcome would be achieved. This will be secured in a phased way by way of a statutory condition requiring the submission and approval of an Overall Biodiversity Gain Plan before any development can commence and a Biodiversity Gain Plan before any phase of development can begin as set out in the

Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024.

Detailed ecological matters will be assessed in detail at the reserved matters stage.

Carbon reduction and sustainable design

As all matters are reserved it is considered necessary to impose a condition requiring detailed Energy and Sustainability Assessments to be submitted in support any future reserved matters application.

Sustainable drainage including groundwater protection

The applicant has submitted a Flood Risk Assessment and Drainage Strategy in support of the application that has been refined and developed during the application process in dialogue with the Council as Lead Local Flood Authority LLFA . All parts of the site are at low risk of flooding (Flood Zone 1). The proposed design strategy proposes direct connections to the foul sewer and a sustainable drainage system for surface water that attenuates flows via a partial natural infiltration system (raingardens, swales and permeable paving) before discharging into the surface water sewer. The proposed solution is supported by the LLFA, however, as with Phase 5, the Environment Agency require a condition to be attached preventing infiltration of surface water due to risks to controlled waters (underlying aquifers) unless a detailed assessment of the risks to controlled waters is formally approved following a detailed review by the EA. It is therefore considered necessary to impose planning conditions in accordance with the EA's advice and requiring the submission of a detailed drainage at reserved matters stage that has been informed by that assessment. Subject to the imposition of these conditions the development is considered to be in accordance with Core Strategy policy SD-6 and UDP Policy EP1.7.

Contaminated Land

Given the former uses on the land, a Phase 1 Site Investigation has been submitted which highlights the need for further investigations before development takes places to safeguard the environment and human health. The Council's Contaminated Land Officer recommends that conditions are imposed to ensure further investigations and any remediation is carried out in respect of both land contamination and ground gases. The Environment Agency has also stated that the site lies above aquifers and contamination could be mobilised during construction and conditions are recommended. Conditions are recommended accordingly to secure compliance with policy SIE-3.

Air Quality

The applicant has submitted an Air Quality Assessment for Phase 5 only. Given car parking has already been provided under previous planning permissions significant adverse effects are considered highly unlikely following mitigation in a similar way to Phase 5 however it is considered necessary to impose a condition requiring the submission of further air quality assessments for each phase of development to secure compliance with policy SIE-3. A condition is recommended accordingly.

Noise and odour

The applicant has submitted a Noise Impact Assessment for Phase 5 which notes that the site is affected by a variety of noise sources, most notably road, air and rail traffic noise. For Phase 5 it was concluded that impacts on end users would be satisfactory providing the detailed mitigation specifications are incorporated into the build and a Construction Environmental Management Plan was secured by condition. A further condition in respect of odour from commercial kitchens was also considered necessary. Significant adverse effects are considered highly unlikely following mitigation as is the case with Phase 5 however it is considered necessary to impose a condition requiring the submission of noise assessments for each phase of development to secure compliance with policy SIE-3. A condition requiring details of commercial kitchen extracts is also recommended in line with Phase 5.

Airport safeguarding

No objection has been received from the airport safeguarding authority (MAG) at this stage. Airport safeguarding considerations would be assessed again in detail at reserved matters stage.

Crime prevention

Crime prevention measures would be assessed in detail at reserved matters stage. A condition is recommended requiring the submission of crime impact assessments for each future phase of development in accordance with policy SIE-1.

Wind Microclimate

The applicant has submitted a Wind Microclimate Assessment in support of their application. Using high resolution computational fluid dynamics, the Lawson Comfort Criteria and the proposed scale and height parameters for all phases it concludes that phases 6 to 8 will not generate significant adverse wind conditions and any negative effects would be straightforward to resolve at detailed design stage. In order to ensure a satisfactory outcome and secure compliance with policy SIE-1, it is considered necessary to impose a condition requiring the submission of detailed wind and microclimate assessments in support of reserved matters applications for phases 6-8. A condition is recommended accordingly.

Planning obligations

As the necessary Employment and Skills Plans can be adequately secured by way of a planning condition and there are no requirements for highways related commuted sums. Policy requirements triggering the need for planning obligations secured by way of a legal agreement are limited to those relating to the housing option for Phase 8 as follows:

- Affordable housing provision – 40% or as much as is viable tested through the submission of a viability assessment at reserved matters stage.
- Subject to viability, commuted sums for children's play and formal recreation provision and maintenance in accordance with Core Strategy policy SIE-2 (2011) and the Open Space Provision and Commuted Payments SPD (2019) payable on commencement of residential development – sum calculated from date of first

- reserved matters approval stage for Phase 8 and index linked (RPI).
- Subject to viability, commitment to pay commuted sums for children's education to meet the needs of the residents of the development if necessary/where existing provision cannot meet that need – commuted sum (if any) to be calculated at reserved matters stage for Phase 8 should residential development be proposed.
- Pay the costs of monitoring, reporting and managing the planning obligations in accordance with the Council's monitoring fees – calculated at reserved matters stage for Phase 8 and payable on commencement of development.
- Pay the Council's full legal costs in drafting and completing any necessary legal agreement.

The applicant has agreed to these heads of terms.

Whilst these policy requirements would ordinarily be the subject of a legal agreement prior to the grant of planning permission, this is cannot be readily achieved in this case as the Council currently benefit from a long lease from Network Rail on Phase 8 land, is likely to remain the 'landowner' and the Council binding its own land lacks enforceability. Muse, the Council's private sector delivery partner, currently has no interest in the Phase 8 land.

Legal advice has been sought on an appropriate remedy and it is advised an 'Arsenal' condition is imposed in respect of Phase 8 requiring the completion of a legal agreement securing the heads of terms detailed above at reserved matters stage should residential development come forward.

Planning Practice Guidance makes clear that this is acceptable in exceptional circumstances: *"in exceptional circumstances a negatively worded condition requiring a planning obligation or other agreement to be entered into before certain development can commence may be appropriate, where there is clear evidence that the delivery of the development would otherwise be at serious risk (this may apply in the case of particularly complex development schemes)."* (Paragraph: 010 Reference ID: 21a-010-20190723).

This is considered an exceptional circumstance because:

- Stockport as the LPA entering into an agreement with Stockport as the landowner together lacks enforceability. Stockport cannot bind its own interest in the land by way of s106 agreement and the JV partner, Muse, does not currently (and may never) have an interest in the land.
- the obligations to be secured are only needed if the final Phase is brought forward as residential development and not office development.
- Muse do not currently and may never hold any interest in the relevant part of the site that will be capable of being bound in the future, meaning a Section 111 agreement under the Local Government Act 1972 cannot be used.

A negatively worded condition securing the agreed heads of terms is therefore considered a suitable remedy and is recommended accordingly.

Other matters

Given the phased nature of the proposed development it is considered necessary and appropriate to grant an extended time limit for the implementation of phases 6, 7

and 8. The previous planning permission required the submission of reserved matters within 5 years and the commencement of development to be within 10 years. In this case, the applicant has requested a time period of 15 years for the commencement of development on any phase in the outline element (Phases 6, 7 and 8) and there is no objection to this in planning terms given the phased and speculative nature of the development and progression being dependent on office market demand. The full planning permission for Phase 5 would be subject to the standard 3 year implementation timescale.

RECOMMENDATION

Grant planning permission (Phase 5 in full and all other phases in outline with all matters reserved) subject to conditions.

CENTRAL STOCKPORT AREA COMMITTEE (01/08/24)

The Planning officer introduced the report and advised that there were no further updates.

Members debated the application and expressed support for the proposal.

Cllr Byrne noted that as part of any future construction, consideration should be given to preventing the blocking off of cycle and pedestrian routes on Railway Rd.

Cllr Wynne expressed support for all the proposed phases, but noted that discussions may need to be held with Network Rail regarding the proposed Phase 8 element as it may be difficult to deliver.

Committee unanimously resolved to recommend that the Planning & Highways Regulations Committee grant planning permission as per the Officers report.

PLANNING AND HIGHWAYS REGULATION COMMITTEE (15/08/24)

The Planning officer introduced the report and advised that there were no further updates.

Members debated the application and expressed support for the proposal.

Cllr Charles Jones sought clarity on disabled parking provision for the eastern side of Stockport Exchange to serve Phase 5. Officers confirmed that disabled parking provision is provided in the two multi-storey car parks delivered in an earlier phase of development.

Cllr Wise noted the comments of Historic England and the Council's Conservation officer highlighting the need for balance between regeneration and heritage protection. She asked for clarity on building heights, scale and massing. Officers highlighted the parameters set on the previous planning permission and stated it is not proposed to fix parameters on the outline elements on the proposals this time allowing designs to be fully assessed at reserved matters stage.

Cllr Charles Jones then commented on the long distances between the existing multi-storey car parks and the development and future phases requested that this is taken into account as detailed designs are prepared.

Cllrs Abell and Jones then expressed support for the proposals and the regeneration that Stockport Exchange has delivered.

Committee then unanimously resolved to grant planning permission in accordance with the officer recommendation.

BACKGROUND PAPERS

Background papers on which this report is based in accordance with the requirements of Section 100D (1) of the Local Government Act 1972 can be found on the Council's website using the following link.

<https://planning.stockport.gov.uk/PlanningData-live/applicationDetails.do?activeTab=details&keyVal=SAQXIDPJGIN00>

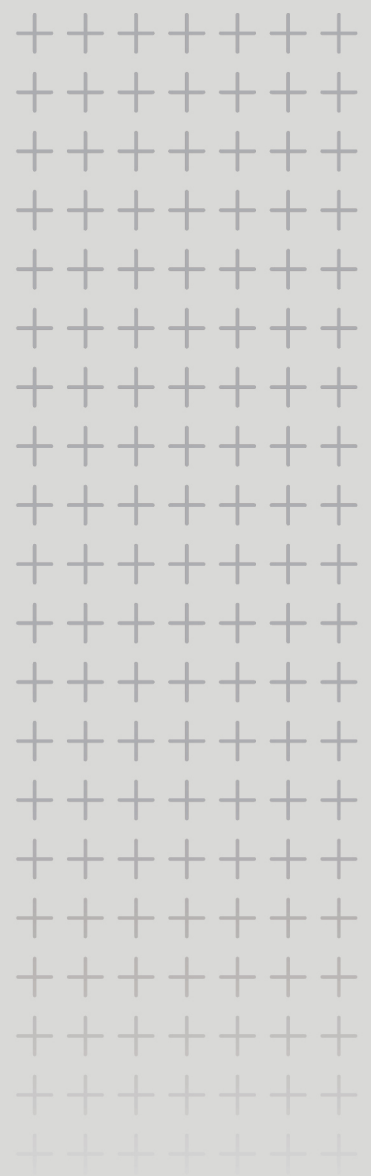
It does not include documents which would disclose exempt or confidential information defined by that Act.

Please note that certain documents and reports (such as the Application Form) include redacted information due to content sensitivities.

Any additional correspondence/documents from interested parties can be requested by making contact with the Planning Service by email:
Planning.DC@stockport.gov.uk

Appendix 4

One Stockport Economic Plan



One Stockport Economic Plan

August 2022

One Stockport Economic Plan

2022

www.hatch.co.uk

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Our Vision: A Stockport economy which is...



Fair & Inclusive

We will support a fairer economy where local people are the primary beneficiaries of regeneration and growth.



Enterprising & Productive

We will seek to capture a bigger share of high value knowledge sector jobs while supporting a resilient foundational economy.



Climate Friendly & Resilient

We will tackle the climate emergency, grow the green economy, and enable Stockport to 'build back better' and recover from COVID-19.



Accessible & Connected

We will ensure that multi-modal transport infrastructure and digital infrastructure supports employment and inclusive economic growth.

The One Stockport Economic Plan:

The One Stockport Economic Plan outlines our shared approach to the economy over the next ten years. It provides the framework to secure the benefits of Stockport's unprecedented growth opportunity and contributes to our ambition to become a **fair and inclusive** Borough. Our Economic Plan will enable local businesses to start, seed and grow to create a more **enterprising and productive** Stockport. Responding to the climate emergency, our Economic Plan recognises that future prosperity relies on delivering an economy that is **climate friendly and more resilient**. The Economic Plan seeks to enhance Stockport's **accessibility and connectivity** with investments to increase regional competitiveness while improving access to opportunity across the Borough.

Introduction

“Harnessing Stockport’s opportunity for growth to create a distinctive and thriving economy and secure shared prosperity for all residents”

What is the Stockport Economic Plan?

Calling this the Stockport Economic **‘Plan’** is a deliberate statement of intent. It is a roadmap for action to ensure that we are delivering a stronger and fairer economy for everyone who lives and works in our borough. It is an active, living document that will guide our approach to the economy for the next decade and beyond.

This is not a plan for one single organisation. It is a shared plan for Stockport’s economy that recognises the importance of partnership. It has been co-designed to reflect and embody the ambitions of the council, residents, and our key stakeholders. It is not the Council’s Plan, but the Council will be key in driving forward the actions in this Plan.

One Stockport

A thriving and enterprising Stockport with a successful, growing, and resilient economy is integral to the health, happiness and prosperity of our communities.

The Stockport Economic Plan interfaces with and has strong links with other thematic strategies and plans, enabling the delivery of shared missions including core priorities around climate, health and care, ageing well and children and young people.

Specifically, the priorities and actions in the Stockport Economic Plan are intended to complement, influence, and reinforce the Stockport Housing Plan, the Transport Plan, the Climate Action Plan, and the emerging Local Plan.

Fig 1: where the Economic Plan sits



Our Shared Values

Our vision for Stockport 2030 also included commitments about how we will work together. This runs through all our plans, including our Safer Stockport Partnership Plan:

- **We are inclusive:** We believe our differences and unique experiences need to be celebrated. We proactively address inequality and hold ourselves accountable for everyone feeling included and valued.
- **We are ambitious:** We believe in Stockport, our people and the places that make up our Borough. We are continuously challenging ourselves to be the best we can be for Stockport.
- **We are collaborative:** We believe in working together openly and honestly. We support each other and always work together for the benefit of Stockport.

These values have shaped how we developed the One Stockport Economic Plan as well as how we implement the commitments within it.

An Evidence-Led Economic Plan

The One Stockport Economic Plan, or the ‘Economic Plan’, is based on extensive socio-economic analysis which was undertaken in parallel to a wide-ranging programme of stakeholder engagement.

The One Stockport Economic Plan responds to the latest available data. It is well known that borough level data can mask the inequalities that exist within Stockport. Some of this data will now be dated in terms of not fully reflecting the impact of COVID-19 and Brexit.

To address this, we created the **Stockport Atlas** which maps the key data on Stockport’s economy, people, and places. This provides a granular understanding of the specific challenges and opportunities facing our neighbourhoods – targeting Economic Plan interventions where they can have the greatest impact.

However, we recognise that socio-economic data alone is not enough to capture the complexity of Stockport’s economy and communities. The One Stockport Economic Plan therefore marries robust quantitative intelligence with invaluable stakeholder insight – ensuring we reflect the lived experience of residents and businesses to provide qualitative evidence

Fig 2: The Economic Plan Process



Fig 3: The Stockport Evidence Atlas



The Vision, Strategic Pillars, Priorities and Actions are a direct response to both the qualitative and quantitative evidence bases. The One Stockport Economic Plan has been developed in consultation with local leadership forums, including: Stockport Metropolitan Borough Council (SMBC), the Stockport Economic Alliance, the Voluntary, Community, Faith and Social Enterprise (VCFSE) sector, Greater Manchester Combined Authority (GMCA), Climate Action Now, colleges and head teachers.

The process of co-production has enabled us to develop an Economic Plan for the whole Borough which can be owned and delivered as 'One Stockport'. The Economic Plan outlines how we will all work in partnership, as public sector organisations, business, or communities to deliver the change we need to see across our Borough.

Partners have generously volunteered their time to shape this Economic Plan at multiple stages of development. Workshops were held to test and validate the evidence base, shape the priorities and draft actions and secure feedback from Stockport's businesses and wider stakeholders.

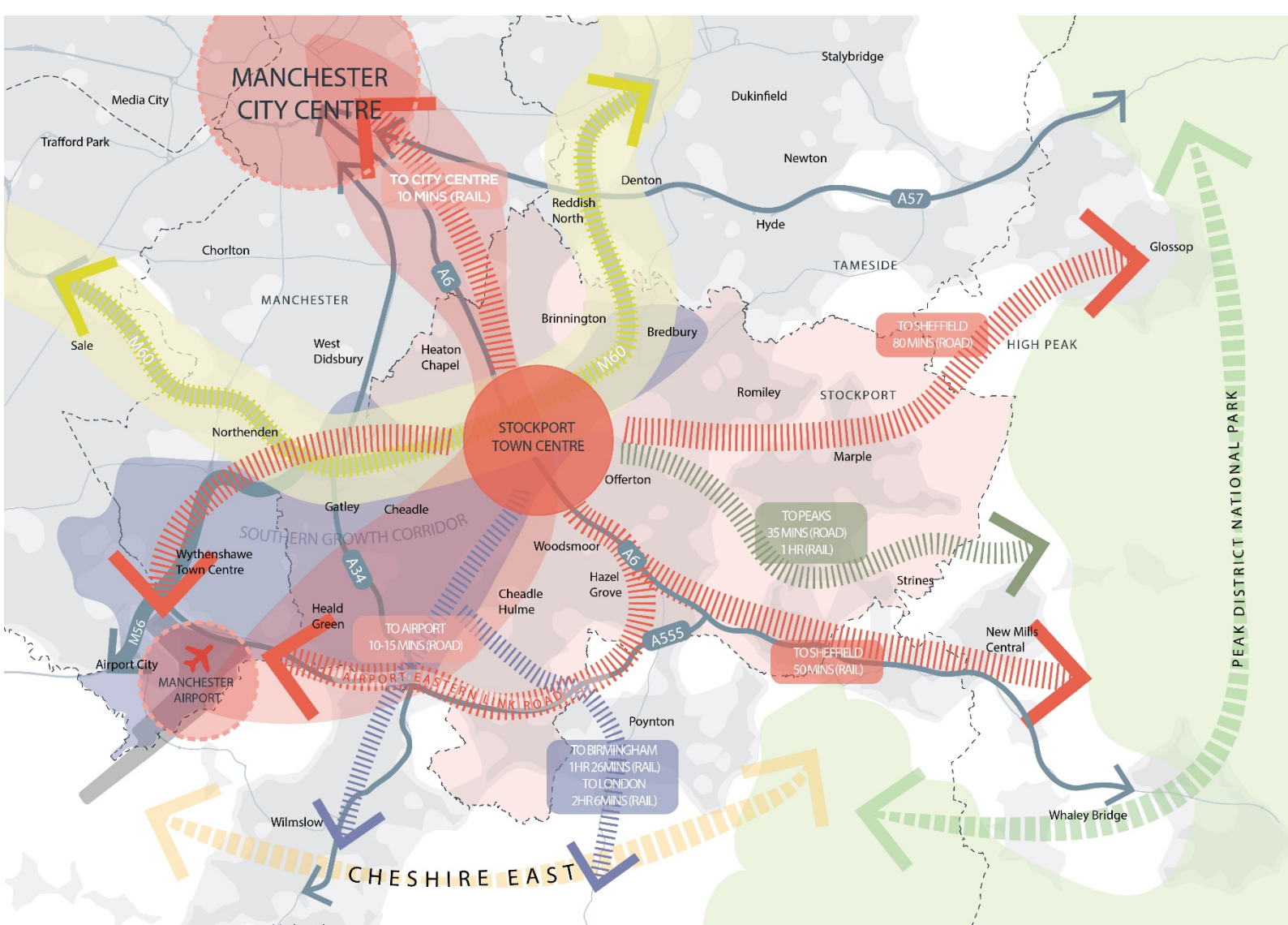
Why Stockport Needs a New Economic Plan

Stockport is home to 294,000 people, 12,000 businesses, and 146,000 jobs. It comprises thriving town and neighbourhood centres, bustling hubs of commercial activity, and excellent transport infrastructure. This has attracted, supported, and enabled strong economic growth and unprecedented investment over the past decade. Stockport is well positioned for further growth, but our economic opportunity is matched by grand challenges which will define a generation. The One Stockport Economic Plan is therefore a long-term response to these defining factors to enable those who live, work, and do business in Stockport to thrive. The core opportunities and challenges are set out below:

Opportunities and Challenges

- **Stockport is strategically located within one of the most important, exciting, and dynamic city regions in the country.** Our residents and businesses benefit from Stockport's proximity to Manchester, our economic linkages to Cheshire, Derbyshire and Staffordshire which are vital to our shared success. Stockport benefits from excellent connectivity to the vibrant economic hub being developed at Airport City and is part of the Southern Growth Corridor, an area of strong economic opportunity. These linkages are shown in Fig 5.
- **The Borough has experienced rapid and sustained economic growth** over the past decade, making Stockport a major regional economic driver in its own right. Since 2015, Stockport's employment base has grown by 13% which is stronger than the England and Greater Manchester averages.
- **Stockport is home to a range of nationally and internationally significant companies** such as Music Magpie, BASF, Adidas and McVities. The borough also retains specialisms across many critical foundational sectors such as utilities, logistics and manufacturing which are integral to regional and national prosperity. Stockport is proud to have a large and engaged VCFSE sector which works tirelessly to deliver tangible social and economic value across our communities.
- **Stockport makes a distinctive contribution to the Greater Manchester (GM) Economy** in terms of its high-quality skills base, its innovative businesses and its thriving VCFSE sector. The One Stockport Economic Plan aligns closely with the Local Industrial Strategy and the 10 Priorities of the Greater Manchester Strategy, and there is clearly a significant opportunity for Stockport to capture a bigger share of growth and investment at GM level. There are opportunities to build on Stockport's existing strengths in business, finance and professional services, health innovation, life sciences, medical technology and digital. Furthermore, the ambitions set out in the Economic Plan align closely with the recently proposed Levelling Up initiatives, and in particular the Innovation Accelerator centred on GM, which seeks to create clusters of research and innovation around local companies.

Fig 5: Stockport's strategic economic context



The One Stockport Economic Plan needs to build on these strengths to ensure that we are securing maximum social, economic and environmental benefit.

- **Through the One Stockport Economic Plan, we intend to unlock the benefits of unprecedented investment in Stockport's people and places.** Over recent years, Stockport has successfully obtained over £1bn of funding to deliver game-changing regeneration projects. This includes bringing new retail and leisure into the Town Centre, significant improvements to the mainline railway station, the redevelopment of Merseyway and the exciting new Transport Interchange with major town centre park and the ability to accommodate Metrolink.
- **Investment is also delivering new employment sites**, including Stockport Aurora at Junction 1 of the M60, which is bringing crucial jobs, training and apprenticeship opportunities to the borough. We are already investing in Stockport's net zero future and projects such as the Cheadle Town Deal, that will deliver a new Railway Station and an Eco Business Park to secure new green jobs.
- **The Council is taking an active role in place-shaping.** Stockport town centre is being transformed through award-winning commercial and leisure developments at Stockport Exchange and Redrock work alongside support for a thriving independent sector around the marketplace and Underbanks. Greater Manchester's only Mayoral Development Corporation (MDC) has been established in Stockport which is focussed on regenerating Town Centre West. These ambitious plans include over 3,000 new homes as part of a mixed-use development and providing the social infrastructure to support a growing town centre community.

However, not everyone is sharing in Stockport's success. The One Stockport Economic Plan brings together a coordinated and long-term response to address the challenges of COVID-19, the climate emergency, and inequality.

- **Despite recent economic growth, our Borough sits at a cross-roads.** We face significant challenges which will test the resilience, adaptability, and ingenuity of our residents, businesses, and anchor institutions. COVID-19 has shown how quickly the things we take for granted can change and has exposed underlying fragilities within our economy and communities. Our actions over the next decade will shape the borough's future economic trajectory for generations to come.
- **Local partners have a duty to tackle deeply embedded inequalities.** Stockport is the 8th most polarised Borough in England in terms of deprivation (out of 317 local authorities) and the Stockport Atlas has shown that borough-wide averages mask acute and highly localised challenges¹. We will use evidence to target interventions where they will have greatest impact – ensuring that regeneration and growth reduces inequalities by design, not as an afterthought.

¹ MHCLG, 2019, English indices of deprivation.

- **Diversifying Stockport's economy is integral for future resilience.** A lack of business dynamism and poor survival rates risks undermining Stockport's recent growth. Despite hosting a micro-business dominated economy, there is little evidence of an entrepreneurial start-up culture. Existing employment specialisms are also forecast to decline, making economic diversification an urgent necessity. Key employment sectors such as manufacturing and utilities are forecast to shrink by over 5,000 jobs by 2040². Current trends around automation in key sectors, such as logistics and distribution, further strengthens the need for diversification.
- **The council has declared a climate emergency³.** Issues of congestion, air quality and the carbon footprint of our buildings and business activities need to be addressed if we are to meet regional and national net zero targets. Greening our borough also represents an economic opportunity. The development of skills to support the 'green economy' is a key priority. In addition to supporting climate adaptation, we will enable businesses and residents to take advantage of new opportunities in the green economy. Supporting businesses to help make the necessary adaptations to achieve net zero targets will also form part of the Economic Plan.

A Positive, Outward Looking and Confident Stockport

- **To build on these opportunities and address the challenges highlighted above it is important that Stockport has a positive, outward looking and confident Economic Plan.** We have key strengths and assets which are recognised far beyond the City Region especially our businesses, skills, our VCFSE sector and our strong partnership ethic and attitudes. We have an opportunity to attract investment and skills on a National level and as a key driver of the Greater Manchester economy we should be shaping the delivery of the Greater Manchester Strategy and participating to the fullest possible extent in the 'Levelling-Up' activity proposed for GM much of which plays to our strengths as a Borough.

² Oxford Economics Forecasting Model, Q3 2020.

³ <https://www.stockport.gov.uk/can-climate-strategy-stockport/can-why-we-have-a-climate-strategy>

The Case for Change

The evidence base which underpins the Stockport Economic Plan presents a compelling case for change. By taking a granular approach to evidence collection, the Stockport Atlas shows how borough-wide averages mask neighbourhood-level inequalities which have been exacerbated by the pandemic. Whilst Stockport's economy has grown, there are clear structural weaknesses that will constrain the borough's potential if left unaddressed.

The need to address barriers to inclusion is corroborated by stakeholder consultation⁴.

The evidence shows that:

- Stockport is one of the most polarised boroughs in the country
- For too many people, work is unfairly rewarded and a high number of children are living in poverty
- Educational outcomes and attainment inequality is high which is impacting the life chances of many of our young people
- COVID-19 and the cost-of-living crisis have widened existing inequalities and have disproportionately impacted the borough's most disadvantaged residents

Quantitative data alone is not sufficient to capture the diversity of challenges and there is a need for this to be supplemented by lived experience. Engagement with Stockport's diverse communities has directly informed the 'Case for Change' and has shown that there are a range of less visible barriers to economic inclusion such as age, disability, race, religion, and gender.

Growth and diversification are crucial for long-term prosperity

The evidence shows that:

- The Stockport economy lags behind Greater Manchester and the UK in terms of GVA growth despite resilient employment
- Several of Stockport's key employment sectors are forecast to decline over the next 20 years, highlighting the need for diversification
- Stockport's stock of high-quality office accommodation and modern industrial and logistics sites requires improvement to capture a bigger share of high value employment in sectors forecasts to grow over the long term
- Stockport has a significantly older workforce than the regional or national averages, highlighting the need to utilise the economic ambitions and talent of the older workforce, whilst seeking to grow a wider population demographic over time.

⁴ Hatch/Forever Consulting, 2022, Economic Plan Stakeholder Engagement Report,

The economic data analysed as part of the evidence base and the discussions with Stockport businesses highlight the urgent need to grow and diversify the economy. This is both to address a long-term productivity gap in comparison with the regional and national economy whilst responding to the forecast decline in some of Stockport's strongest employment sectors (manufacturing, wholesale and retail).

Creating well-connected, competitive business locations will ensure that Stockport can attract a bigger share of the forecast growth in the professional, scientific, creative, and digital employment sectors and respond positively to strong demand from the logistics, distribution high tech manufacturing sectors. The provision of new housing including in key locations (such as Town Centre West) can help attract new economically active residents to Stockport, which seeks to address the ageing workforce.

Pursuing a green and resilient recovery will unlock economic, social, and environmental benefits.

The evidence shows that:

- COVID-19 has had a significant, lasting impact on the Stockport economy - with the sectors most acutely affected by lockdown restrictions suffering the largest losses in terms of output.
- Immediate economic pandemic support made a tangible difference to residents and businesses. For example, Stockport's Job Match service has directly linked unemployed residents with local job opportunities.
- More needs to be done to enhance economic resilience by 'building back better' from the pandemic and preparing the borough for opportunities in the green economy. Research has shown that to stay within the commitments made as part of the Paris Agreement, Stockport has a maximum cumulative carbon dioxide emissions budget. Assuming a continuation of 2017 CO₂ emission levels, Stockport would use this entire budget within 7 years from 2020.
- Stockport already hosts a diverse green economy which can support future clean growth. From renewable energy companies based in Stockport town centre, to environmental consultancy activities in Cheadle Hulme; there are a range of burgeoning activities which can be encouraged to grow across the Borough.

Managing the transition to a low carbon, climate friendly economy effectively can deliver significant opportunities for Stockport. Firstly, there will be a wide range of well-paid, highly skilled employment opportunities to deliver national and regional net zero commitments. Secondly, reducing congestion in Stockport's town centre high streets and key arterial routes can improve air quality and the health of our residents. Finally, restoring Stockport's habitats, tree planting, and urban greening can create balanced communities, which enhance wellbeing and bring residents closer to nature whilst helping to mitigate the impacts of climate change.

Strengthening connectivity and accessibility is critical to the ambitions in the Stockport Economic Plan.

The evidence shows that:

- There are reliability, capacity and affordability issues with public transport, and some residents experience poor access to employment centres particularly in the south and east of the Borough. Orbital connectivity has also been identified as an important area for improvement.
- There are high levels of congestion, along key routes and corridors including the A6, A34 and on the network surrounding the M60.
- Stockport has a lower proportion of trips made by active travel modes in comparison to the average for Greater Manchester.

Adopted policy documents contain clear priorities on connectivity and accessibility for Stockport. Achieving the ambitions set out in the One Stockport Economic Plan will be significantly enhanced by addressing these priorities and in particular the capacity and reliability of public transport, high levels of congestion on key routes and a low proportion of trips in active travel modes. Improving connectivity and accessibility underpins the creation of competitive places to attract investment and high value employment and helps address inequality by improving access to opportunities for all parts of the Borough. To this end the One Stockport Economic Plan builds on the South-East Manchester Multi-Model (SEMM) Strategy, the Greater Manchester Transport Strategy (GMTS) 2040 5-Year Delivery Plan (2020-2025) and the Active Communities Strategy, and will inform the emerging Stockport Transport Plan

Our Vision for Stockport

The One Stockport Economic Plan vision is directly informed by the evidence presented within the ‘Case for Change’. We are guided by a shared commitment to use growth, regeneration, and investment to build a more inclusive, resilient and greener economy by design. This will be delivered through our four pillars of change which capture the change we want to see and set out how we will measure success.

Fig 6: The One Stockport Economic Plan Vision and Pillars of change



Each pillar is supported by a mission statement that will guide the activity and actions of the council and its partners over the next decade. These are:

Fair and Inclusive: *“Supporting a fairer economy where local people are the primary beneficiaries of regeneration and growth”*

Enterprising and Productive: *“Capturing a bigger share of high value knowledge sector jobs while supporting a resilient foundational economy”*

Climate Friendly and Resilient: *“Tackling the climate emergency, growing the green economy, and enabling Stockport to ‘build back better’ and recover from the pandemic.”*

Accessible and Connected: *“Ensuring multi-modal transport infrastructure and digital infrastructure supports employment and inclusive economic growth”*

The One Stockport Economic Plan sets out how each pillar is led by the evidence, showing how interventions will tackle unique local challenges and realise opportunities. This has directly informed our thematic priorities which underpin the framework for action.

We know that it is not enough to diagnose the challenges facing Stockport – the borough needs robust and decisive action. Recognising the importance of accountability, we have outlined the specific actions the partners will take to achieve the priorities set for each pillar. This includes new actions, refocusing and intensifying of existing ones, and influencing other plans to meet economic needs.

Over the last few years, it has become more apparent that the world is inherently uncertain. Therefore, it is important that local economic partners retain the agility to review these actions in perpetuity to ensure their ongoing relevance. The Borough Plan review process also enables a two-way flow of intelligence and priorities which will ensure that priorities and actions are regularly reviewed and updated.

To understand our progress to delivering our vision for Stockport, the Stockport Economic Plan outlines a suite of performance metrics which we will track on an ongoing basis to ensure that it remains a live document. Stockport's Economic Alliance will lead on the governance, oversight, monitoring and delivery of actions from the Economic Plan. The relevant partnership organisations (such as council committees) will receive regular progress updates on the delivery of the Economic Plan.

Pillar 1: Fair and Inclusive

“Supporting a fairer economy where local people are the primary beneficiaries of regeneration and growth”

Challenges	Opportunities
Stockport is the 8th most polarised borough in England. This is affecting the prosperity and opportunity for residents living in the borough’s most deprived neighbourhoods. Residents of these areas play an important economic role in Stockport’s local districts and other smaller centres.	Unprecedented opportunity to marry need and opportunity. Areas of most significant deprivation are where the borough’s most significant economic assets and growth opportunities are located. Town Centre West and other developments will deliver significant growth and regeneration investment in two areas of high deprivation. We will harness this opportunity to ensure that local people are the primary beneficiaries of growth.
Stockport ranks 260th out of 317 local authorities nationally in terms of early years social mobility (where 317th is the lowest ranked). This is affecting the life chances of children in their most formative life stage.	
Stockport has a dual economy. Our research shows that borough averages mask deeply embedded and highly localised challenges which are affecting economic participation and prosperity.	A large and engaged local VCFSE sector. Stockport has a thriving VCFSE sector which provides significant economic and social value in the borough. The activities of VCFSE businesses directly address many of Stockport’s inclusivity challenges.
Impacts of COVID-19 have disproportionately impacted the borough’s most disadvantaged residents. The number of residents claiming benefits has risen most rapidly in Stockport’s most deprived areas.	Taking a joined-up approach to support inclusion. Consultation showed the importance of linking with other local plans and strategies which will support labour market participation.
Educational outcomes and aspirations inequality. Stockport’s young people are less likely to continue to sustained education at higher levels and residents from disadvantaged areas are more likely to attend a poor-performing school.	Stockport’s ageing population are an asset to our communities and The role of the ageing population as consumers, community leaders, experienced and skilled members of the workforce, retired or otherwise is important to the economy of Stockport and should be harnessed to support inclusive growth.
Disabilities and health inequalities are barriers to participation. Consultation identified wider barriers to economic participation which need to be addressed to create a more inclusive economy.	Volunteering is also important, and consultation showed that many volunteers have become paid staff. There is an opportunity to raise the visibility of volunteering

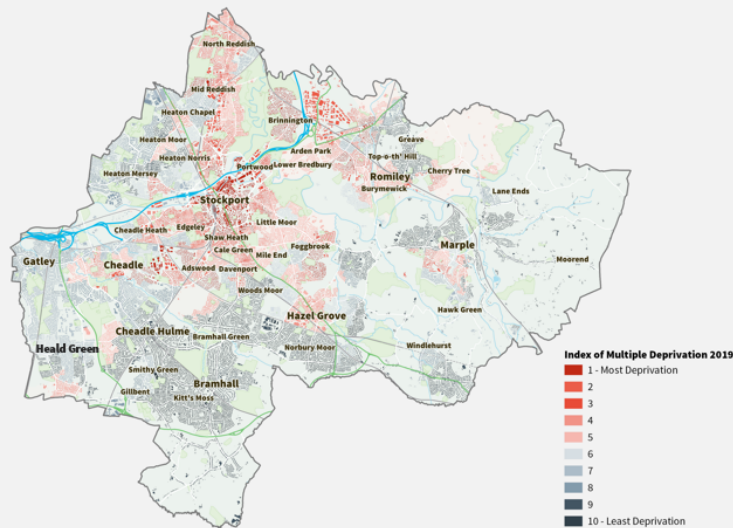
These barriers are preventing employers from accessing a diverse workforce and filling key skills gaps as well as driving further consumer demand.

opportunities amongst Stockport's older population. Additionally, opportunities for life-long learning can enable older workers to retrain.

The issues behind the averages

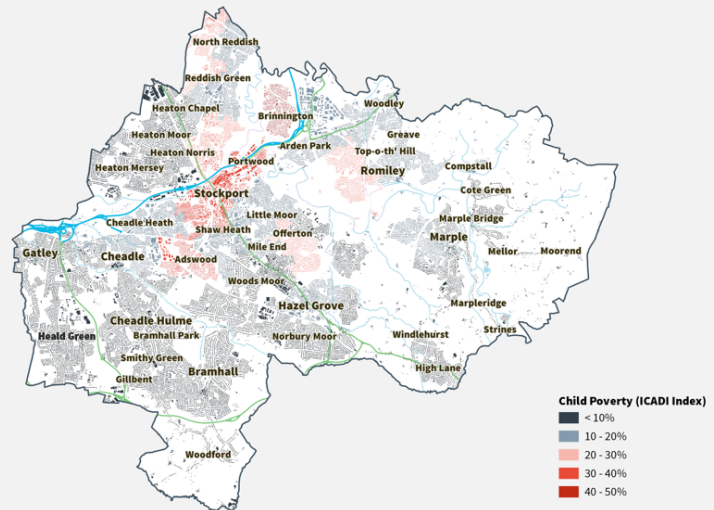
Borough-wide challenges mask challenges of severe localised deprivation and the varying experiences amongst different parts of the community. The maps below articulate the scale of Stockport's inclusivity challenge and the importance of addressing unfairness through the One Stockport Economic Plan.

Index of multiple deprivation, 2019



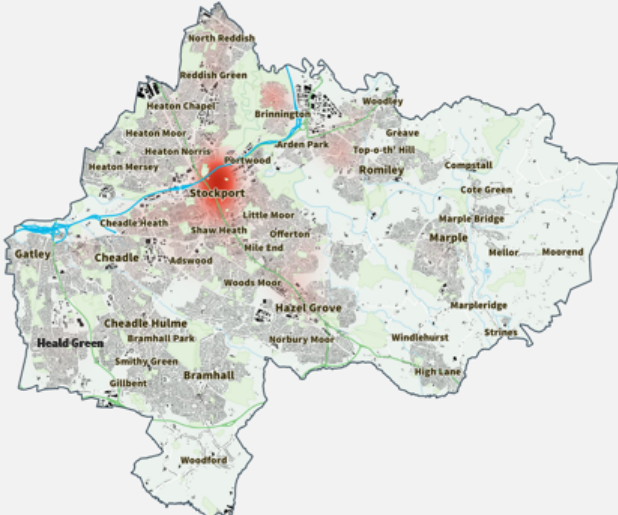
Deprivation is highly concentrated in the north of the Borough. Stockport town centre, Brinnington and Bredbury contain some of the most deprived neighbourhoods in the country. However, the demographic of the town centre is rapidly changing with an emerging community of young professionals.

% Of children living in poverty by MSOA



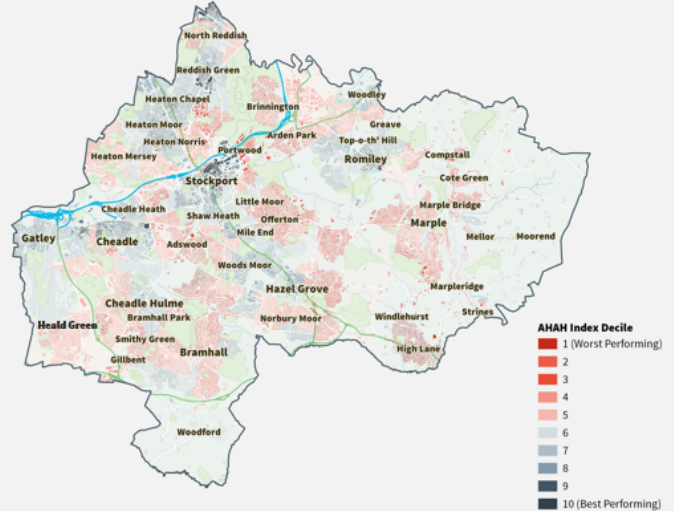
Although Stockport has the 2nd lowest rates of child poverty in Greater Manchester, 1 in 4 children are still living in poverty. This varies across the borough and in areas such as Brinnington, as many as 1 in 2 children are living in poverty.

Crime in Stockport, 2020



In 2020, there were 104 crimes per 1,000 residents in Stockport compared to 149 in Greater Manchester. Most crimes in Stockport are in and around the town centre.

Access to healthy assets and hazards



Too many of Stockport's places are not conducive to healthy lifestyles. Parts of Bramhall, Windlehurst and Marple do not have sufficient assets to support healthy lifestyles. This includes high amounts unhealthy food outlets, coupled with low proximity to leisure centres, and green spaces.

Our priorities

- 1. Utilise Stockport's unprecedented growth opportunity to benefit local people and business to make the Stockport pound go further.**
- 2. Support an economy that delivers a minimum standard of prosperity.**
- 3. Improve access to training and skills provision to enable residents to take advantage of new opportunities at all life stages.**
- 4. Recognise the importance of the VCFSE sector to drive economic and social value.**
- 5. Tackle the wider barriers to economic participation to ensure all residents are empowered to be happy, healthy, and well.**

What we will do

Action	Lead/Partners
Utilising Stockport's unprecedented growth opportunity to tackle areas of disadvantage. We will: • Prioritise local suppliers in regeneration projects, where appropriate, to make the Stockport pound go further. • Explore how new and existing community assets in deprived areas can be used to accommodate and support skills development and training. • Using public sector held assets more effectively to drive increased social value in areas of highest need and understand how local companies can be prioritised and supported to access new workspace provided. • Civic leadership role to work with anchor institutions to establish how more money can be retained within Stockport and continue to generate greater social value through procurement. • Use of Employment & Skills Agreements for major developments to ensure those most economically disadvantaged benefit	Stockport Metropolitan Borough Council (SMBC)/Economic Alliance and Chamber of Commerce/Local Businesses
Support an economy that delivers a minimum standard of prosperity in line with our Boroughwide commitments for a Fair and Inclusive Stockport. We will: • Support the GM 'Living Wage City Region' ambition by proactively encouraging more employers to obtain real Living Wage accreditations. • Sign up to the GM Good Landlords Charter and Good Employer Charter. • Continue to support the GMCA and partners in delivering against the recommendations set out by the Independent Inequalities Commission.	SMBC/GMCA/Economic Alliance and Chamber of Commerce/Local Businesses
Improve access to training and skills provision to enable residents to take advantage of new opportunities at all life stages. We will: • Work with GMCA to maximise the benefits of skills devolution at all life stages (e.g., using the Adult Education Budget (AEB) more effectively to support Stockport's economic needs and life-long learning). • Promoting and enabling targeted apprenticeships and innovative use of the apprenticeship levy. • Create clearer career progression routes for young people with careers support linked to workforce demand. This should include real actions to support schools and employers to work together to help shape curriculum delivery for the benefit of all young people. • Promote uptake of higher-level apprenticeships as an alternative to Higher Education.	SMBC/GMCA/Economic Alliance and Chamber of Commerce/Local Businesses/Skills Providers

Pursuing initiatives outlined in the Levelling Up White Paper and the UK Shared Prosperity Fund to maximise skills opportunities for all who need them.	
Recognise the importance of the VCFSE sector to drive economic and social value. We will work with the VCFSE sector to: - Support the sector to drive inclusive outcomes and SMBC fulfilling its role as signatories of the VCFSE Accord. Encourage businesses to engage with existing networks to formalise how they support the voluntary sector in Stockport. - Ensure opportunities to support and develop co-operative/social enterprises are developed through the Proper Good Business Social Investment Programme. - Recognise the important economic role of the sector by increasing the number of VCFSE sector businesses on the Stockport economic alliance and other business support forums and continue to encourage cross sector working and collaboration via the One Stockport initiative. - Support and signposting for Stockport's residents and employees to volunteering opportunities.	SMBC/GMCA/VCFSE/ SHG/SFT/ Economic Alliance
Tackle the wider barriers to economic participation to ensure all residents are empowered to be happy, healthy, and well. We will: - Promote and support inclusive employment practices: Public services in Stockport should be leading the way in employing people with disabilities and those in protected characteristic groups (PCG)⁵. - Support local businesses to address mental health challenges in the workplace to enable employees to be happy, healthy, and well at work, through the One Stockport initiative - Strengthen progression routes for young people into by supporting careers advice with strong local employer engagement and workforce demand intelligence Support existing schemes around ageing (e.g., GM Centre for Ageing Better). - Ensure interface and alignment with key partnership strategies that are fundamental to breaking down barriers to employment. These areas are not within the direct responsibility of this plan but are important dependencies on ensuring economic success for people and our Borough. This includes: - Improving health and well-being of Stockport residents so that people are able to live healthy and independent lives – One Health and Care Plan. - Improving confidence and ability of people to remain active and well - Active Communities Strategy. - Ensuring that people have safe and appropriate housing – Housing Strategy.	SMBC/GMCA/VCFSE/ SHG/SFT/ Economic Alliance

⁵ Equality Act 2010.

- Ensuring Stockport has the best education possible for all children and young people – Stockport Inclusion Strategy (developing).
 - Supporting early years - ensuring our children have the best start in life – Children and Young People Partnership Plan.
 - Providing cross-partnership action between public services to prioritise equality, diversity and inclusion across organisations – through a review of equality objectives.
- Tackle wider barriers to economic participation through the Greater Manchester Working Well Programmes (including the Work & Health Programme).

How we will measure progress

Priority	Performance metric
Utilising Stockport's unprecedented growth opportunity to support areas of economic disadvantage.	Reduced number of workless households
Support an economy that delivers a minimum standard of prosperity.	# Of Stockport-based 'good employment charter' signatories
Improve access to training and skills provision to enable residents to take advantage of new opportunities.	# Of Stockport residents qualified to at least level 2
Recognise the importance of the VCFSE sector to drive economic and social value.	# Of jobs in the VCFSE sector

Pillar 2: Enterprising and productive

“Capturing a bigger share of high value knowledge jobs while supporting a resilient foundational economy”

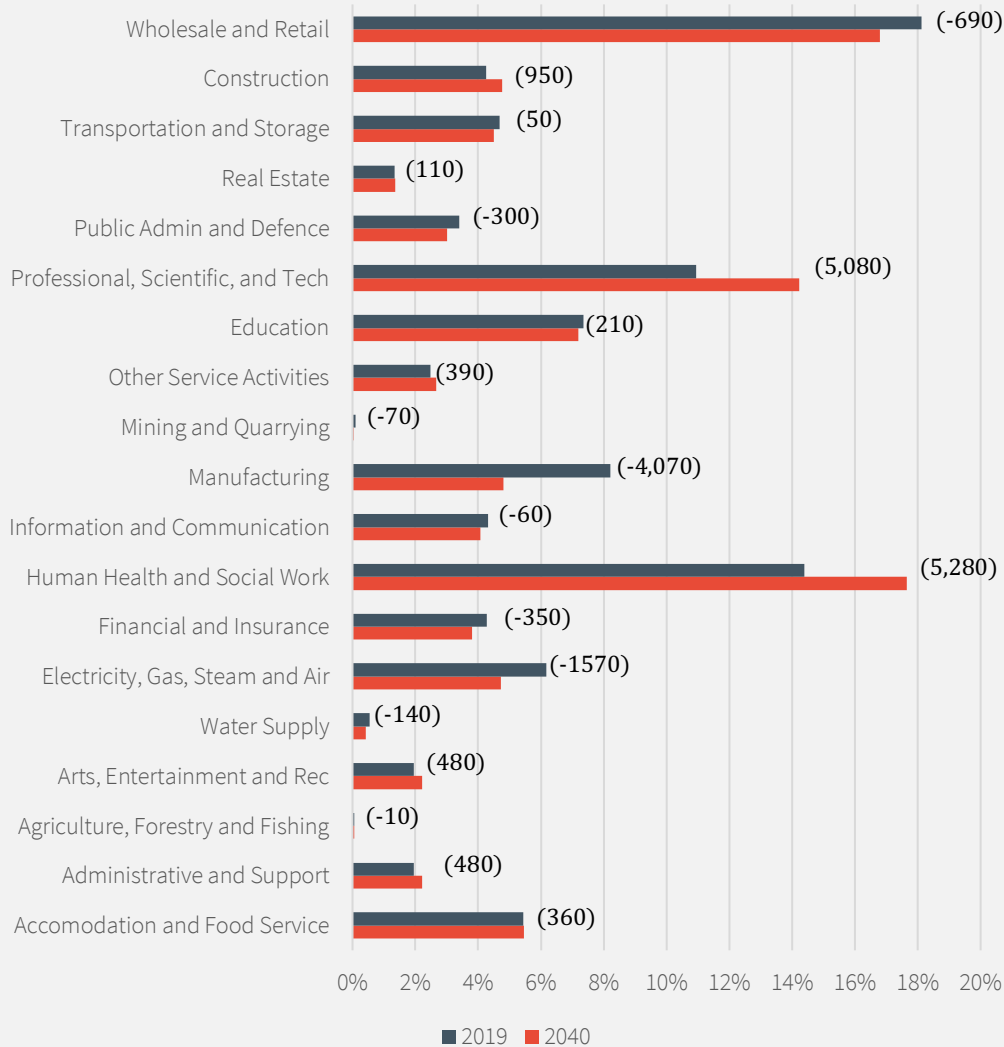
Challenges	Opportunities
GVA growth has been sluggish, Stockport’s economy grew by +24% between 2008 and 2018, which was below the national (+35%) and Greater Manchester (+38%) averages. Economic forecasts suggest that Stockport will continue to lag behind national and regional averages up to 2040 without intervention.	The Economic Plan has at its core an ambition for growth and diversification. There is an opportunity to build on recent strong growth in professional services, scientific, digital, and creative to capture high value knowledge intensive employment. These sectors are forecast to grow strongly at National and GMCA level.
Only 12% of Stockport’s office stock is of high quality this is limiting efforts to attract new investment to Stockport. The borough will lose out to other parts of Greater Manchester and beyond if the sites and premises offer is not improved.	Building on current regeneration and transport investment to create well connected and competitive business locations to attract investment and talent in growth sectors. This approach can also help to address the ageing workforce challenge
There is a lack of modern high quality industrial sites in Stockport as well as sites for logistics and distribution. There is strong growth and demand in these sectors and Stockport could make a key contribution to the Greater Manchester economy through capturing a share of this growth.	Consultation with business has validated our research findings that there is strong demand for high-quality sites for light industrial, high - tech manufacturing and logistics & distribution occupiers. These businesses underpin a lot of employment in the borough and there is an opportunity to reinforce Stockport as a well-connected high-quality location for these growth sectors.
The Stockport economy is dominated by small and micro businesses, but business growth has lagged behind the national and regional averages. Lack of business dynamism and poor survival rates means that Stockport is increasingly reliant on a smaller group of major employers.	There is an opportunity to position Stockport as an excellent location for new start businesses or those small business that have ambitions to grow. Our business consultations have identified flexible and affordable space/meeting and networking facilities as a priority for agile working in the small business sector. Ensuring those small business who wish to expand have follow-on space would also support growth of the small business sector. Driving up demand for and, increasing awareness of business support is an opportunity to strengthen the sector and target growth.
Decline is forecast across many of Stockport’s key employment sectors.	There is an opportunity to orientate the economy towards those sectors which are

The Oxford Economics Forecasting model suggests a large fall across several of Stockport's current employment specialisms namely general manufacturing, wholesale, retail, and some energy sectors representing a loss of over 5,600 jobs by 2040.	forecast to grow strongly at Stockport and Greater Manchester levels. This will include expanding both high value knowledge jobs (including and business services, high tech manufacturing, digital, creative and scientific) and a range of other critical employment sectors including health and care, logistics, distribution, construction, light manufacturing and the green economy (clean tech and green tech) to protect jobs and livelihoods over the long-term.
Stockport's population is forecast to grow by over 5,000 people over the next five years, but this is primarily forecast to be concentrated amongst retirees. Over the next 10-years, the number of people aged over 60 is predicted to grow by 13%. Conversely, school-aged children (-3%) and young professionals (-7%) are both forecast to shrink over the next decade further exacerbating the issue of an ageing workforce.	Addressing the ageing workforce will be approached through multiple strands: • Attracting new employers in growth sectors to draw in talent from outside the borough. • Influencing local skills and training providers to deliver provision to support retraining and career change. • Continuing the placemaking and regeneration including housing targeted at both younger economically mobile people and the ageing population in line with the All Age Living Prospectus⁶. • Ensuring that connectivity and public transport enable employers in Stockport to access a larger pool of labour.

⁶ Happy, Healthy homes to Age Well in Stockport, A Prospectus for All Age Living.

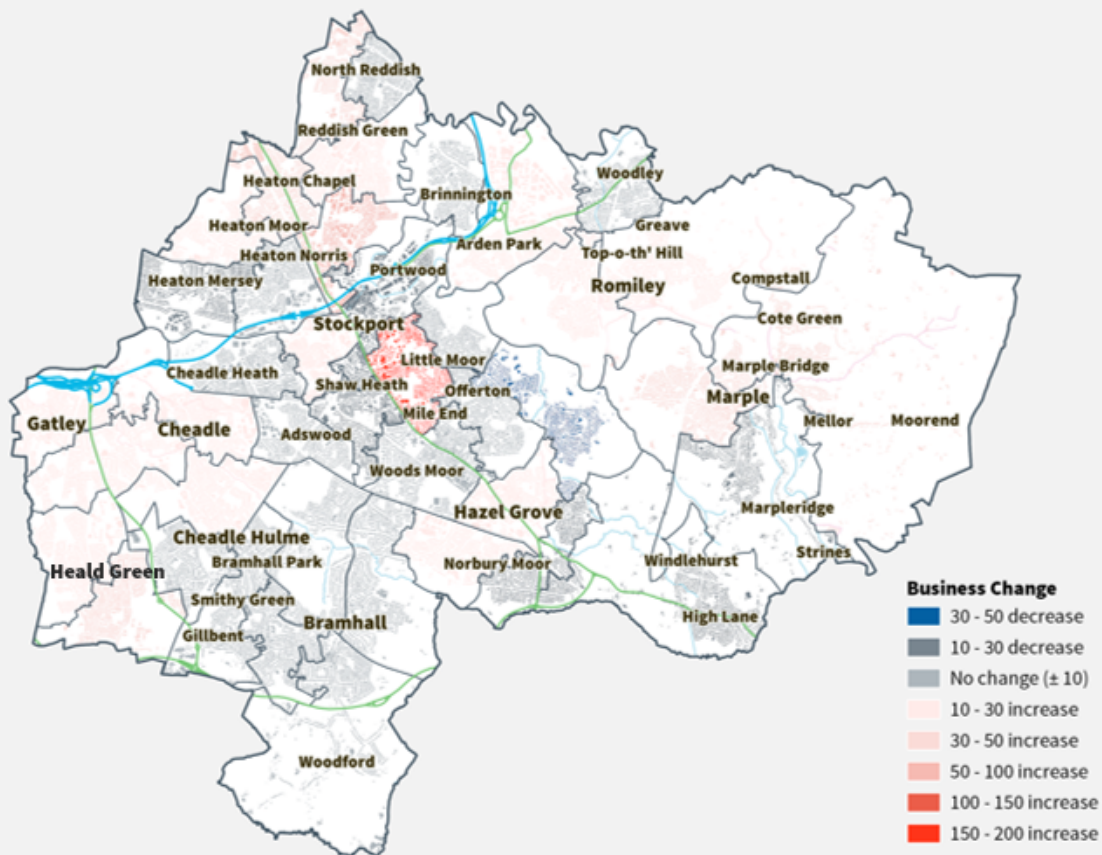
The need for growth and diversification

% Of total employment by sector, 2019 vs 2040 (absolute change)

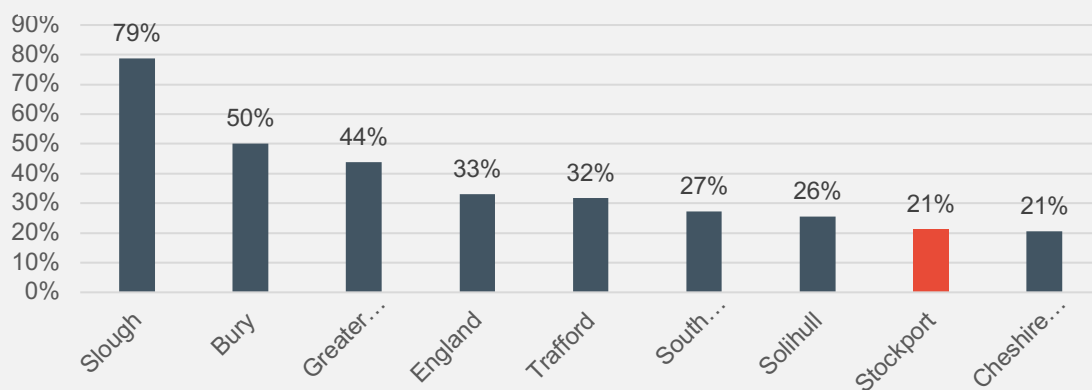


The Oxford Economics Forecasting Model suggests a large fall across several of Stockport's current employment specialisms which is likely to require economic reorientation to protect jobs and livelihoods over the long-term. Across manufacturing, electricity, gas steam, and air, there is forecast to be a loss of over 5,600 jobs by 2040. Simultaneously, there is forecast to be significant employment gains across a range of knowledge intensive roles including professional, scientific, and technical (+5,080), and human health and social work (+5,280). This is likely to dictate the demand for future commercial space and should be considered through the forthcoming Local Plan.

Absolute business change by MSOA, 2016-2020



Business change, 2010-2020



Over the last decade, Stockport's business growth has consistently been outstripped by the England and Greater Manchester averages. Stockport had an additional 2,000 businesses in 2020 compared to 2010 (+21%). Of the 11,900 businesses based in the borough, 79% employ less than 4 people. Supporting Stockport's micro-business dominated economy to survive, and grow will be integral to the borough's long-term economic prosperity. A significant proportion of recent business growth is shown in red on the above plan is clustered around Stockport town centre and reflects recent regeneration and development. Whereas many areas to the south of the borough show very slow or no growth.

Our priorities

- 1. Support the foundational economy to continue deliver jobs across the borough.**
- 2. Capture high value jobs in professional and technical services which have demonstrated strong potential and are forecast to grow.**
- 3. Ensure high quality sites and premises for business and employment growth in the right locations.**
- 4. Strengthening key growth nodes and corridors to create vibrant business locations.**
- 5. Support Stockport's growing low carbon sector and digital sectors.**
- 6. Enable Stockport's small business sector to access high quality business support.**

What we will do

Action	Lead/Partners
Securing Growth in Foundational Economy. We will: • Seek to secure new sites for logistics/distribution. • Pursue selective Industrial Estate Refurbishment to address shortfall in quality industrial space (highlighted evidence base and ELR).	SMBC/Private Sector
Capture high value jobs in professional and technical services. We will: • Seek new Grade-A Office Accommodation for business and professional services firms to address shortfall identified in the ELR. • Create the following themed business districts to attract business and investment in Stockport's growing knowledge employment base: ○ Creative (central) ○ Green Business (Cheadle)	SMBC/private sector/MIDAS
Support Stockport's growing low carbon sector. We will: • Deliver the Green Business Investment Zone such as the Low Carbon Eco Park proposed at Cheadle combines Active Travel, Wellbeing with Low Carbon business clustering.	SMBC/GMCA/other
Support Stockport's small businesses and start-ups. We will: • Support central Flexible Business Hubs in town/district centres to support post-covid agile working. A high-quality resource for Stockport's micro businesses to enable flexible use of meeting/networking and exhibition space and access business support.	SMBC/GMCA/other
Enable Stockport's small business sector to increase access to high quality and centrally accessible business support. We will: • Improve access to high quality tailored business support to existing and new businesses • Increase take-up of start-up, scale-up and growth support to new start businesses. e.g. ○ Growth Strategy ○ Towards net zero ○ Recruitment ○ Marketing	SMBC/GM Growth Hub/Business Support Provider
Strengthen digital skills and business support across all sectors. We will: • Increase take-up of digital skills in the workforce in line with the priorities identified in the GM Skills Plan including software and programming, computer and networking support, data analysis, digital design, CRM, digital marketing. • Contribute to delivering on the ambitions set out in the Radically Digital Strategy. • Targeting the use of digital technology in the VCFSE sector.	SMBC/GMCA/VCFSE

How we will measure progress

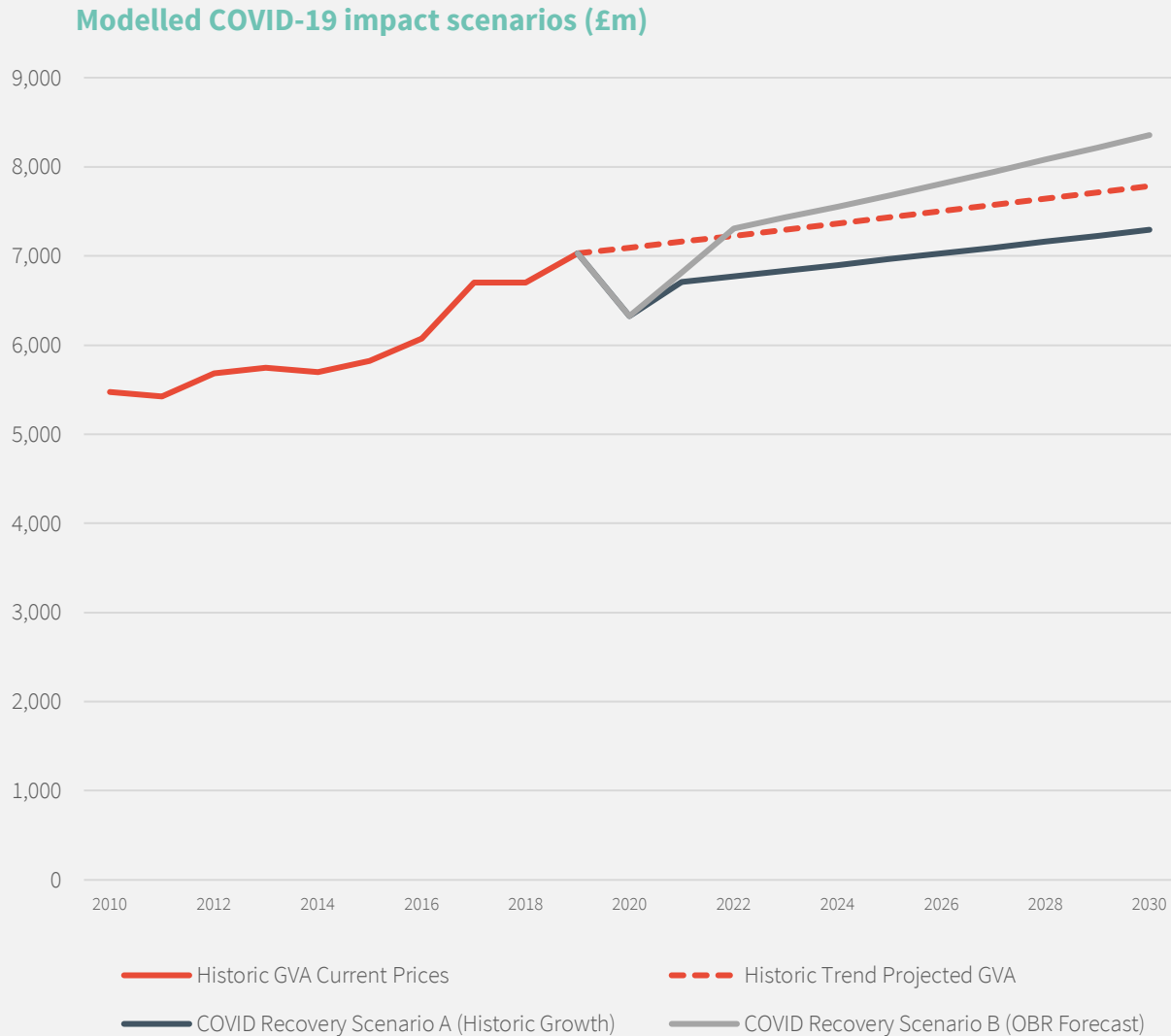
Priority	Performance metric
Securing Growth in Foundational Economy	New Sqft in high quality industrial space New Sqft in logistics and distributions space Growth in jobs in foundation economy (see definition)
Capture high value jobs in professional and technical services	New employment within Stockport in high value jobs (knowledge intensive sector definitions)
Support Stockport's growing low carbon sector	Number of firms in Stockport's Green Economy (evidence base definition) New Sqft business space targeted at Green Business
Enable Stockport's small business sector to access high quality business support	# Of Stockport businesses accessing business support and business growth support through integrated support hubs # Of Stockport social enterprises / VCFSE organisations accessing business support, social investment and business growth support

Pillar 3: Climate Friendly and resilient

“Tackling the climate emergency, growing the green economy, and enabling Stockport to ‘build back better’ and recover from COVID-19”

Challenges	Opportunities
COVID has wiped £700m from the Stockport economy and has had most significant impact on the sectors with high placemaking value. The accommodation and food services sector lost an estimated £100m in 2020.	Turning climate declaration into action. The council’s climate emergency declaration is the first step to addressing the climate crisis. The Stockport Economic Plan will interface closely with the work of the Climate Action Now Strategy to create a Stockport economy which is greener and more resilient.
Congestion and air quality. Congestion along some of Stockport’s key arterial routes and high streets is increasing the cost of doing business and is detrimental to the health of our residents	Embedding sustainability in new developments. Although retrofitting existing stock will be critical to achieving net zero, new housing and commercial developments at Town Centre West can become exemplar low carbon developments.
Practicalities of delivering net zero. SMBC is just one organisation in the borough. Emissions directly related to our activities typically represent less than 5% of the total emissions of the borough, therefore we have an important role in stimulating and influencing action in the borough.	COVID-19 has shown how quickly the things we take for granted can change, but also how quickly we can adapt. The climate emergency and ongoing impact of the pandemic means that we need to focus on enhancing the resilience of Stockport’s businesses and residents if we are to take advantage of opportunities in the new economy.
Climate action is needed now to meet net zero obligations. Research has shown that to stay within the commitments made as part of the Paris agreement, Stockport has maximum cumulative carbon dioxide emissions budget. At 2017 CO2 emission levels, Stockport would use this entire budget within 7 years from 2020.	Economic necessity. The global energy price rises mean that the payback time for renewable alternatives is shorter. Transitioning to renewable energy can bring the costs of doing business down and accelerate Stockport’s transition to net zero.
Land ownership and ability to act. Consultation showed that whilst many businesses wanted to implement low carbon solutions, many were prohibited by their landlord.	Jobs in the green economy. The transition to net zero has the potential to create thousands of new opportunities in low carbon sectors. It is the role of the public sector and education providers to future-proof courses and raise the profile of new green opportunities.

The impact of COVID-19 and the importance of embedding resilience



The Office of Budget Responsibility (OBR) sectoral impact estimates have been used to provide a central estimate of the impacts of COVID-19 on Stockport's economy. It is estimated that Stockport's GVA was £7.03bn in 2019 and that £704m, or 10%, of that was lost during 2020 which is slightly higher than for the national economy.

The chart above shows two scenarios for recovery in Stockport - Scenario A is based on a historic 0.9% real growth rate per annum going forward whilst Scenario B is based on OBR's March growth forecast for the national economy. The OBR forecasts growth to be about 4% in 2021, 7% in 2022, then around 1.7% thereafter.

As shown by the scale of the economic impact of the pandemic, embedding resilience and pursuing a green recovery is more than a 'nice to do' – it is an economic imperative.

Our priorities

- 1. Contribute to delivering on the ambitions of the Stockport Climate Action Now (CAN) Strategy and Action Plan.**
- 2. Grow green, sustainable, and socially focused businesses, and employment.**
- 3. Support businesses and residents to recover from the ongoing impacts of the pandemic and enhance their long-term resilience.**
- 4. Green Stockport's existing assets and housing stock to lead the change we expect to see of others.**
- 5. Increase active travel and improve air quality by reducing Stockport's car dependency.**
- 6. Manage conflict between growth and achieving net zero commitments.**
- 7. Use Stockport Council's influence and civic leadership to ensure residents and businesses can take advantage of new opportunities.**

What we will do

Action	Lead/Partners
Grow green, sustainable, and socially focused businesses and employment. We will: • Accreditation - Work with B Corp UK and other local partners to expand the B Corp Local Network. • Develop Cheadle Eco Park targeting green tech, clean tech, and renewables and ensure that our Local Plan policies support delivery etc. • Seek to attract 'green' professional services firms to develop the Town Centre West cluster. • Seek to increase employment opportunities in the green and low carbon sectors.	SMBC/Private Sector
Support businesses and residents to recover from the ongoing impacts of the pandemic and enhance their long-term resilience. We will: • Use the One Stockport initiative to promote support for local businesses and shop local. • Continue to grow and support Stockport Jobs Match to support provision of careers information, and access to jobs and training. • Climate action to become a scoring criterion for future business/community funding rounds (e.g., Stockport Local Fund).	SMBC/GMCA
Green Stockport's existing assets and housing stock to lead the change we expect to see of others. We will: • Increase the number of electric vehicle charging points across the borough. • Increase the amount of council housing stock incorporating renewable energy solutions. • Identify training and employability opportunities, such as Boot camps and Adult Education Budget funded provision, aligned to emerging building retro-fit schemes across council-owned homes and premises to recycle more spend within the Stockport economy. • Explore potential for community energy generation schemes. • Ensure that our local plan and revised planning guidance support those who want to make renewable energy modifications and improvements.	SMBC/TfGM
Increase active travel and improve air quality by reducing Stockport's car dependency. We will: • Take a multi-modal approach to transport in our new Transport Plan. • Ensure that our Local Plan has policies which encourage the delivery of active travel infrastructure and reduced car dependency as part of all new developments.	SMBC/TfGM/GMCA

• Continue to deliver active transport infrastructure investments as part of the GM Bee Network and other funding streams including the Towns Fund. • Encourage the uptake of low and zero emission vehicles by providing supporting infrastructure.	
Manage conflict between growth and achieving net zero commitments. We will: • Create a District Heat Network through the MDC in collaboration with government and private sector partners. • Maximise sustainability standards through our development plans and local plan policies. • Protect and enhance our natural environment and work together to plant; 11,500 standard trees.	SMBC
Use SMBC's influence and civic leadership to enable residents and businesses to take advantage of new opportunities. We will: • Develop green skills by working with schools, colleges, and the GMCA through all life stages and advance the priorities set out in the GM Local Skills and Labour Market Plan around green and digital jobs. • Deliver the annual Stockport Climate Summit – we will encourage commitments to achieving a greener Stockport through climate summits with businesses and residents. • Continue to grow the climate action business network and target engagement with businesses that have the highest carbon footprint. • Support residents and businesses to measure their carbon footprint to establish a baseline and track progress. • Work with 'business sustainability champions' to advocate for sustainable business practices. • Continue to seek funding for zero emission buses and depots, including provision for skills and funding.	SMBC/TfGM/Schools/ Colleges/Economic Alliance

How we will measure progress

Priority	Performance metric
Grow green, sustainable, and socially focused businesses	# Of B Corp accredited businesses in Stockport in the Stockport B Corp network # Of jobs in low carbon sectors based in Stockport
Increase active travel and improve air quality by reducing Stockport's car dependency	% Method of travel to work by bike
Use SMBC's influence and civic leadership to enable residents and businesses can take advantage of new opportunities	# Of businesses engaged to support emission reduction

Pillar 4: Accessible and Connected

“Ensuring multi-modal transport infrastructure and digital infrastructure supports employment and inclusive economic growth”

Challenges	Opportunities
Public transport in Stockport suffers from reliability and capacity issues, as well as poor access in the South and East of the Borough. Such issues create barriers to inclusion for those in poorly connected areas; as well as those experiencing issues with orbital connectivity and reaching jobs at the airport.	Improving public transport to those areas which currently face poor access to employment and other opportunities will enable more people to access higher value jobs helping to address Stockport's productivity gap. Similarly, more residents will be able to access training and other amenities and services where currently access is limited.
Capacity improvements to the local railway network have struggled to keep up with demand.	Making public transport and active travel more attractive, will have a transformational effect on the commuting experience in Stockport making the area more attractive as a business and residential location which will

Such issues lead to several infrastructure pinch points which results in poor reliability and delays, and reductions in services.	in turn improve business performance and enhance access to employment nodes.
Stockport suffers from high levels of congestion. Traffic frequently accumulates along the A6, A34 and on the network surrounding the M60. Problems with congestion are exacerbated by high levels of vehicle ownership and single vehicle occupancy, as well as large flows of movements through Stockport into the wider GM city region and Cheshire.	Addressing congestion on key corridors would bring significant benefits to business in those locations who would access a larger pool of labour. Active Travel can help tackle congestion, reduce carbon emissions and promote healthy lifestyles.
Public transport in Stockport suffers from poor timetable coordination and a lack of ticketing integration. Such issues on the public transport network contribute to high levels of car usage and challenges for those who rely on public transport.	Through more effective integrated ticketing and timetabling there is an opportunity to increase modal shift away from cars and improve access to opportunities across the Borough.
Stockport has a lower proportion of trips made by active travel modes in comparison to the average for Greater Manchester. This low rate of active travel places additional demand on the public transport and highway networks. The challenge of retaining frequent high-speed connectivity to London directly from Stockport after HS2 commences is an important issue.	Active Travel is a win-win for Stockport it will help reduce congestion, reduce carbon emissions and promote healthier lifestyles. For an economically mobile workforce especially those in high value sectors the ability to be able to walk and cycle to work is a competitive advantage which makes a location more attractive.
Stockport's lack of Metrolink constrains accessibility to Manchester city centre, and other areas on the network (e.g. Ashton Town Centre, MediaCity, Trafford Park, East Didsbury etc) especially for those who do not live within proximity to a railway station.	Extension of Metrolink to Stockport would have a significant impact on the competitive position of Stockport as a location for both residents and business. Over the long-term this would help address the relative high age of the workforce as younger workers are attracted to locate in Stockport. Similarly, Stockport businesses will be able to reach a bigger potential labour supply.
Despite reasonable broadband coverage across the Borough some rural parts of Marple do lack Superfast access. Less than half of premises in some rural areas are able to access Superfast broadband speeds. There are some gaps in Ultrafast coverage in Stockport Town Centre, Bramhall, Hazel Grove and Marple.	Ensuring all parts of the Borough can access Superfast broadband will help address digital exclusion and improve access to education/employment /training opportunities. Furthermore, ensuring that all employment locations have access to Ultrafast speeds will boost productivity.

Stockport's connectivity opportunity

Stockport's 45-minute travel catchments by car and by public transport



Stockport is a net exporter of labour... Stockport's transport connectivity is a major asset and competitive advantage...

Based on travel times from Stockport town centre, a population of 678,000 can be reached via public transport whilst a population of 3,795,000 can be reached by car. Whilst some areas have good connectivity within the borough and into Manchester, access to public transport can be severely limited in the south. With significant residential and commercial developments planned for Stockport, investment in the transport network will be fundamental in retaining Stockport's competitive advantage in terms of connectivity.

According to the most recently available Census (2011), around 103,000 people commute into Stockport for work. However, 114,000 people commute out of the borough, meaning Stockport has a net outflow of 11,000 people. Providing well connected and distinctive employment locations within the borough will help to retain residents in local employment opportunities whilst increasing the inflow of commuters.

Some of the current investment in Stockport's public transport are shown in the diagram overleaf, these initiatives are crucial in underpinning the economic and inclusivity ambitions in the Plan.

Our priorities

- 1. Improved rail capacity, additional services, a redeveloped Stockport Station, new stations to unlock economic growth and ensure Stockport is HS2 ready.**
- 2. Improved public transport connectivity (including by bus, Metrolink and rail) to improve access to employment, training and business opportunities.**
- 3. Connectivity between key employment nodes and transport infrastructure to create competitive locations which attract inward investment and strengthen Stockport's position as a southern gateway to the wider GM economy.**
- 4. Facilitating active travel modes to improve access to employment and training opportunities, promote healthy lifestyles and improve air quality.**
- 5. Sustained investment in freight networks and infrastructure, enabling the Borough's businesses to reach wider markets.**

Strong digital infrastructure provision which will be integral to the borough’s offer and competitiveness...

Digital connectivity across the borough is strong, with Superfast broadband coverage exceeding GM and national levels. Some rural parts of Marple do however lack sufficient Superfast coverage, with less than half of premises able to access Superfast broadband speeds.

The majority of Stockport is able to access even greater Ultrafast broadband speeds, although there are some gaps in accessibility in Stockport Town Centre, Bramhall, Hazel Grove and Marple.

Superfast Broadband availability



Ultrafast Broadband availability



Stockport’s digital connectivity performance, 2020

	Stockport	GM	England
% of premises with access to Superfast broadband	98.6%	97.7%	94.7%
% of premises with access to Ultra Fast Broadband	84.9%	75.9%	53.4%
% of places below the USO	0.2%	0.1%	0.7%

What we will do

Action	Lead/Partners
Improved rail capacity, additional services, a redeveloped Stockport Station, and new stations to unlock economic growth, and ensure Stockport is HS2 ready. We will: • Take a multi-modal approach to transport in our new Transport Plan and work with industry partners to deliver improvements to the rail network. • Ensure that our Local Plan has planning policies which encourage the delivery of new rail infrastructure, including stations. • Continue to work closely with the rail industry and government to retain a high-speed rail connection to Stockport, and redevelop Stockport Station. • Support development of rail freight opportunities.	SMBC/GMCA/TfGM/ Economic Alliance
Improved public transport connectivity (including by bus, Metrolink and rail) to improve access to employment, training and business opportunities both within and outside of the Borough. We will: • Take a multi-modal approach to transport in our new Transport Plan and work collaboratively to deliver the GM Bus Franchising scheme, delivering benefits early to Stockport where possible. • Ensure that our Local Plan has planning policies which support the delivery of public transport connectivity and require new developments to provide facilities for stopping and interchange. • Continue to work collaboratively to pursue connections to the Metrolink network. • Continue to work collaboratively with neighbouring authorities to identify opportunities for cross boundary improvements. • Continue to work to improve the affordability and integration of public transport ticketing and timetabling • Continue to work to improve connectivity to major employment sites, including in Stockport Town Centre, Manchester Airport, MediaCityUK and Trafford Park.	SMBC/TfGM/GMCA/ Neighbouring Local Authorities
Connectivity between key employment and transport infrastructure nodes create competitive locations which attract inward investment and strengthen Stockport's position as a southern gateway to the wider GM economy. We will: • Take a multi-modal approach to transport in our new Transport Plan, and actively plan for improved transport connections to key employment, training and education locations.	SMBC/TfGM

• Ensure that our Local Plan has planning policies which plan for new employment sites in well-connected locations.	
Facilitating active travel modes to improve access to employment and training opportunities, promote healthy lifestyles and improve air quality. We will: • Promote and raise awareness of local opportunities for cycle training and workforce/business travel planning amongst Stockport businesses Ensure that our Local Plan has planning policies which encourage the delivery of active travel infrastructure and reduced car dependency as part of all new developments • Continue to deliver active transport infrastructure investments as part of the GM Bee Network and other funding streams including the Towns Fund. • Demonstrate civic leadership by continuing to encourage use of active travel modes amongst staff through our Staff Travel Plan and supporting initiatives.	SMBC/TfGM/GMCA
Sustained investment in freight networks and infrastructure, enabling the borough's businesses to reach wider markets. We will: • Take a multi-modal approach to transport in our new Transport Plan and ensure that freight movements are considered • Ensure that our Local Plan has planning policies which support the movement of freight and encourages more sustainable freight opportunities for last mile deliveries. • Investigate the potential for transport hubs to support local deliveries. • Continue to maintain and improve the highway network to manage congestion, improve road safety and support the movement of freight.	SMBC/ GMCA/ TfGM/ Economic Alliance

How we will measure progress

Priority	Performance metric
Improved rail capacity, additional services, a redeveloped Stockport Station, new stations to unlock economic growth and ensure Stockport is HS2 ready.	Development of Cheadle Station
Improved public transport connectivity (including by bus, Metrolink and rail) to improve access to employment, training and business opportunities.	Metrolink extension to Stockport agreed
Connectivity between key employment nodes and transport infrastructure to create competitive locations which attract inward investment and strengthen Stockport's position as a Southern Gateway to the wider GM economy.	# of inward investment inquiries
Facilitating active travel modes to improve access to employment and training opportunities, promote healthy lifestyles and improve air quality.	# of journeys completed by active travel modes

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Appendix 5

Planning Policy

- 1 Stockport's statutory development plan includes:
 - 1.1 policies set out in the Stockport Unitary Development Plan Review (SUDP) adopted 31st May 2006 which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; and
 - 1.2 policies set out in the Stockport Local Development Framework Core Strategy Development Plan Document adopted 17th March 2011.
- 2 The planning policies that are particularly relevant to the land in question are set out, in turn, below:

Saved policies of the SUDP Review:

- 2.1 TCG3.2 Cultural, Leisure and Heritage Quarter states that:

“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...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.”

- 2.2 TCG1 Town Centre/M60 Gateway states that:

“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.”

LDF Core Strategy/Development Management policies

- 2.3 CS7 ACCOMMODATING ECONOMIC DEVELOPMENT

“B1 Development

Development of B1(a) office uses will be focused in the Town Centre, increasing and improving the available office space in the Borough's most sustainable location.

The majority of the forecast 110,000sqm of additional floorspace requirement forecast for the plan period should be located in this Town Centre/M60 Gateway. The Council envisages high density office development, particularly in the Town Centre, which will make best use of the available land.”

2.4 AED-1 Employment development in the Town Centre and M60 Gateway

“The Council will encourage development of B1 employment uses in Stockport Town Centre and M60 Gateway Area, including the redevelopment of existing office space which is currently underused.”

2.5 SIE-1 Quality Places

This important borough wide policy seeks to promote quality places through positive design interventions:

“Development that is designed and landscaped to the highest contemporary standard, paying high regard to the built and/or natural environment within which it is sited, will be given positive consideration.

Specific account should be had of the following:

- 1. Use of materials appropriate to the location;*
- 2. The site's characteristics including landform, landscape, views or vistas (including to/from the Peak District National Park), landmark or gateway features, biodiversity and micro-climate as well as the site's context in relation to surrounding buildings and spaces (particularly with regard to the height, density and massing of buildings);*
- 3. Ensuring the safety and security of users whilst not causing harm to the wider environment, the character of the building or accessibility;*
- 4. Provision, maintenance and enhancement (where suitable) of satisfactory levels of access, privacy and amenity for future, existing and neighbouring users and residents;*

5. *The potential for a mixture of compatible uses to attract people to live, work and play in the same area, facilitating and encouraging sustainable, balanced communities;*
6. *The potential for enhancement of the public realm;*
7. *The potential to incorporate appropriate landscaping and nature conservation features; and*
8. *The potential to incorporate the qualities and local distinctiveness of the historic environment.”*

2.6 CS11 Stockport Town Centre states that:

“The Council objective is the development of a compact, accessible and pedestrian friendly retail core area, within a wider town centre which accommodates other town centre uses and residential development as set out above. All areas should function as an integrated whole, avoiding conflicting uses and ensuring that in combination uses achieve the healthy and sustainable development of the town centre. The centre will comprise a series of mixed use areas with priority uses in each of those areas. These areas will be linked by the transport infrastructure, including the road network, car parking, public transport, pedestrian and cycle routes and other public realm improvements.”

“A focus on office development, with some leisure uses, is proposed for a general area covering the bus station, Grand Central and the existing Civic Quarter.”

2.7 In addition, the Stockport Town Centre West Strategic Regeneration Framework (2020)³ is a material planning consideration which clearly makes the completion of Stockport Exchange a strategic regeneration objective.

2.8 **Local policy support is strengthened by the National Planning Policy Framework which amongst other things seeks to ensure that land is used effectively and efficiently to meet development needs. Paragraph 126 states that local planning authorities should “bring forward land that may be suitable to meet development needs...using the the full range of powers of available to them [including] compulsory purchase powers, where this can help bring more land forward for meeting development needs or secure better outcomes”.**

- 2.9 Together, the aforementioned policies and strategies support the delivery of Stockport Exchange – a new commercial business district offering Grade A, high quality office space and public realm at a density appropriate to this highly sustainable location.

Appendix 6

Summary of Masterplan Consultation

1 Pre-application consultation

- 1.1 Consultation with the Council's leadership team, relevant elected Members and key local authority contacts was undertaken in advance of the community consultation taking place. This was to ensure that there was sufficient time to take on board any comments or issues raised at this stage before the plans became public.
- 1.2 Key members of the Council's Planning team were involved throughout the evolution of the development proposals. Meetings were held with the design team to keep the Council up to date on the progress of the emerging proposals.
- 1.3 Various meetings / discussions have also taken place with other Council officers to discuss the following environmental and technical areas and to agree the scope of assessment required in support of the application proposals:
- 1.3.1 Highways
 - 1.3.2 Design / Conservation
 - 1.3.3 Sustainability
 - 1.3.4 Environmental Health (noise, air quality)
 - 1.3.5 Contaminated Land
 - 1.3.6 Public Realm
 - 1.3.7 Drainage/SuDS
- 1.4 Pre-application meetings were held with the following key stakeholders to ensure that the proposed scheme fully considered and took in to account their needs and requirements:
- Virgin Rail and other Train Operating Companies
 - Grand Central Tenants
 - Disability Stockport Transport and Access Forum
 - Public Cycle User Group

- Places Matter
- Taxi Operators

1.5 In addition to seeking views from groups identified above the applicants and their team carried out pre-application consultation with several statutory bodies. These included:

- Greater Manchester Archaeological Advisory Service (GMASS)
- Environment Agency
- Greater Manchester Police
- United Utilities
- Transport for Greater Manchester (TfGM)
- Network Rail

2 Publicity of Consultation Event

2.1 Invitations to a consultation event on the initial Scheme Masterplan were issued via email or letter drop to occupiers within the application boundary; adjoining owners; occupiers of Grand Central; occupiers of retail units in the Station; Stockport Council Councillors; and Stockport Council Forums.

2.2 The invitation provided a brief overview of the proposals and details of the consultation event. It also advised how to provide feedback on the proposals and the date by which comments were to be made. In addition, it outlined the project website address where the exhibition material could be viewed by those who were unable to attend in person. To further advertise the consultation event to users of the Stockport Exchange Site, posters were displayed within the Station and Life Leisure. In addition, invitation leaflets were placed in retailer's units to inform customers of the exhibition.

2.3 A press release was also prepared advertising the event and detailing the proposals. This was published in the Stockport Express on 5th February 2014.

2.4 In addition, the Council tweeted details about the consultation event.

3 Public Consultation Event

3.1 The various communications described above sought to ensure that the public who may not have been directly invited to the consultation event had the opportunity to attend and/or make comments.

- 3.2 The public consultation event was held over 2 days from 12th – 13th February 2014 in the Station. The event was held from 3pm – 7pm on both days in the entrance to the lower concourse area of the Station. A series of banners were erected within the concourse which detailed the proposals including the overall master planning layout, key objectives, and information on the detailed phase of the proposal for public realm and highways, the hotel and office (Phase 2).



- 3.3 The event was hosted by Deloitte Real Estate along with representatives from Muse, the Council, Curtins (transport planner), Gillespies (landscape designer) and RHWL Architects.
- 3.4 Visitors to the consultation event were encouraged to complete feedback forms, which asked whether the respondent supported the proposals for the development, and provided an opportunity to set out any further comments or queries. Respondents were able to leave their completed form with a member of the project team or leave comments online. The website contained copies of the consultation boards and enabled those people who couldn't attend the event in person to leave comments from 12-20th February 2014.

4 Consultation Responses

- 4.1 The consultation event was well attended and supported over the two days. The feedback received during the event was largely positive with the majority of people in support of the proposed development.
- 4.2 In summary, the key themes that emerged from the event were as follows:
 - 4.2.1 The identified need to improve and regenerate the Stockport Exchange Site overall was welcomed.
 - 4.2.2 The need for new development and investment in the area around the Station was important to the community.
 - 4.2.3 The lack of existing hotels in the Town Centre was recognised, therefore, the creation of a new hotel was supported.
 - 4.2.4 Many people felt that the evening economy in Stockport was poor; therefore, providing active ground floor uses in the proposed development that would help stimulate activity into the evening was seen as very important.
 - 4.2.5 It was important to people that any new car parking should be free after 6pm.
 - 4.2.6 Strong support for a new convenience store.
 - 4.2.7 The removal of traffic from in front of the Station was welcomed.

Appendix 7

Phasing Plan

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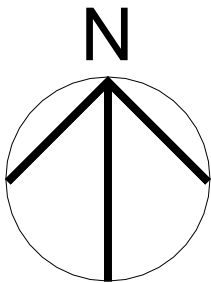
NOTES

NOTE: Gillespies to advise overlapping area

- PHASE 5 [Area = 2,973 m2]
- PHASE 6 [Area = 2,512 m2]
- PHASE 7 [Area = 2,560 m2]
- PHASE 8 [Area = 1,346 m2]

REVISIONS		
REV.	DATE	AMENDMENT
P01	02.02.24	DRAFT ISSUE
P02	23.02.24	DRAFT PLANNING APPLICATION
P03	01.03.24	DRAFT PLANNING ISSUE
P04	15.03.24	PLANNING SUBMISSION

KEYPLAN



CLIENT
MUSE PLACES

SHEPPARD
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PROJECT
Stockport Exchange

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
As indicated	15.03.24	MM	MM	TO'B

DESCRIPTION
PROPOSED PHASING
PARAMETER PLAN

STAGE
Stage 2

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	PLANNING	15237
DRAWING NO.		REV.
15237-SRA-ZZ-ZZ-DR-A-02004		P04

PROPOSED PHASING PARAMETERS PLAN

1 : 500

Appendix 8

Record of Correspondence and Engagement

Schedule of Correspondence/Contact between Keppie Massie and Landowner and Landowner's Agent*Keppie Massie - KM**Roger Hannah (Landowner's agent) - RH*

Date	Type	Description
06 December 2013	Letter	Introduction Letter from KM to Landowner
02 April 2014	Telephone	Telephone call from Landowner to KM - Following up from letter
08 April 2014	Inspection	KM attends property Landowner doesn't attend prearranged meeting
08 April 2014	Email	Landowner apologises for missing KM
31 May 2014	Email	KM proposes meeting with KH whilst in the area
31 May 2014	Email	Landowner confirms meeting
19 July 2016	Email	KM requests meeting with Landowner
14 September 2016	Email	KM requests meeting with Landowner
23 November 2016	Email	RH introduced as Landowner Agent
24 November 2016	Email	KM acknowledges RH appointment and agrees fees.
10 August 2017	Email	Email from KM to RH with offer of £225,000
10 August 2017	Email	Email from RH to KM saying she will take instructions
30 August 2017	Email	Chaser email from KM to RH
30 August 2017	Email	Email from RH to KM - awaiting instructions from Landowner
30 October 2017	Email	Chaser email from KM to RH
31 October 2017	Email	Email from RH to KM - awaiting instructions from Landowner but aware they have higher aspirations
20 November 2017	Email	Email from RH to KM - Rejects offer - Client has been unavailable hence delay
18 December 2017	Email	Email from KM to RH - requested her opinion of Value.
18 December 2017	Email	Email from RH to KM - no instructions to progress this - client is not willing seller and offer not acceptable
18 December 2017	Email	Email from KM to RH - Comments noted - was working towards an acceptable offer
20 February 2018	Email	Email from KM to RH - asking for current position

Date	Type	Description
20 February 2018	Email	Email from RH to KM - Client does not want to relocate - higher offer required
20 February 2018	Email	Email from KM to RH - asks for figure client is seeking with supporting evidence
26 April 2018	Email	Email from KM to RH - update request
26 April 2018	Email	Email from RH to KM - Not able to get instructions from client
26 April 2018	Email	Email from KM to RH - acknowledgment
29 May 2018	Email	Email from RH to KM - Client is looking for £500,000 for building
08 August 2018	Telephone	Call between KM and RH
13 August 2018	Email	Email from KM to RH - summary of call - difficulties getting client instructions
22 October 2018	Email	Email from KM to RH - asking for update and offering for Council to provide list of relocation premises
24 October 2018	Email	Email from RH to KM - position remains that they do not wish to sell
06 December 2018	Email	Email from KM to RH- chase for update
06 December 2018	Email	Email from RH to KM - no instructions from Client
08 January 2019	Email	Email from RH to KM - client position does not want to move and asks for timescales for scheme
17 January 2019	Email	Email from KM to RH - update re relocation properties
17 January 2019	Email	Email from RH to KM - update re relocation properties and asks for level of value
17 January 2019	Email	Email from KM to RH - update re offer requests clarification as to breakdown
31 January 2019	Telephone	Call between KM and RH - KH has indicated figure he would accept
11 February 2019	Email	Email from RH to KM showing comparable and asking for offer
04 March 2019	Telephone	Call between KM and RH - Update and offer request
19 March 2019	Email	Email from RH to KM - Offer request
19 March 2019	Email	Email from KM to RH - Response
25 July 2019	Email	Email from RH to KM - Update required
05 September 2019	Telephone	Call between KM and Landowner - wants to progress matters
01 October 2019	Email	Email from KM to RH - Offer £250,000 + BLP £18750 + reinvestment

Date	Type	Description
29 November 2019	Email	Email from KM to RH - asks for figure client is seeking with supporting evidence
17 December 2019	Email	Email from KM to RH - Asks for reponse to Offer
20 December 2019	Email	Email from RH to KM - Figure requested
05 March 2020	Email	Email from KM to RH - queries on comparables
05 April 2020	Email	Email from KM to RH - request for response
06 April 2020	Email	Email from RH to KM -Wants a revised offer
20 October 2020	Email	Email from KM to RH - request for meeting
20 October 2020	Email	Email from RH to KM - Confirmation of time
22 October 2020	Email	Email from KM to RH - confirmation of meeting
29 October 2020	Telephone	Call between KM and RH - offer at £350k (all inclusive)
15 November 2020	Email	Email from KM to RH - chasing for response and new meeting
27 November 2020	Email	Email from KM to RH - chasing for response and new meeting
29 November 2020	Email	Email from RH to KM - Unable to get instructions from Landowner, although position on value hasn't changed
01 December 2020	Email	Email from KM to RH - asking for background on tenancies/occupation
25 January 2021	Email	Email from KM to RH - chasing for update and asking for inspection arrangements
01 February 2021	Email	Email from RH to KM - update on tenancies and inspection
01 February 2021	Email	Email from KM to RH - inspection and request for copies of leases
25 February 2021	Email	Email from KM to RH - chase for copies of leases
25 February 2021	Email	Email from RH to KM - is chasing client for leases
26 February 2021	Email	Email from KM to RH - response
12 January 2022	Email	Email from KM to RH - update
13 April 2022	Email	Email from KM to RH - previous surveyor unavailable new surveyor acting asking if we can progress matters
14 April 2022	Email	Email from RH to KM - confirming new surveyor is dealing and asks for update and asks about CPO /Private Treaty
14 April 2022	Email	Email from KM to RH - asking for lease and clarifies CPO v private Treaty query

Date	Type	Description
19 April 2022	Email	Email from RH to KM - confirming asked for lease from client
10 May 2022	Email	Email from KM to RH - chasing lease
10 May 2022	Email	Email from RH to KM - Landowner refuses to share lease until a better offer is submitted
12 May 2022	Email	Email from KM to RH - reiterated that the lease is needed before any revised offer
16 May 2022	Email	Email from RH to KM - asks for an offer based on a hypothetical scenario
18 May 2022	Email	Email from KM to RH - asking if a lease exists
24 May 2022	Email	Email from RH to KM - asks again for offer based on 15 year lease (no clarification as to whether there is a lease)
25 May 2022	Email	Email from KM to RH - queries lease
20 December 2022	Email	Email from KM to RH - update re Client to Client negotiations - revised offer of £325,000
20 December 2022	Email	Email from RH to KM - will seek instructions
19 January 2023	Email	Email from KM to RH - update re Client to Client negotiations Landowner not aware of offer
19 January 2023	Email	Email from RH to KM - confirmed offer sent to client (and attaches email)
20 January 2023	Email	Email from KM to RH - response
30 April 2024	Email	Email from KM to Landowner - provides offer (£350k all inclusive) and asks for occupation details
30 April 2024	Email	Email from Landowner to KM - not interested in selling wants to buy 3 Stockport Exchange
03 May 2024	Email	Email from KM to Landowner - 3 Stockport Exchange not for sale - asks is reconsider re sale
08 October 2024	Email	Email from KM to Landowner - "final" offer (£375k all inclusive with timescale for acceptance) and sets out Council intentions re CPO
27 November 2024	Email	Email from KM to Landowner - Chaser email reiterates offer and sets out Council intentions re CPO
28 November 2024	Tel	Telephone call to Landowner - no reply - voicemail left referring to previous emails and asking him to make contact
11 March 2025	Email	Email to Landowner - previous emails / voicemail, Council's willingness to acquire by private treaty, but progressing with CPO
12 March 2025	Tel / Email	Tel call and email KM to Landowner. Landowner prepared to consider private treaty sale but seeking £1m
24 March 2025	Email	Email to Landowner - KM will take instructions but Council will continue to progress with CPO preparation
08 April 2025	Email	Email to Landowner - price aspiration remains excessive, reiterated previous offer and confirmed that the offer is maintained
08 April 2025	Email	Email to KM from Landowner - suggests comparable transaction

Date	Type	Description
22 April 2025	Email	Email to Landowner - response regarding comparable
22 April 2025	Email	Email to KM from Landowner - suggests further information regarding comparable
07 May 2025	Email	Email to Landowner - response regarding comparable
09 May 2025	Email	Email to KM from Landowner - more information on comparable. Confirms that sale of 72/74 WRS would be with VP
14 May 2025	Email	Email to Landowner - response regarding comparable
14 May 2025	Email	Email to KM from Landowner - more information on comparable