High Lane NDP

Planning Policy Assessment

And

Evidence Base Review

V2 September 2019

Map 1 High Lane Designated Neighbourhood Area

Annex A - High Lane Village Neighbourhood Area
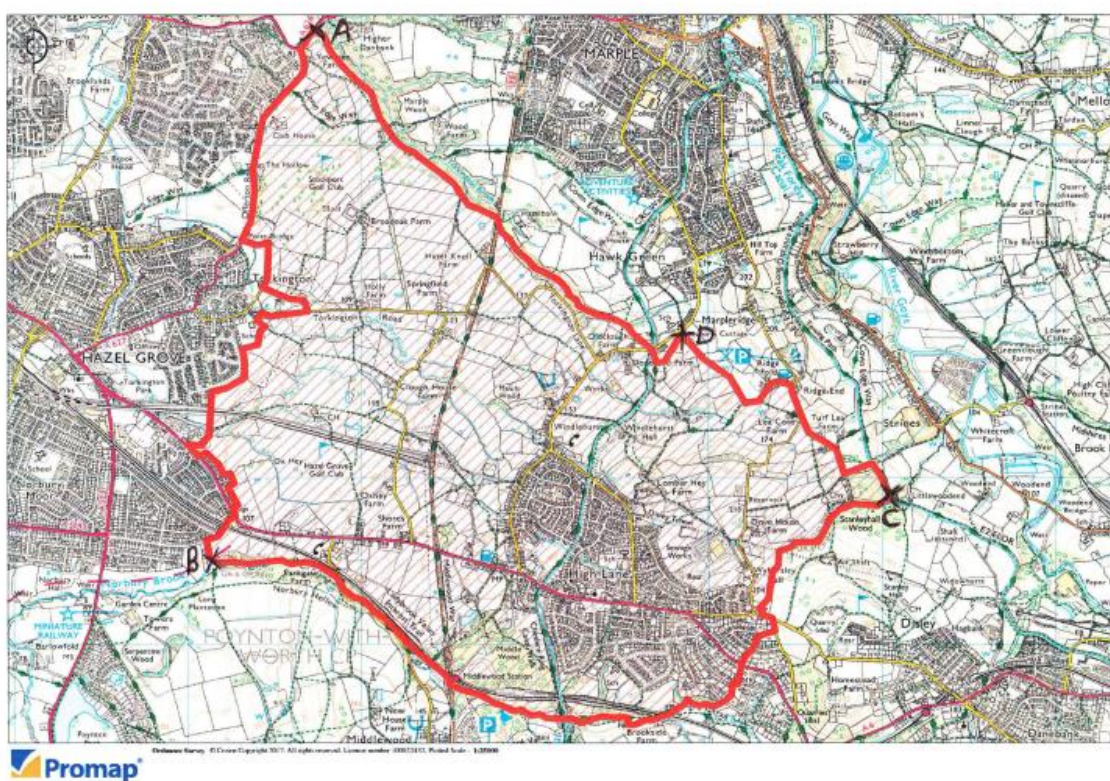
Contents

Background and Document Overview

- High Lane NDP area includes a built up area focussed on the village of High Lane and a wider undeveloped area to the north and west which is protected by Green Belt designation. The area does not have a parish council and therefore a neighbourhood forum has been set up to oversee the preparation of the NDP.

- High Lane is located in the local authority area of Stockport Metropolitan Borough Council in Greater Manchester. It is about 5 miles (8km) south west of Stockport on the edge of the urban area, with the Peak District National Park to the south and east. The A6 runs through the village east / west and the Macclesfield Canal and a section of the Conservation Area bisect the area north / south.

- The built up area had a population of 6,608 with about 2,000 in 2011 (Census).

- The overarching planning policy framework for High Lane NDP comprises:

  - National Planning Policy Framework (NPPF)
  - National Planning Practice Guidance (NPPG)
  - Stockport Adopted Core Strategy 2011
  - Stockport Adopted Unitary Development Plan Review Saved Policies 2006

- The emerging Greater Manchester Spatial Framework - Greater Manchester's Plan For Homes, Jobs And The Environment was revised and published for consultation in January 2019. This a proposed strategic allocation Policy GM Allocation 38 for around 500 homes and supporting infrastructure in an area to the west of the village on land currently protected by Green Belt.

- A new Local Plan for Stockport is at a very early stage or preparation, but the evidence base of the new emerging Local Plan (and Core Strategy) will be relevant for the High Lane NDP where it is not out of date.

- Environmental assets include several areas of ancient and semi natural woodland in High Lane, 12 listed buildings and a section of the Macclesfield Canal Conservation Area. Long distance walking and cycling routes through the area include the Middlewood Way, Cheshire Ring Canal Walk and Ladybrook Valley Interest Trail.

- The neighbourhood plan area is within Natural England National Character Area 54. Manchester Pennine Fringe.

1.0   Introduction

Neighbourhood Plans are required to sit within the framework of national, regional and local planning policies, and to be in general conformity with those policies.

This document summarises the national and local planning policies that will have to be taken into account during the preparation of the proposed High Lane Neighbourhood Development Plan. It will form an important background document to the Neighbourhood Plan and should be used as a key point of reference for members of the Neighbourhood Plan Steering Group.

This Planning Policy Assessment and Evidence Base Review document has been prepared as a "live" working document and will continue to be reviewed and updated throughout the preparation of the High Lane Neighbourhood Plan.

2.0   National Planning Policy

2.1   National Planning Policy Framework (NPPF) 2019[1]

The NPPF sets out the government's planning policy for England. One of the basic conditions for neighbourhood plans is that they must have appropriate regard to national planning policy and guidance.

The main sections of the NPPF affecting neighbourhood plans are set out in this section of the PPA.

The NPPF does not change the status of the development plan, that includes "made" neighbourhood plans:

"Para 2. Planning law requires that applications for planning permission be determined in accordance with the development plan[2], unless material considerations indicate otherwise[3]."

Footnote 2:

This includes local and neighbourhood plans that have been brought into force and any spatial development strategies produced by combined authorities.

There is a presumption in favour of sustainable development:

12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed."

13.   The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

Additional provisions apply where the provision of housing conflicts with a neighbourhood plan:

14. In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply8:
a) the neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;
b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement;
c) the local planning authority has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer as set out in paragraph 73); and

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[1] https://www.gov.uk/guidance/national-planning-policy-framework

d) the local planning authority's housing delivery was at least 45% of that required9 over the previous three years.

Most neighbourhood plan policies are considered to deal with non-strategic matters and the NPPF sets out how these should be dealt with:

18. Policies to address non-strategic matters should be included in local plans that contain both strategic and non-strategic policies, and/or in local or neighbourhood plans that contain just non-strategic policies.

28. Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies.

29. Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.

30. Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.

The issue of "prematurity" where a proposal comes forward for decision before a plan is completed is dealt with in paragraph 50:

50. Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination; or – in the case of a neighbourhood plan – before the end of the local planning authority publicity period on the draft plan. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process.

Communities can also use special types of neighbourhood plan, "orders", to grant planning permission:

52. Communities can use Neighbourhood Development Orders and Community Right to Build Orders to grant planning permission. These require the support of the local community through a referendum. Local planning authorities should take a proactive and positive approach to such proposals, working collaboratively with community organisations to resolve any issues before draft orders are submitted for examination.

The NPPF section on housing sets out the relationship between strategic planning policy and neighbourhood plans:

65. Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. Within this overall requirement,

strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations.

Once the strategic policies have been adopted, these figures should not need retesting at the neighbourhood plan examination, unless there has been a significant change in circumstances that affects the requirement.

66. Where it is not possible to provide a requirement figure for a neighbourhood area31, the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body. This figure should take into account factors such as the latest evidence of local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority.

Footnote 31: Because a neighbourhood area is designated at a late stage in the strategic policy-making process, or after strategic policies have been adopted; or in instances where strategic policies for housing are out of date.

Specific guidance is offered neighbourhood planning groups in terms of allocating small sites:

68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;

c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

69. Neighbourhood planning groups should also consider the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 68a) suitable for housing in their area.

Rural housing

77. In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. Local planning authorities should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and consider whether allowing some market housing on these sites would help to facilitate this.

78. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

Supporting a prosperous rural economy

83. Planning policies and decisions should enable:

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

b) the development and diversification of agricultural and other land-based rural businesses;

c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

8. Promoting healthy and safe communities

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

The NPPF sets out the specific conditions when the Local Green Space designation can be used:

99. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

100. The Local Green Space designation should only be used where the green space is:

a) in reasonably close proximity to the community it serves;

b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

c) local in character and is not an extensive tract of land.

101. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

Neighbourhood plans should also consider setting local design policy:

124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

125. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

Where relevant, the revised NPPF, introduces the ability for neighbourhood plans under certain conditions to alter Green Belt boundaries:

136. Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans.

Under a Community Right to Build Order development may not be inappropriate in the Green Belt.

146. Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Guidance is provided on community-led renewable energy initiatives:

152. Local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning.

2.2   National Planning Practice Guidance (NPPG)[2]

National Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place. It was 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. It is important to note that the guidance is exactly that, guidance, and should not be seen as representing Government policy. To view the NPPG please visit the dedicated website.

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What is neighbourhood planning?

Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

Paragraph: 001 Reference ID: 41-001-20140306

Revision date: 06 03 2014

What can communities use neighbourhood planning for?

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[2] http://planningguidance.planningportal.gov.uk/blog/guidance/neighbourhood-planning/what-is-neighbourhood-planning/

Local communities can choose to:

- set planning policies through a neighbourhood plan that is used in determining planning applications.

- grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.

Neighbourhood planning is not a legal requirement but a right which communities in England can choose to use. Communities may decide that they could achieve the outcomes they want to see through other planning routes, such as incorporating their proposals for the neighbourhood into the Local Plan, or through other planning mechanisms such as Local Development Orders and supplementary planning documents or through pre-application consultation on development proposals. Communities and local planning authorities should discuss the different choices communities have to achieving their ambitions for their neighbourhood.

Paragraph: 002 Reference ID: 41-002-20140306

Revision date: 06 03 2014

Note also:

Para 004 - A neighbourhood plan should support the strategic development needs set out in the Local Plan and plan positively to support local development. A neighbourhood plan must address the development and use of land. This is because if successful at examination and referendum the neighbourhood plan will become part of the statutory development plan once it has been made (brought into legal force) by the planning authority. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para 009 - A draft neighbourhood plan must be in general conformity with the strategic policies of the development plan in force if it is to meet the basic condition. A draft Neighbourhood Plan is not tested against the policies in an emerging Local Plan although the reasoning and evidence informing the Local Plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested.

Where a neighbourhood plan is brought forward before an up-to-date Local Plan is in place, the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:

- the emerging neighbourhood plan

- the emerging Local Plan

- the adopted development plan

with appropriate regard to national policy and guidance.

Para 065 - only a draft neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. The basic conditions are:

a. having regard to national policies and advice;

b. having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest;

c. having special regard to the desirability of preserving or enhancing the character or appearance of any Conservation Area;

d. the making of the neighbourhood plan contributes to the achievement of sustainable development;

e. the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).

f. the making of neighbourhood plan does not breach, and is otherwise compatible with, EU obligations

g. prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan.

2.3   Ministerial Statements

From time to time, ministers give statements on planning policy which have the effect of introducing changes to established policy. The following statements are relevant to neighbourhood planning:

Written Statement: Support for Small Scale Developers, Custom and Self-Builders, 28 November 2014[3]

This introduced a number of changes to the National Planning Practice Guidance (NPPG) with regard to Section 106 planning obligations, including the introduction of a threshold beneath which affordable housing contributions should not be sought.

The Ministerial statement indicated that:

(a)   For sites of 10 units or less and which have a maximum combined gross floor space of 1,000 square metres, affordable housing and tariff style contributions should not be sought.

(b)   In designated rural areas (under Section 157 of the Housing Act 1985), authorities may choose to implement a lower threshold of five units or less, beneath which affordable housing and tariff style contributions should not be sought.

(c)   Affordable housing and tariff style contributions should not be sought in relation to residential annexes and extensions.

(d)   A financial credit, equivalent to the existing gross floor space of any vacant buildings brought back into any lawful use or demolished for re-development, should be deducted from the calculation of any affordable housing contributions sought from relevant development schemes.

Written Statement to Parliament: Planning Update, 25 March 2015[4]

Local planning authorities and qualifying bodies preparing neighbourhood plans should not set in their emerging Local Plans, neighbourhood plans, or supplementary planning documents, any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. This includes any policy requiring any level of the Code for Sustainable Homes to be achieved by new development; the government has now withdrawn the code. The optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered, in accordance with the National Planning Policy Framework and Planning Guidance. Neighbourhood plans should not be used to apply the new national technical standards.

Written Statement to Parliament: Wind Energy, 18 June 2015[5]

This statement indicated that, when determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:

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[3] http://www.parliament.uk/documents/commons-vote-office/November%202014/28%20Nov%202014/2.%20DCLG-SupportForSmallScaleDevelopersCustomAndSelf-Builders.pdf
[4] https://www.gov.uk/government/speeches/planning-update-march-2015
[5] http://www.publications.parliament.uk/pa/cm201516/cmhansrd/cm150618/wmstext/150618m0001.htm

- the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and

- following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

In applying these new considerations, suitable areas for wind energy development will need to have been allocated clearly in a Local or Neighbourhood Plan. Maps showing the wind resource as favourable to wind turbines, or similar, will not be sufficient.

3.0   Greater Manchester Spatial Framework[6]

Greater Manchester's Plan For Homes, Jobs And The Environment Revised Draft - January 2019

1. Introduction

1.2 The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (revised Draft GMSF) has been re-written to reinforce our ambition to bring forward brownfield land, reduce the net loss of Green Belt and provide stronger protection for our important environmental assets. It enables Greater Manchester to meet its Local Housing Need, promotes our new approach to town centres, supports wider strategies around clean air, walking and cycling and underpins our ambition to be a carbon neutral city-region by 2038.

1.6 The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 is our plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will:

- set out how Greater Manchester should develop over the next two decades up to the year 2037;
- identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- protect the important environmental assets across the conurbation;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities;
- define a new Green Belt boundary for Greater Manchester.

Relationship with District Local Plans

1.34 Greater Manchester's Plan for Homes, Jobs and the Environment is the strategic spatial plan for Greater Manchester and sets out the planning policy framework for the whole of the city-region. It is a strategic plan and does not cover everything that a local plan would. Districts will continue to produce their own Local Plans setting out more detailed policies reflecting local circumstances.

1.35 Once Greater Manchester's Plan for Homes, Jobs and the Environment is finally agreed all of the Greater Manchester district local plans will be required to be in general conformity with it. The evidence that underpins the Greater Manchester Plan for Homes, Jobs and the Environment will also inform district level plans. The Greater Manchester authorities have worked together for many years and have collaborated for example on work around Brownfield Registers, land supply, Strategic Flood Risk Assessment and Strategic Housing Market Assessment.

Timetable

1.50

- January 2019 - informal consultation
- September 2019 - formal (statutory) consultation

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[6] https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/

- March 2020 - examination of the plan by independent planning inspector
- December 2020 - adoption of the plan

Key Draft Policies of relevance to the High Lane NDP are:
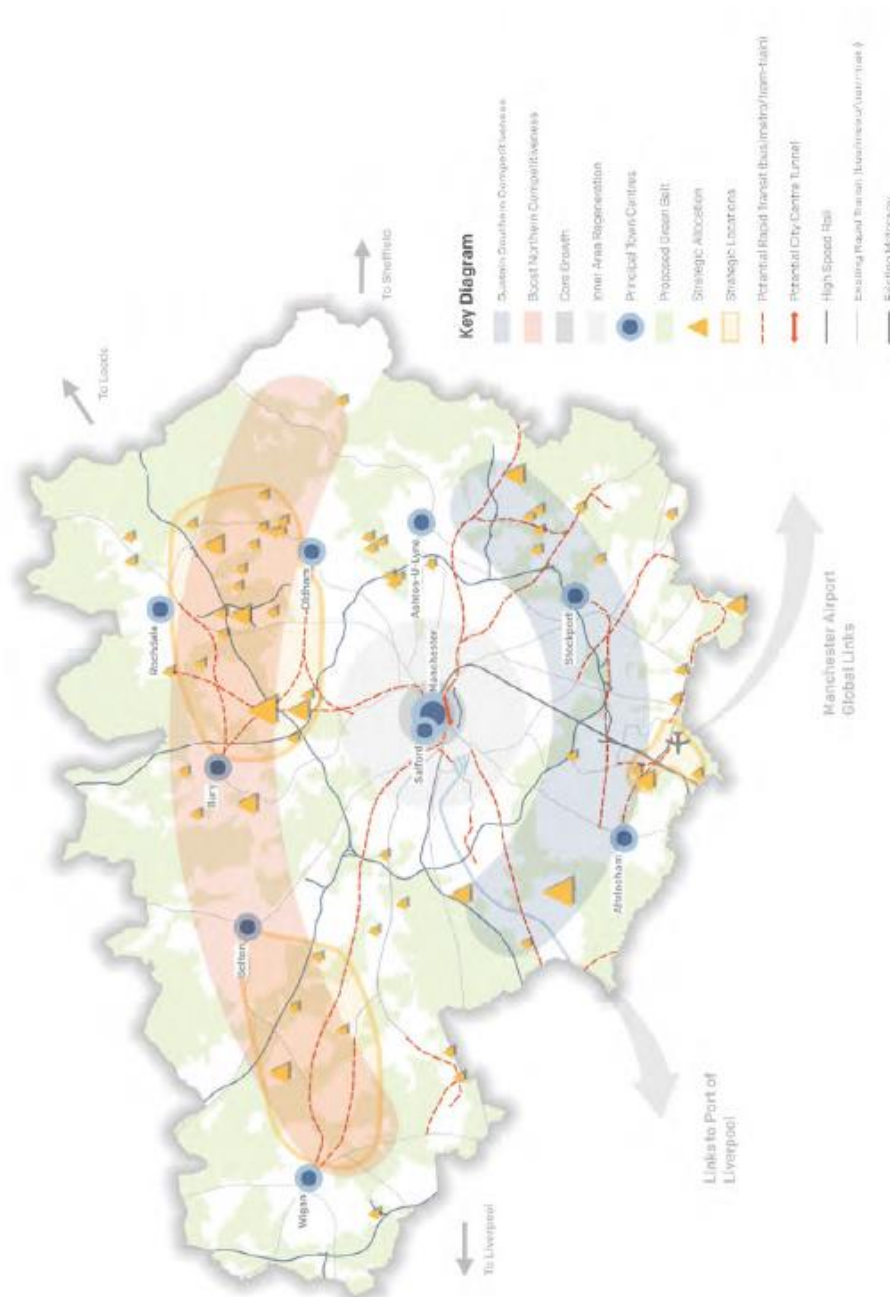
Key Diagram

Figure 3.1 Key Diagram

Policy GM-Strat 9

Southern Areas

The economic competitiveness, neighbourhood quality and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on maximising the economic potential of, and benefits of investment in, Manchester Airport and associated transport infrastructure which will be complemented by the selective release of Green Belt for new employment and housing.

Policy GM-Strat 13

Strategic Green Infrastructure

The following strategic green infrastructure assets will be protected and enhanced as key features within Greater Manchester:

1. River valleys and waterways (see 'River Valleys and Waterways')

2. Lowland wetlands and mosslands (see 'Lowland Wetlands and Mosslands')

3. Uplands (see 'Uplands')

4. Trees and woodland (see 'Trees and Woodland').

Policy GM-Strat 14

A Sustainable and Integrated Transport Network

The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.

An ambitious programme of investment in our transport network will be crucial to ensure more people have access to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets.

The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections. And initiatives such as integrated smart ticketing, reform of the bus market, rail refranchising and a city centre rapid transit tunnel will ensure all new routes function effectively as part of the overall network.

Higher densities will typically be appropriate in locations with good access to rapid transit connections.

New development will also have a significant role in delivering Greater Manchester's future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

Policy GM-S 1

Sustainable Development

Development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts and actively seek opportunities to secure net gains across each of the different objectives.

Preference will be given to using previously-developed (brownfield) land to meet development needs.

Policy GM-S 2

Carbon and Energy

The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:

1. Securing a sustainable pattern of development;
2. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy;
3. Taking a positive approach to renewable and low carbon energy schemes;
4. Keeping fossil fuels in the ground;
5. Planning for a balanced and smart electricity grid by identifying geographical locations which could support energy assets **(23)**;
6. Increasing carbon sequestration through the restoration of peat-based habitats, woodland management and tree-planting;
7. Development of Local Energy Area plans to develop cost effective pathways to achieve carbon targets; and
8. An expectation that new development will:

a. Be zero net carbon from 2028 by following the energy hierarchy (with any residual carbon emissions offset), which in order of importance seeks to:

  i.   Minimise energy demand;
  ii.   ii. Maximise energy efficiency;
  iii. Utilise renewable energy;
  iv.   Utilise low carbon energy; and
  v.   Utilise other energy sources.

With an interim requirement that all new dwellings should seek a 19% carbon reduction against Part L of the 2013 Building Regulations

b. Incorporate adequate electric vehicle charging points to meet likely long-term demand;

c. Where practicable, connect to a renewable/low carbon heat and energy network;

d. Achieve a minimum 20% reduction in carbon emissions (based on the dwelling emission or building emissions rates) through the use of on site or nearby renewable and / or low carbon technologies; and

e. Include a carbon assessment to demonstrate how the design and layout of the development sought to maximize reductions in whole life CO2 equivalent carbon emissions.

District Local Plans may set out specific carbon emission reduction targets or promote other measures through which energy efficiency of buildings can be achieved.

Policy GM-S 3

Heat and Energy Networks

The provision of decentralised energy infrastructure is critical to the delivery of Greater Manchester's objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this:

1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as "Heat and Energy Network Opportunity Areas". These will be identified where:

a. Existing heat/energy networks are operational or have been commissioned;

b. Proposals for new heat networks/energy networks are being progressed, or future opportunities have been identified in city-region master planning.

c. Sufficient density of existing heat demand occurs**(31)**; and

d. Significant future development is proposed at the strategic development locations.

2. Within the identified "Heat and Energy Network Opportunity Areas", there will be:

a. A requirement that new residential developments over 10 dwellings or other developments over 1,000 m2 floorspace should evaluate the viability of:

i. Connecting to an existing or planned heat/energy network (where such a network has been identified within the Heat Network Opportunity Areas); and/or

ii. Installing a site-wide or communal heat/energy network solution.

b. A requirement, where unviable to connect to an existing network or install a site-wide or communal heat/energy network, for new development to incorporate appropriate capability to enable future connection (e.g. adequate space in plant-room for plate heat exchangers, capped-off flow/return connections);

c. A 'presumption in favour of network connection' where new residential developments over 10 dwellings and other developments over 1,000 sq m floorspace are within 500m of an existing heat network, or where a network is being delivered;

d. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals unless proven to not be viable;

e. An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and

f. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.

3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:

a. Identification of existing and proposed heat/energy loads;

b. Identification of heat/energy supply sources;

c. Identification of opportunities to utilise renewable and low carbon energy sources;

d. Identification of opportunities to utilise waste and secondary heat sources;

e. Impact of proposals and technology choices on local air quality;

f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK(32), or equivalent); and

g. Adopting appropriate consumer protection standards (e.g. HeatTrust(33), or equivalent).

Policy GM-S 4

Resilience

The development of Greater Manchester will be managed so as to increase considerably the capacity of its citizens, communities, businesses and infrastructure to survive, adapt and grow in the face of physical, social, economic and environmental challenges. Key measures will include:

1. Ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster;

2. Supporting the retrofitting of existing buildings, infrastructure and places to enhance their resilience;

3. Locating critical infrastructure and vulnerable uses away from locations at a high risk of acute shocks;

4. Providing adaptable buildings and places that can easily respond to changing needs and technologies;

5. Designing out opportunities for crime, anti-social behaviour and terrorism;

6. Designing indoor and outdoor environments to provide a reduction and respite from more extreme temperatures and winds associated with climate change and greater urbanisation;

7. Increasing the size, spread, quality and interconnectedness of the green infrastructure network, enabling the city region, its citizens and wildlife to adapt to changing conditions;

8. Taking an integrated catchment-based approach to managing flood risk;

9. Maintaining a very high level of economic diversity across Greater Manchester;

10. Delivering at least 50,000 new affordable homes over the period 2018-2037;

11. Promoting significant enhancements in education, skills and knowledge;

12. Supporting healthier lifestyles and minimising potential negative impacts on health including air pollution; and

13. Carefully controlling the location of hazardous installations and new development that could be adversely affected by them.

Policy GM-S 5

Flood Risk and the Water Environment

An integrated catchment based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by:

1. Returning rivers to a more natural state, where practicable, in line with the North West River Basin Management Plan;

2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;

3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;

4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible (unless demonstrably inappropriate) so as to not exceed greenfield run-off rates or alternative rates specified in district local plans**(39)**.

5. Ensuring that sustainable drainage systems:

i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;

ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;

iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and

iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development

6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and

7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage.

Policy GM-S 6

Clean Air

A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;

2. Determining planning applications in accordance with the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;

3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data and, if approved, to make appropriate provision for future monitoring of air pollution;

4. Restricting and carefully regulating developments that would generate significant point source pollution such as some types of industrial activity and energy generation;

5. Significantly expanding the network of electric vehicle charging points, both for public and private use, including as part of new developments;

6. Investigating measures to reduce concentrations of NO2 to legal Limit Values in the shortest possible time, including (but not limited to) different types of Clean Air Zone and travel demand measures;

7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;

8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;

9. Controlling traffic and parking within and around schools and early years sites; and

10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants.

Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.

Policy GM-S 7

Resource Efficiency

The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:

1. Development and implementation of the Resource Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency in order to gain the maximum value from the things we produce;

2. Ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, processing of waste on site; and

3. Recognition of the role of existing infrastructure in managing the Greater Manchester's waste and protecting such facilities to ensure adequate waste management capacity is maintained.

Policy GM-H 1

Scale of New Housing Development

A minimum of 201,000 net additional dwellings will be delivered in Greater Manchester over the period 2018-37, or an annual average of around 10,580.

7.10 The distribution of new housing development across Greater Manchester over the period 2018-2037 will be broadly in accordance with the following table:

District	Annual average 2018-2037	Total 2018-2037
Bolton	726	13,800
Bury	498	9,470
Manchester	2,870	54,530
Oldham	752	14,290
Rochdale	640	12,160
Salford	1,720	32,680
Stockport	764	14,520
Tameside	466	8,850
Trafford	1,015	19,280
Wigan	1,126	21,400
Greater Manchester	10,578	200,980

Policy GM-H 2

Affordability of New Housing

Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:

1. Significantly increasing the supply of new housing across Greater Manchester, in accordance with Policy GM-H 1 'Scale of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases

2. Aiming to deliver at least 50,000 new affordable homes across Greater Manchester over the period 2018-2037, with at least 30,000 being for social rent or affordable rent**(71)**

3. Support provision of affordable housing, either on- or off-site, as part of new developments, with locally appropriate requirements being set by each local authority

4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing

5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

Policy GM-H 3

Type, Size and Design of New Housing

Development across Greater Manchester should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.

The precise mix of dwelling types and sizes will be determined through district local plans, masterplans and other guidance, in order to reflect local circumstances and deliver an appropriate mix of dwellings across Greater Manchester as a whole.

Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans.

All new dwellings in Greater Manchester must:

1. Comply with the nationally described space standards; and

2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, unless specific site conditions make this impracticable.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards

Policy GM-H 4

Density of New Housing

New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport, in accordance with the minimum densities set out below.

All other locations: minimum net residential density of 35 dwellings per hectare

Lower densities may be acceptable where they can be clearly justified by:

1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or

2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure

And where it would not compromise the overall delivery of new homes in the district.

Policy GM-G 1

Valuing Important Landscapes

Development should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

Transitional areas around new development and the interface of new development with the surrounding countryside/landscape are also of particular importance, requiring well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken, especially in conjunction with seeking a net enhancement of biodiversity/geodiversity resources under 'Biodiversity and Geodiversity'.

In implementing this strategic policy regard will be had to the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA), in particular its guidance on future development and landscape management/enhancement within areas covered by each landscape character type.
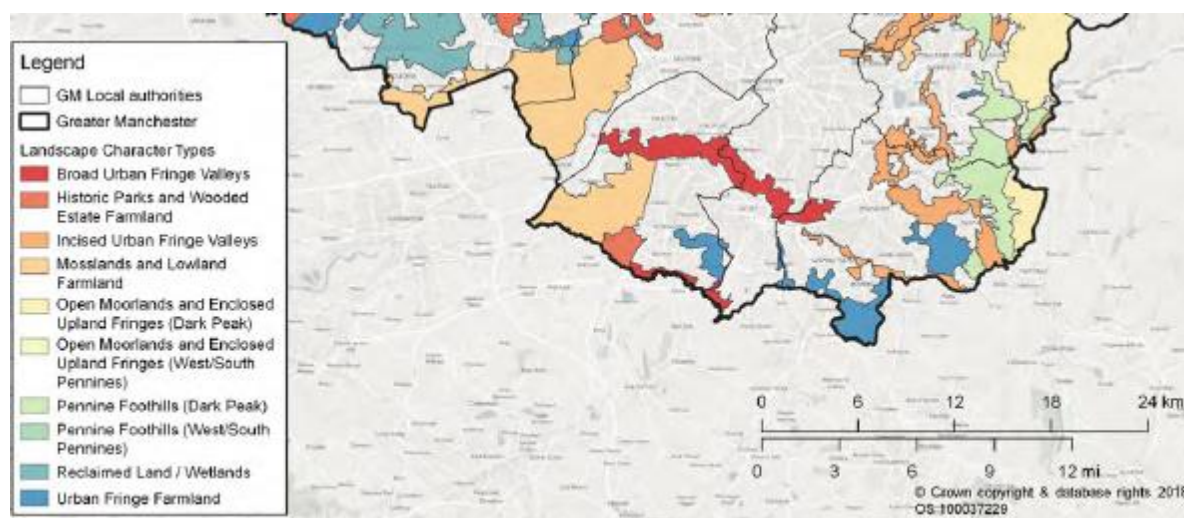
Extract from Figure 8.1 Landscape Character Types

Figure 8.1 Landscape Character Types

Policy GM-G 2

Green Infrastructure Network

The network of green infrastructure that stretches throughout Greater Manchester will be designed, managed, protected and enhanced so as to help deliver the following critical benefits:

1. Offer a broad range of recreation opportunities

2. Enhance biodiversity, by expanding, improving and connecting habitats

3. Enhance the sense of place, distinctiveness and visual interest of different areas and offer a high quality setting for development and heritage assets

4. Provide green travel routes, enabling more trips to be made by walking and cycling

5. Reduce carbon emissions, by sequestering and storing carbon, particularly in peat and trees

6. Adapt to warmer temperature, by providing cooling and shade within urban areas and water storage

7. Manage flood risk, by increasing infiltration and providing areas for water storage and inundation

8. Improve water quality by reducing soil erosion and capturing sediments and contaminants before they enter watercourses

9. Enhance air quality, by reducing emissions and removing pollutants for the air

10. Enable people to connect with nature at a local level

Other functions such as food production will be supported where they are compatible with these key priorities.

Where practicable, opportunities to integrate new and existing green infrastructure into new development should be taken to protect, enhance and expand the green infrastructure network in accordance with the above priorities. Where new or improved green infrastructure is delivered as part

of a development, the developer should make appropriate provision for its long term management and maintenance.
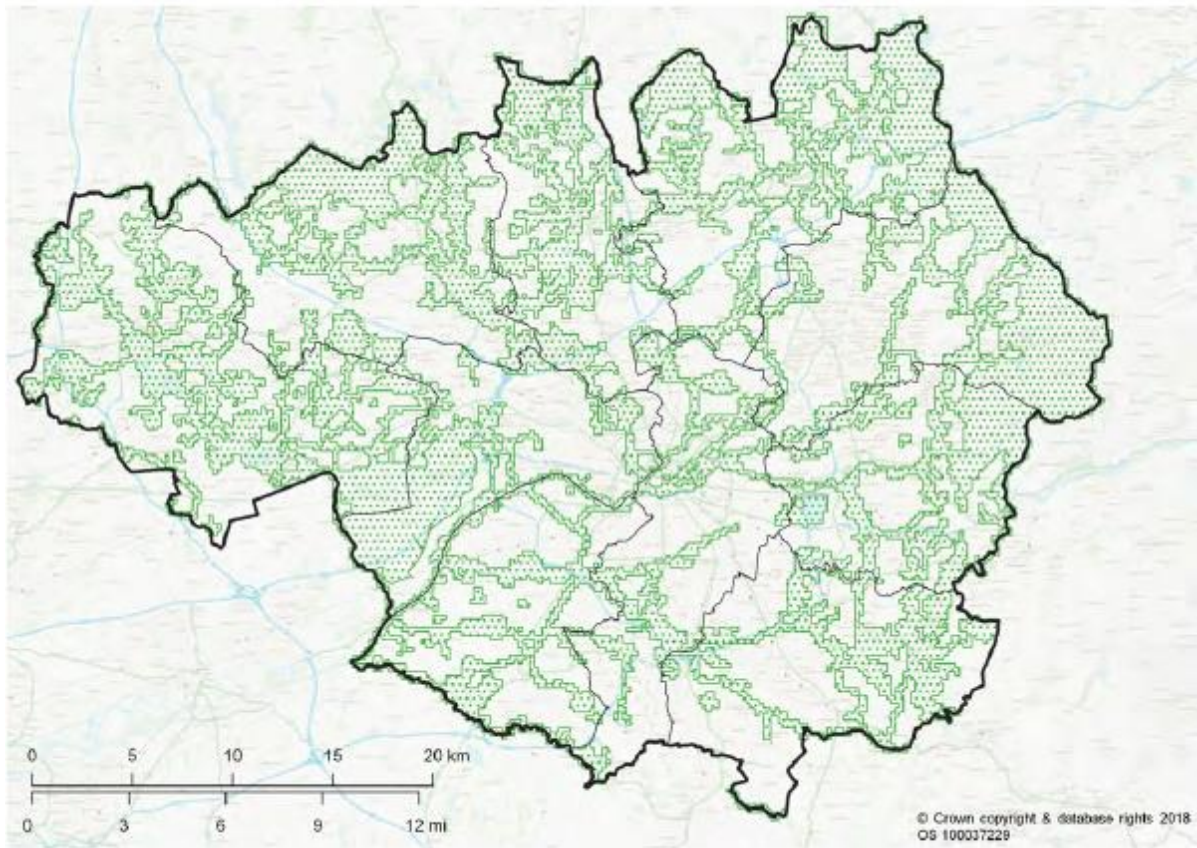

Figure 8.2 Priority green infrastructure

Policy GM-G 3

River Valleys and Waterways

River valleys and waterways will be protected and improved as central components of Greater Manchester's green infrastructure network, making a major contribution to local identity, quality of life and the natural environment.

In making planning decisions and carrying out other associated activities, Greater Manchester's authorities will seek to deliver the following priorities:

1. Retain the remaining open character of the river valleys, avoiding their fragmentation and prominent development on valley edges;

2. Promote public enjoyment of the river valleys, including as key features connecting urban areas to the countryside, and enhance their high recreational value as green fingers through densely populated areas;

3. Protect and enhance the mosaic of semi-natural habitats, including: riparian (waterside), clough, broadleaved and ancient woodland; wet and semi-natural grassland; meadow; and lakes and ponds;

4. Retain existing pockets of relatively tranquillity and seclusion, especially within the more tightly enclosed and wooded valleys;

5. Reduce flood risk, through careful land management and a catchment-wide approach;

6. Improve water quality, including through land decontamination and the management of diffuse pollution from industry and agriculture;

7. Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of river banks and flood plains;

8. Increase the use of canals and watercourses for active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space; and

9. Ensure that development relates positively to nearby rivers and other waterways, taking advantage of opportunities to integrate green infrastructure through:

a. High quality frontages to the water; and

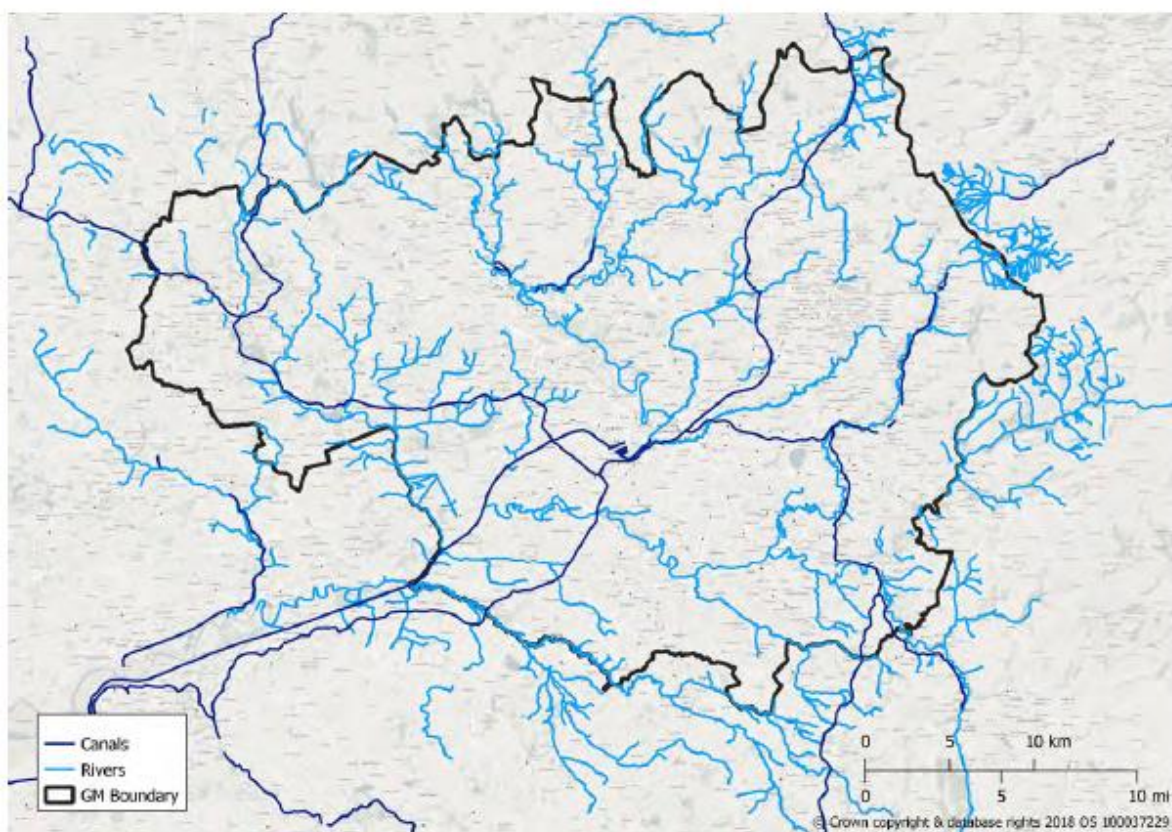b. Public realm alongside the water for both recreation use and maintenance access

Figure 8.3 Greater Manchester's river and canal networks

Policy GM-G 4

Lowland Wetlands and Mosslands

The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands will be protected, enhanced and restored, with a strong emphasis on reconnecting local communities to the natural and historic environments.

In making planning decisions and carrying out other associated activities, Greater Manchester's authorities will seek to deliver the following priorities:

1. Maintain and enhance the extensive and varied mosaic of semi-natural habitats including brooks, ditches, open water bodies, bog, fen, swamp, flashes, ponds, wet and broadleaved woodland, and grassland;

2. Manage and restore the remnant pockets of lowland raised bog, including through restoration from farmland, significantly expanding and connecting the areas of active bog to contribute to important functions such as flood risk management and carbon sequestration;

3. Positively manage land adjacent to lowland raised bog and other sensitive wetland habitats in a complementary and coordinated manner, ensuring that their hydrology is not adversely affected and the water table is restored;

4. Increase features that act as stepping stones for wildlife moving through the area, such as field ponds, hedgerows and trees, and minimise barriers to movement;

5. Removal of derelict structures and the remediation of land where it is beneficial to green infrastructure provision and there is no historic value in their retention; and

6. Expand public access across the area considerably, including through the creation of new circular routes, and enhance recreation opportunities

Policy GM-G 6

Urban Green Space

To ensure there is an appropriate scale, type, quality and distribution of urban green space across Greater Manchester that can support a high quality of life and other important green infrastructure functions:

- existing urban green space will be protected and enhanced in balance with other considerations; and
- the GMCA and districts will work with developers and other stakeholders to deliver new urban green spaces,

Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

Policy GM-G 7

Trees and Woodland

In making planning decisions and carrying out other associated activities, Greater Manchester's authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland

Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them, including by:

1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland;

2. Encourage habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;

3. Aiming to plant a tree for every resident in Greater Manchester over the next 25 years as part of the City of Trees initiative;

4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low grade agricultural land;

5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;

6. Considerably increasing the provision of street trees within urban areas;

7. Promoting the provision of community orchards to increase fruit consumption;

8. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;

9. Improving public access to woodland and trees whilst managing the associated pressures;

10. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management and carbon storage/sequestration;

11. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, with a preference for on-site provision; and 12. Protecting trees and woodland during the construction phase of development.

Policy GM-G 8

Green Infrastructure Opportunity Areas

The following opportunity areas (as broadly illustrated on Figure 8.4 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to the Greater Manchester green infrastructure network:

E. Mersey Valley (Manchester, Stockport and Trafford, with connections to High Peak and Cheshire East);

Development within and around Green Infrastructure Opportunity Areas should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements. Where Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations proposed in this plan appropriate measures to achieve this have been included. Further opportunities for delivering strategic green infrastructure enhancements and additional opportunities will be identified over time as the overall green infrastructure network evolves.

Policy GM-G 9

Standards for a Greener Greater Manchester

Greater Manchester will develop standards in relation to:

Access to natural green space, which seek to maximise the overall proportion of people across Greater Manchester who have access to natural green space.The Accessible Natural Greenspace Standards (ANGSt) published by Natural England will provide the principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents make them an appropriate approach at a sub-regional level. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.

A Greater Manchester "Green Factor", which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants' needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.

Development has a major role in helping to achieve such standards, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in the GMSF provide opportunities to incorporate major areas of new accessible green infrastructure, delivering overall net gains in green infrastructure value to the benefit of local communities even if the quantity in that particular location may reduce. The way in which existing built areas have developed over time means that it will not be realistically possible to meet all of the standards in all parts of Greater Manchester but they are an important aspiration to work towards wherever possible.
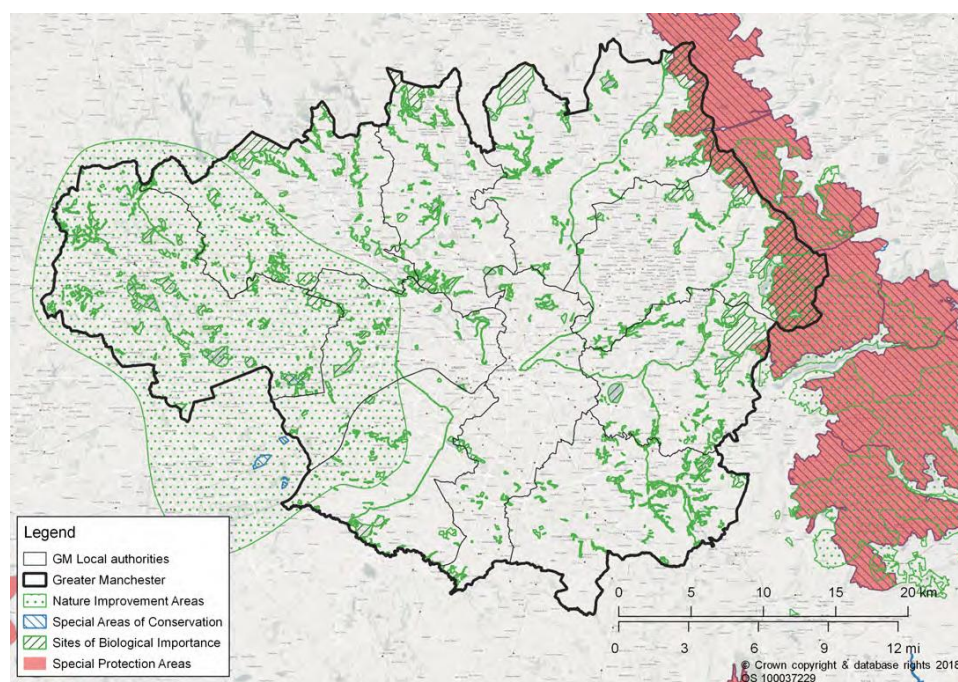

Figure 8.5 Designated sites in Greater Manchester

Policy GM-G 10

A Net Enhancement of Biodiversity and Geodiversity

Across the plan as a whole, a net enhancement of biodiversity resources will be sought, including by:

1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species;

2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and stepping stones that enable the movement of species, especially as the climate changes;

3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;

4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations in accordance with legislation and national policy;

5. Facilitating greater access to nature, particularly within urban areas;

6. Encouraging the use of native species in habitat creation and landscaping schemes;

7. Supporting the implementation of the Greater Manchester Wetlands Nature Improvement Area as an essential network of wildlife corridors linking biodiversity across the landscape and allowing wetland habitats to thrive and survive, and promoting the establishment of additional nature improvement areas; and

8. Safeguarding, restoring and sustainably managing Greater Manchester's most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

Development will be expected to:

a. Follow the mitigation hierarchy of:

i. Avoiding harm to biodiversity, particularly where it is irreplaceable, and including consideration of alternative sites where appropriate, then

ii. Mitigating (within the local area) any harm to biodiversity, then

iii. Compensating (within the local area) for any remaining harm to biodiversity

b. Avoid fragmenting or severing connectivity between habitats;

c. Make appropriate provision for long-term management of habitats and geological features connected to the development; and

d. Provide robust evidence in accordance with relevant government and other guidance, including field surveys wherever development of 'best and most versatile' agricultural land is proposed or to establish the status of the land within the Agricultural Land Classification system.

Whilst off-site habitat enhancement and creation required as part of the mitigation hierarchy (or to achieve a net gain in biodiversity) should be local to the site regard should be had to supporting

strategic biodiversity priorities and initiatives including the improvement of the green infrastructure opportunity areas under 'Greater Manchester's Green Infrastructure Network'.
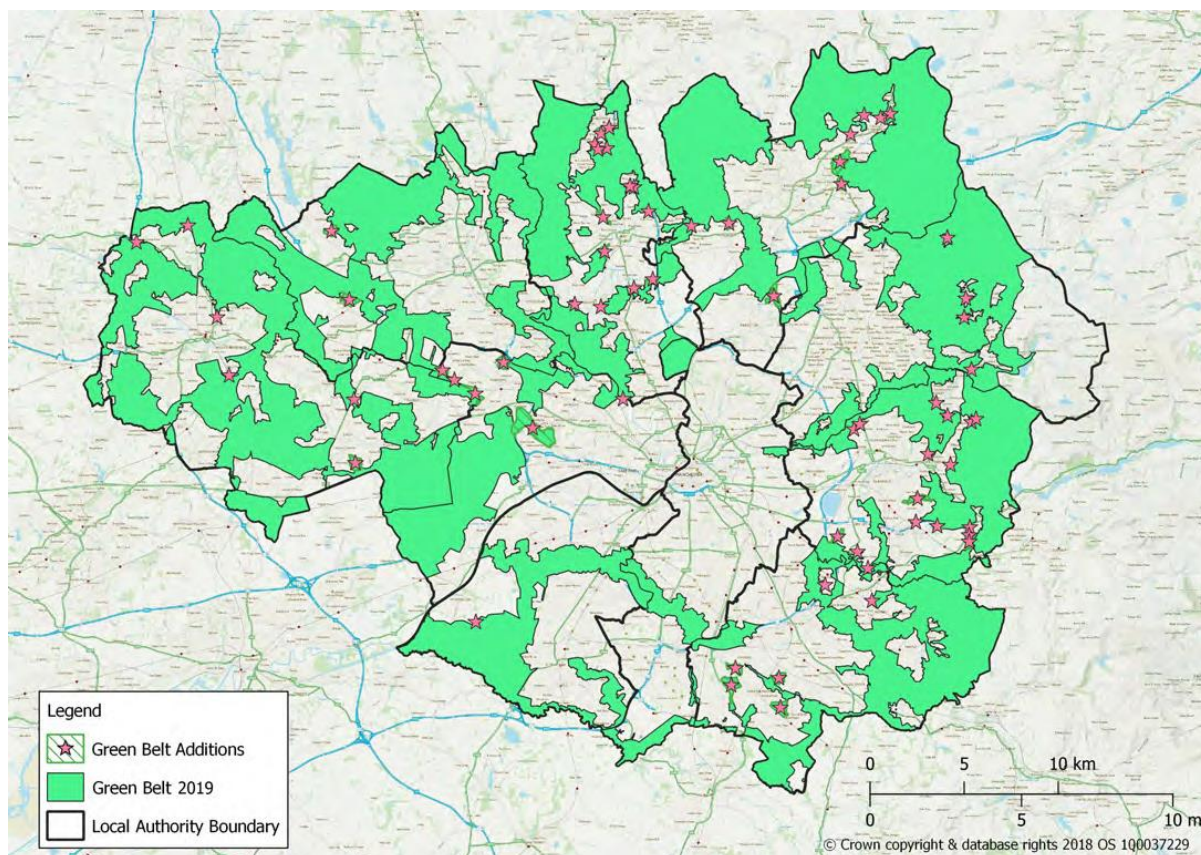

Figure 8.6 Proposed additions to the Greater Manchester Green Belt

Policy GM-G 11

The Greater Manchester Green Belt

The Greater Manchester Green Belt will be afforded strong protection in accordance with the National Planning Policy Framework. The Green Belt as shown in Figure 8.7 'The Greater Manchester Green Belt (2019)' will continue to be managed positively to serve the five purposes set out in national policy:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Positive and beneficial use of the Green Belt will be supported where this this can be achieved without harm to its openness, permanence or ability to serve its five purposes. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for the residents of Greater Manchester and providing the high quality green spaces that will support economic growth.

Green Belt policies will be strictly applied to the development areas removed from the Green Belt by this plan except in the case of planning applications complying with the relevant allocations policies (see 11 'Allocations').

Policy GM-E 1

Sustainable Places

Greater Manchester will aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

1. Distinctive, with a clear identity that:

A. Responds to the natural environment, landscape features, heritage assets and local history and culture; and

B. Enables a clear understanding of how the place has developed

2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design

3. Socially inclusive: A. Responding to the needs of all parts of society

B. Enabling everyone to participate equally and independently

C. Providing opportunities for social contact and support; and

D. Promoting a sense of community

4. Resilient, capable of dealing with major environmental and economic events

5. Adaptable, able to respond easily to varied and changing needs and technologies

6. Durable, being built to last and using robust materials which weather well and are easily Maintained

7. Resource-efficient with:

A. A low carbon footprint;

B. Efficient use of land;

C. Minimised use of new materials;

D. High levels of recycling

8. Safe, including by designing out crime and terrorism, and reducing opportunities for anti-social behaviour

9. Supported by critical infrastructure, such as energy, water and drainage and green spaces

10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage

11. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place

12. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest

13. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond

14. Comfortable and inviting, with indoor and outdoor environments:

A. Offering a high level of amenity that minimises exposure to pollution; and

B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter

15. Incorporating high quality and well managed green infrastructure and quality public realm, with:

A. Opportunities for recreation and outdoor play for children, and interaction between the generations;

B. Public and private spaces clearly distinguished;

C. Development clearly defining, and promoting activity within, public spaces

16. Well-served by local shops, services and amenities, including education and health facilities

Policy GM-E 2
Heritage

Greater Manchester will proactively manage and work with partners to positively protect and enhance the character, archaeological and historic value of Greater Manchester's designated and non-designated heritage assets and their settings. Opportunities will also be pursued to aid the promotion, enjoyment, understanding and interpretation of both heritage and cultural assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place.

As appropriate, Local Plans will set out the key elements which contribute to the district's distinct identity and which should be the priority for safeguarding and enhancing in the future, and demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the positive integration of Greater Manchester's heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;

2. Utilising the heritage significance of a site or area in the planning and design process, providing opportunities for interpretation and local engagement;

3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place; and

4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm, these include the following: the Canal network, examples of early railway development, our nineteenth century industrial fabric including mills, historic town centres, churches, weavers cottages, farm houses and other buildings of historic importance and their landscape/townscape setting.

Development proposals affecting heritage assets and their settings will need to be supported by a Heritage Impact Assessment where appropriate and should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings, should be positively and actively managed through the use of management plans where appropriate. Development proposals should seek to avoid harm and identify enhancement opportunities by integrating heritage considerations early in the design process.

Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes.The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

Where heritage assets have been identified as being at risk, Local Plans may identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

Policy GM-E 5
Health
New development will be required, as far as practicable, to:
A. Maximise its positive contribution to health and wellbeing;
B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and
C. Minimise potential negative impacts of new development on health improvements in health facilities will be supported, responding to the changing needs and demands of residents, including through:
1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand;
2. Enabling the continued enhancement and successful operation of Greater Manchester's hospitals; and
3. Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.

Policy GM-E 6
Sport and Recreation
A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:
1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together
2. Developing a Greater Manchester wide standard for the provision of designated play areas to meet the needs of the population
3. Where appropriate setting out more comprehensive and detailed recreation standards in district local plans, having regard to existing and future needs
4. Requiring new development to support the achievement of GMSF and local plan standards by providing new and/or improving existing facilities commensurate with the demand they would generate
5. Locating and designing recreation facilities and housing so as to minimise the potential for complaints due to disturbance to residential amenity from recreational activity
6. Protecting and enhancing the public rights of way network, including to:
a. Provide safe and attractive routes to sports and recreation facilities
b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond
c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding
d. Provide everyday options for green travel
7. Encouraging the incorporation of sports facilities in all education settings.
8. Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation.

Policy GM-C 1
World-class connectivity
In order to help deliver an accessible Greater Manchester with world-class connectivity, Greater Manchester's authorities will support a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled to jobs and other key services, including healthcare, education, recreation facilities, green space and green infrastructure;

2. Enabling the provision of high quality digital infrastructure;

3. Transforming transport infrastructure and services, and locating and designing development, to deliver a significant increase in the proportion of trips that are made by walking, cycling and public transport;

4. Securing investment in new and improved transport infrastructure that will:

promote social inclusion, support economic growth, and protect our environment;

meets customer's needs by being integrated, reliable, resilient, safe and secure,

well-maintained, environmentally responsible, attractive and healthy; and

provide access to jobs and other key services, including healthcare, education, recreation facilities, green space and green infrastructure.

5. Ensuring that development and transport investment fully considers the needs of people, and those modes which make most efficient and sustainable use of Greater Manchester's limited road space, by following the Global Street Design Guide hierarchy (highest priority first) **(119)(120)**:

i. Pedestrians (including those using mobility aids)

ii. Cyclists, powered two-wheelers, and public transport users

iii. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)

iv. People in personal motorised vehicles

6. Developing local transport industry skills and education to ensure the right mix of skills is available into the future.

Policy GM-C 3

Walking and Cycling Network

A higher proportion of journeys made by walking and cycling will be achieved by:

1. Creating a safe, attractive and integrated walking and cycling network, connecting every neighbourhood and community across Greater Manchester;

2. Ensuring routes are direct, easily navigable and integrated with the public transport network;

3. Creating, where practicable, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions;

4. Increasing the capacity of the walking and cycling network in locations where significant growth in the number of short journeys is anticipated and where quality of place improvements are proposed; and

5. Utilising and enhancing green infrastructure to create opportunities for walking and cycling.

Policy GM-C 4

Public Transport Network

Major improvements to the public transport network are at various stages of development and an ambitions programme for delivering public transport interventions is set out within the 2040 Transport Strategy Delivery Plan, including:

1. Enhanced connections to other major cities, with Greater Manchester at the hub of a high-speed rail connection to London and Northern Powerhouse Rail;

2. Tackle the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;

3. Improved public transport links to the Regional Centre;

4. Improved public transport access to Manchester Airport;

5. Enhanced connections between other key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;

6. More and higher quality public transport interchanges with better integration of different public transport modes and services; and

7. Improved access to rapid transit routes.

Policy GM-C 5

Transport Requirements of New Developments

During the planning process Greater Manchester's authorities will require new development to be designed to encourage walking, cycling and public transport, to reduce the negative effects of traffic, and improve health.

They will do this by:

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy GM-C 1 'World-class connectivity';

2. Incorporating new and enhanced walking, cycling and public transport routes and stops, through and around the site, to improve the coverage, quality and integration of the wider walking, cycling and public transport networks;

3. Providing direct, safe and convenient walking and cycling routes to nearby facilities, employment areas, public transport stops and other parts of the walking and cycling network;

4. Incorporating sufficient secure and covered cycle parking to meet peak long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and where appropriate providing:

i. Showers, changing facilities and lockers for cyclists and walkers;

ii. Pool or hire bikes for use by occupiers; and

iii. Information in advance about facilities to visitors (e.g. 'getting here' on website).

5. Ensuring that the nearest public transport stops (both within and outside the development site) are attractive to users such as in terms of seating, shelters, information and ease of access on foot;

6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;

7. Making adequate parking provision for disabled people;

8. Promoting alternatives to car ownership, such as the use of low emission car clubs rather than the provision of car parking;

9. Complying with any car parking standards set out in local plans;

10. Promoting the increased provision of electric vehicle charging points including meeting any standards set by district Local Plans;

11. Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;

12. Making appropriate provision for deliveries and servicing in a way that reduces emissions, the number of vehicle movements and the need for repeat deliveries; and

13. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics impacts on the surrounding area and encourage sustainable deliveries.

District Local Plans may set out mechanisms through which new development will be required to make proportionate financial contributions to the delivery of new transport infrastructure which

is necessary to support its successful functioning in accordance with relevant national policy, guidance and regulations.

Policy GM-C 6
Highway Infrastructure Improvements
Targeted improvements to the highway network will be sought where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy GM-C 3 'Walking and Cycling Network' and Policy GM-C 4 'Public Transport Network'). Greater Manchester will work with Highways England to ensure:
1. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all – as set out in the 2040 Transport Strategy Delivery Plan;
2. Any new infrastructure minimises the negative effects of vehicle traffic, to deliver environmental and health benefits; and
3. New infrastructure includes provision for utilities and digital infrastructure where required.

Policy GM-C 8
Streets For All
Greater Manchester's streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport, including by:
1. Understanding the 'movement and place function' of streets as the starting point for improvement;
2. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;
3. Delivering new and improved routes as part of the walking and cycling network;
4. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
5. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';
6. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high quality public transport waiting areas, and other facilities that will support sustainable modes of travel;
7. Incorporating increased levels of greenery wherever possible;
8. Offering shelter from wind and rain, and shade from the sun;
9. Delivering priority public transport and facilities for public transport users;
10. Providing appropriate places and routes for servicing, deliveries and 'drop-off';
11. Mitigating the impacts of air and noise pollution from road transport;
12. Ensure the efficient movement of people and goods on streets with a high 'movement function'; and
13. Harnessing new mobility innovations such as traffic signals technology and Ultra Low Emission Vehicle charging networks.

Policy GM Allocation 38

High Lane

Development of the site will be required to:

1. Deliver around 500 homes on the site;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation and custom/self-build;
3. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points;
4. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
5. Provide access points from the A6 to the areas north and south of that road;
6. Make necessary improvements to highway infrastructure to mitigate the impact of the development, facilitate appropriate access to the site and incorporate enhancements to pedestrian and cycle routes in the area and to public transport, including contributions to high quality bus waiting facilities on the A6 and to possible development of a new railway station at High Lane, to be agreed with Network Rail and other appropriate bodies;
7. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs;
8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
9. Make provision for suitable and publicly accessible open space and green infrastructure within the site;
10. Make provision for new cycle and footpaths to connect with the existing local network, including routes to/from the Middlewood Way, ensuring that existing routes within and across the site are retained;
11. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
12. Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
13. Ensure boundary treatments reflect the local characteristics and include the planting of a new generation of mature native hedgerows and trees;
14. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement;
15. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing

landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity';

16. Promote and protect important views into Cheshire East including Lyme Park;
17. Contribute towards the provision of additional school places and health provision generated by the development;
18. Make an appropriate contribution towards the provision of new community facilities in the High Lane area; and
19. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.

11.231 The site is close to the existing centre of High Lane and lies adjacent to that settlement, providing good access to local services.

11.232 The site provides a number of defensible boundaries to protect from further encroachment into the Green Belt.

11.233 The site is within the Ladybrook Valley and Hazel Grove High Lane Landscape Character Areas.

11.234 The lack of provision of housing and care for the elderly in this area can be addressed by delivering housing focussed on that need, alongside the delivery of specific elderly care provision. This can be delivered alongside other market and affordable housing to enable a sustainable mixed-use community to develop.

11.235 The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision that exists within Stockport, particularly in this area.

4.0   Stockport MBC Planning Policies[7]

In Stockport the Local Development Framework (LDF) will replace the Unitary Development Plan (UDP) Review (adopted 31st May 2006).

The policies which are used to manage development in Stockport are those set out in the Core Strategy DPD along with policies set out in the Greater Manchester Joint Waste DPD and the Greater Manchester Joint Minerals DPD and those saved policies of the Stockport Unitary Development Plan (UDP) Review (May 2006) which are not superseded by the Core Strategy, Joint Waste or Joint Minerals DPDs.

4.1   Stockport Adopted Core Strategy 2011

The Core Strategy is the most important document in the LDF because it sets an overall strategy and vision, establishing the broad aims and objectives for the use of land in Stockport.

Work is underway on a new 'Local Development Framework' (LDF) for Stockport which will shape future planning and development of the Borough not just in physical and environmental terms but also in social and economic terms.

The LDF will comprise a series of plan documents; the Core Strategy Development Plan Document (DPD) is one of these.

The Core Strategy is the most important document in the LDF because it sets an overall strategy and vision, establishing the broad aims and objectives for the use of land in Stockport.

It embraces the priorities of the Stockport Sustainable Community Strategy, particularly where this involves the use of land.

The Core Strategy outlines how future strategic development needs including housing, employment, retail, education and healthcare will be met, providing the overall context for how policies and proposals will be used to promote positive change and guide planning and other policy decisions across the Borough.

The Core Strategy was adopted by the Council on 17th March 2011 with its Development Management Policies being applied to planning applications from the 1st April 2011 onwards.

It supersedes many (but not all) of the policies set out in the Stockport UDP Review; a schedule of those UDP policies that are replaced (and therefore no longer apply) is set out in Appendix B of the Core Strategy.

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[7] http://old.stockport.gov.uk/ldf/corestrategy/

2.1 Current Picture of the Borough – The Spatial Portrait

2.33 Marple is located to the East of the borough, bordering Derbyshire, surrounded by the Green Belt, with a population of more than 26,000 of which 40% are aged over 50. People reside mainly in Marple and Marple Bridge as well as outlying villages such as **High Lane**. This makes it a gateway to the countryside with the wider area more rural in character than the rest of the borough (except for the Woodford area). However it also makes access to some central Stockport services problematic.

This area grew up around industry, especially Mills, and agriculture, and Marple itself developed as a railway suburb, with significant growth in the area in inter-war years with the surrounding river valleys and varied topography serving to curtail urban sprawl. Consequently the area comprises of a combination of suburbs or predominantly inter and post war properties and villages which maintain much of their original character. The heritage of Marple is rich with 9 Conservation Areas (some of which are cross-boundary with other areas and, in the case of Brookbottom, with the neighbouring High Peak Borough). The area is quite unique with 16 canal locks, an aqueduct and a viaduct spanning the valley over the River Goyt and stone as well as brick readily in use for building. Additionally the area has the borough's only two Sites of Special Scientific Interest (SSSI), two Local Nature Reserves and a number of Sites of Biological Importance (see Figure 6 'Conservation Areas, Local Nature Reserves, Sites of Special Scientific Interest and Sites of Biological Importance in Marple'). The train link to Manchester remains, but not to Stockport Town Centre, contributing to road congestion in the area, particularly along the A626 corridor. Social isolation is therefore a problem for some of Marple's residents, particularly older people and those experiencing economic deprivation. However, Marple is generally seen as a highly desirable area with low crime rates and good schools. Overall, Marple has low levels of deprivation and unemployment, as well as good health. Services are mainly located in Marple with good local provision. Affordability of housing is an issue, with some further potential supply, and Green Belt boundaries protect against urban sprawl. The lowest employment development levels in the Borough reflect the commuter traffic congestion issues, which are exacerbated by limited public transport availability. Retaining remaining local employment is an issue.

Figure 6 Conservation Areas, Local Nature Reserves, Sites of Special Scientific Interest and Sites of Biological Importance in Marple
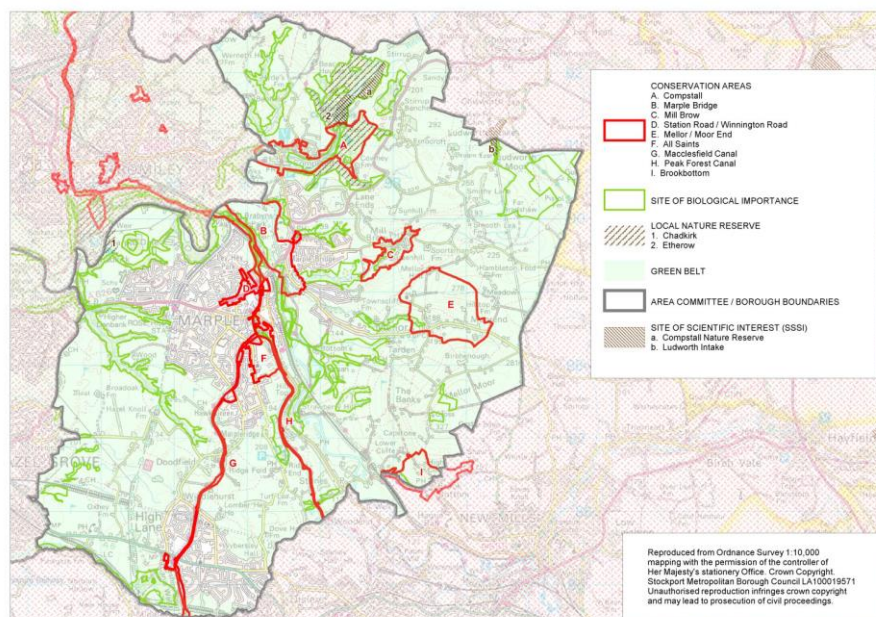
3.3 Strategy

"**A focus of sustainable development principally within Stockport Central Area, within other regeneration priority areas and at sites where specific regeneration needs have been identified.** To a lesser extent, but so as to ensure that the Borough's development needs can be met in as sustainable a way as possible, residential development will also be focused in the areas surrounding the Town, District and Large Local Centres, as well as in other locations that are genuinely sustainably accessible within the urban area. Service provision will be focused similarly, with key facilities being provided in the areas of the Borough most accessible to their users; retail development will be focused within the Town Centre Core Retail Area and, where it is of an appropriate scale, within District and Local Centres. Economic development will be accommodated in a sustainable manner, the key growth area being in and around Stockport Town Centre, mixed use areas and M60 Gateway, whilst recognising in particular the requirements of non-office based economic development, the focus will include further development of the Borough's existing major employment areas."

Policies

3.3.2 OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT - ADDRESSING CLIMATE CHANGE AND INEQUALITIES

Core Policy CS1
OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGE

3.7 In all it seeks to achieve, the Core Strategy will have regard to enabling social progress which recognises the needs of everyone, protecting the environment, ensuring the prudent use of natural resources and maintaining high and stable levels of economic growth and employment. In particular, so as to ensure that the future development of the Borough is economically, socially and environmentally sustainable, the Core Strategy will seek to address the key issues of Inequalities and Climate Change.

Inequalities
3.8 The Council will seek to reduce levels of significant social and economic deprivation in the Borough through development policies and proposals, and complementary strategies, that provide access for all to housing, employment, education, training, health, social, other services and facilities, especially for those living within the Neighbourhood Renewal Priority Areas identified in the Neighbourhood Renewal Strategy. These policies will enable the further development of a local low carbon economy through stimulation of the market and development of the varied skills needed to deliver them.
3.9 Use of high quality and inclusive design is an important part of shaping places in a way that can assist in addressing inequalities.

Climate Change
3.10 The Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so, in order to address both the causes and consequences of climate change. In particular, all development will be required to demonstrate how it will contribute towards reducing the Borough's carbon footprint by achieving carbon management standards.
3.11 It is recognised that a large proportion of the borough's current CO_2 emissions are as a

result of fossil fuel usage; therefore the Core Strategy will seek to identify and enable opportunities for low and/or zero carbon developments and to ensure that those opportunities are taken full advantage of. The Council considers that, because of the role it plays in reducing the Borough's carbon footprint, making and enabling the best use of renewable energy sources is a key objective for the Core Strategy. Energy opportunities identified by the Council are set out on the plan shown in C.1 'Energy Opportunities Plan'. Specific regard should also be given to the significant CO2 emissions from transport (see 3.3.7 'TRANSPORT').

Development Management Policy SD-1
Creating Sustainable Communities
What we're going to do or require:
3.12 Across the Borough as a whole development which is demonstrated to assist in the creation of Sustainable Communities will be given favourable consideration so long as it is in compliance with other development plan policies.
3.13 Development within or linked to Neighbourhood Renewal Priority Areas will be given favourable consideration if it is demonstrated to assist in the delivery of the Neighbourhood Renewal Strategy or its supplementary action plans or masterplans.
3.14 The Council will look favourably upon development that seeks to achieve a high rating under schemes such as the Code for Sustainable Homes, BREEAM (for non-residential development), CEEQUAL (for public-realm development), Building for Life and/or Lifetime Homes, especially where the standard attained exceeds that required by the Building Regulations. The Council will require a higher rating to be achieved at sites where assessment (through preparation of a development brief or similar) indicates that it is feasible and/or viable to do so.

Development Management Policy SD-3
Delivering the Energy Opportunities Plans – New Development
What we're going to do or require:
3.32 The Council recognises that different energy technologies and CO2 reduction strategies will suit different parts of the Borough and different types of development. To reflect this two types of spatial area that have distinct energy opportunities have been identified (see C.1 'Energy Opportunities Plan'):
Network Development Area: Locations where the proximity of new and existing buildings creates sufficient density to support district heating and/or cooling networks (shown as "potential district heating areas" on C.1 'Energy Opportunities Plan'); and
Microgeneration Area: Locations where lower densities and a fragmented mix of uses mean that only building scale solutions are possible (in effect the rest of the Borough).
3.33 New development should demonstrate how it will contribute to delivery of the opportunities identified, in-line with the following targets:
'Minimum' target: A percentage target reduction in regulated CO2 emissions over and above the 2006 Target Emissions Rate (TER). This is the minimum target that a development will be required to meet. The percentage target is calculated based on determining the carbon reduction of minimum cost 'onsite' technologies that meet the current North West Regional Spatial Strategy target of 10% contribution from renewable energy plus a notional 5% uplift (i.e 15% overall).
'Maximum' target: The maximum carbon reduction target that could be set for a development if cheaper opportunities for carbon reduction are identified by the local authority or developer. The target is given as a percentage reduction in regulated CO2 emissions over and above the 2006 Target Emissions Rate (TER). Higher targets (beyond the minimum) will only be

specified where the evidence has shown that it is cheaper to meet the minimum target through alternative means including near or offsite technologies.

Development Management Policy SD-4
District Heating (Network Development Areas)
What we're going to do or require:
3.49 The Council is keen to take advantage of opportunities to install district heating across the Borough. New development in 'Network Development Areas', where technically feasible and financially viable, should contribute to this objective by considering district heating for meeting the requirements of Core Policy CS1 'OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGE'. The Council recognises that different development types will have different opportunities, therefore:
1. All developments should seek to make use of available heat, biomass and waste heat.
2. Small developments (less than 100 dwellings or non-residential developments less than 10,000m2) should connect to any available district heating networks. Where a district heating network does not yet exist, applicants should install heating and cooling equipment that is capable of connection at a later date and which could serve (or could be easily adapted to serve) that wider network if and when required.
3. Large and mixed-use developments (over 100 dwellings or non-residential developments over 10,000m2) should install a district heating network to serve the site. The council's ambition is to develop strategic area wide networks and so the design and layout of site-wide networks should be such as to enable future expansion into surrounding communities. Where appropriate, applicants may be required to provide land, buildings and/or equipment for an energy centre to serve existing or new development.
4. New development should be designed to maximise the opportunities to accommodate a district heating solution, considering: density, mix of use, layout and phasing.
5. Where investment or development is being undertaken into or adjacent to a public building, full consideration should be given to the potential role that the public building can have in providing an anchor load within a decentralised energy network.

Development Management Policy SD-5
Community Owned Energy
What we're going to do or require:
3.57 The Council recognises the important role that community owned energy generation including wind and hydro energy will play in reducing CO2 emissions and increasing installed low carbon and renewable energy capacity. While the Council will consider favourably all applications for standalone or 'onsite' low carbon and renewable energy generation, the Energy Opportunities Plan identifies a number of principal opportunities:
Large wind turbines or hydro energy schemes delivered by community groups and/or commercial developers.
New development that is designated as being in a 'microgeneration area' and either a community wind priority area, or adjacent to a potential hydro energy scheme should consider wind/hydro energy as their first option for meeting the requirements of Development Management Policy SD-3 'Delivering the Energy Opportunities Plans – New Development'.
Wind Priority Areas have been designated to encourage applications for large and small turbines, particularly but not exclusively: from community groups, co-operatives and individuals related to new domestic and non-domestic developments. Large and mixed-use developments in

appropriate locations should consider installing a wind turbine or turbines to serve the site's energy needs.

Development Management Policy SD-6
Adapting to the Impacts of Climate Change
What we're going to do or require:

3.65 Development should be designed in such a way as to avoid, mitigate or reduce the impacts of climate change.

3.66 In particular, all development will be required to incorporate Sustainable Drainage Systems (SuDS) so as to manage the run-off of water from the site. Development on previously developed (brownfield) land must reduce the rate of unattenuated run-off by a minimum of 50% if it is within an identified Critical Drainage Area (CDA). Until CDAs have been identified in detail the same reduction (a minimum of 50%) will be required of developments on brownfield sites in all areas; once detailed CDAs have been identified the minimum required reduction of run-off on brownfield sites outside of CDAs will be 30%. Development on greenfield (not previously developed) sites will be required, as a minimum, to ensure that the rate of run-off is not increased.

3.67 Where planning permission is required, areas of hard-standing or other surfaces, should be of a permeable construction or drain to an alternative form of SuDS.

3.68 Development, particularly within the urban area of the Borough, that takes into account the urban heat island effect and incorporates measures to reduce this phenomenon will be given positive consideration. Measures might include:
Provision of appropriate greencover (shaded green space and tree cover);
Provision of green roofs, walls and boundaries;
Urban design that encourages air flow throughout the development;
Passive cooling that allows natural ventilation to cool the building or development in preference to mechanical cooling**(38)**;
Solar shading designed into buildings to avoid internal overheating; or
Water features such as lakes, ponds, fountains and watercourses.

3.69 Measures such as SuDS and those required to reduce the impact of the urban heat island effect are key considerations in achieving a high rating within recognised sustainable development rating systems such as the Code for Sustainable Homes, BREEAM (for non-residential developments) or CEEQUAL (for public realm development). The Council will look favourably upon development that seeks to achieve a standard that exceeds the Building Regulations and will provide guidance and advice to developers seeking to do this. The Council will require ahigher rating to be achieved at sites where assessment (through preparation of a development brief or similar) indicates that it is feasible and/or viable to do so.

3.70 In all cases where development of listed buildings, development within conservation areas or development involving other heritage assets is proposed, specific regard should be given to the inclusion of measures to ensure their long-term safeguarding against the impacts of climate change.

3.3.3 PROVIDING A DECENT HOME FOR EVERYONE

Core Policy CS2
HOUSING PROVISION
3.83 A wide choice of high quality homes will be provided to meet the requirements of existing and future Stockport households. The focus will be on providing new housing through the effective

and efficient use of land within accessible urban areas, and making the best use of existing housing.

3.84 Provision will be made for a net additional 7,200 homes over the 15 year period from 2011 to 2026. Land for new housing will be released in an orderly and managed way based on the averages in the following trajectory:

450 new homes per annum between 2011 and 2013

495 new homes per annum between 2013 and 2023

450 new homes per annum between 2023 and 2026

3.85 The level of provision between 2013 and 2023 equates to a 10% increase on Stockport's current annual requirement, for a 10 year period. Increasing the supply of housing will improve affordability, help meet the need for affordable housing and support the delivery of additional housing growth in Greater Manchester. The 10% increase will not apply if Stockport's housing requirement is increased at the regional planning level.

3.86 Provision will be made for Gypsy and Traveller pitches and Travelling Showpeople plots, equal to the requirements identified in the latest Gypsy and Traveller Accommodation Assessment, subject to any agreed de-distribution of requirements amongst local authorities within the Greater Manchester sub-region.

3.87 The local previously-developed land target is **at least 90%**. This applies from 2011 onwards when there is a five year deliverable supply. It does not apply to sites providing 50% affordable housing or more. The regional target of at least 80% of housing provision on previously-developed land applies to sites providing 50% affordable housing or more. This secondary target also applies to all sites when there is less than a five year deliverable supply, from 2011 onwards.

Existing housing

3.88 The existing housing in 2011 will make up 95% of the housing stock in 2026. It is therefore important to safeguard and make best use of the existing stock. This will be done by improving the condition of housing (including achieving the Decent Homes standard), reducing vacancy rates, avoiding the unnecessary loss of housing, safeguarding the residential amenity of housing, and protecting the character and quality of predominantly residential areas.

Core Policy CS3

MIX OF HOUSING

3.95 A mix of housing, in terms of tenure, price, type and size will be provided to meet the requirements of new forming households, first time buyers, families with children, disabled people and older people. New development should contribute to the creation of more mixed, balanced communities by providing affordable housing in areas with high property prices and by increasing owner occupation in areas of predominantly social rented housing.

3.96 The overall strategic affordable housing target is 50% of total provision. The Council will aim to achieve this challenging target with the assistance of Stockport Homes and developments by other affordable housing providers delivering up to 100% affordable housing; by maximising opportunities offered by Council owned land, by releasing additional land for housing, and through developer contributions. The target will remain in place until it can no longer be justified by housing need and a shortage of affordable housing.

3.97 Support will be given to the provision of specialist and supported housing for older people and people with a disability. All new housing should enable older people and adults with a disability to live independent lives by seeking to achieve Lifetime Homes standards.

3.98 The supply of land for housing should be flexible enough to provide a balanced mix of houses and flats, so that the type of housing likely to be required in the borough can be provided. Over the plan period the aim is to achieve a 50:50 split between the provision of new houses and

new flats. This is supported by the findings of the Strategic Housing Market Assessment**(52)**.

3.99 The mix of housing provided should be based upon the findings of up-to-date evidence. The current Housing Needs Study**(53)** suggests:

large family market houses and smaller low-cost market houses should both be provided;

intermediate houses should have two-three bedrooms;

social rented houses should have three-four bedrooms; and

the majority of new flats of all tenures should have two bedrooms.

3.100 On sites that are capable of accommodating a range of housing types and sizes, developments should contribute to the provision of an appropriate borough-wide mix of housing, reflecting the different types and sizes of housing likely to be required over the plan period.

3.101 Sites in the most central locations, such as the Town Centre areas and within District and Local Centres, are the most suitable for flats. Here housing densities of 70 dwellings per hectare (dph) and above are commonplace. Moving away from these central locations densities should gradually decrease, first to around 50 dph then to around 40 dph, as the proportion of houses increases. Developments in accessible suburban locations may be expected to provide the full range of houses, from low-cost 2 bed terraces to executive 5+ bed detached, and contain few flats. However, they should still achieve a density of 30 dph.

3.102 The presumption is that existing family houses will be retained in suburban areas, not replaced by new build flats or conversions to flats.

Core Policy CS4

DISTRIBUTION OF HOUSING

3.103 New housing development will boost the Town Centre economy, making it a vibrant place to be during the day and in the evening. It will improve the built environment by regenerating vacant and under-used sites in and around the centre, and provide homes in a location readily accessible to jobs and services within Stockport and Manchester City Centre. New housing will also assist the vitality and viability of District and Local Centres, and support regeneration and improve housing choice in Neighbourhood Renewal Priority Areas.

3.104 The distribution of housing across the borough should be broadly in line with the following spatial priorities:

firstly, the Central Housing Area containing up to 50% of provision, including up to 2,000 dwellings in the Town Centre areas**(54)**;

secondly, Neighbourhood Renewal Priority Areas and the pedestrian catchment areas**(55)** of District and Large Local Centres, containing at least 35% of provision;

thirdly, other accessible locations, containing up to 15% of provision.

3.105 New housing development will be assessed in terms of its accessibility to jobs, community facilities, shops and services. All housing development in the first ten years of the plan period will be in locations that are amongst the most accessible in the borough. Additional land will be released within the third spatial priority if necessary to provide the required level and right mix of housing. It should be noted that new development could include measures that are demonstrated to improve accessibility to an appropriate degree and could then be considered acceptable.

Urban Greenfield and Green Belt sites

3.106 Urban Greenfield and Green Belt sites will be allocated for housing in the Allocations DPD if this is necessary to meet the borough's local needs, particularly the need for affordable housing, and to provide an appropriate mix of housing, including improving housing choice and diversifying tenure in Neighbourhood Renewal Priority Areas. Such sites will not be allocated solely to achieve the housing trajectory's increased level of provision between 2013 and 2023,

and any change to the Green Belt boundary must be justified by exceptional circumstances. This section of the policy does not apply to Major Existing Developed Sites, or buildings in the Green Belt to be re-used for housing.

3.107 The focus is on making effective use of land within accessible urban areas. The priority for development is therefore previously developed land within urban areas. Urban Greenfield and Green Belt development should accord with the following sequential approach: firstly, the use of accessible urban sites that are not designated as open space, or considered
to be areas of open space with amenity value;

secondly, the use of private residential gardens in accessible urban locations where proposals respond to the character of the local area and maintain good standards of amenity and privacy for the occupants of existing housing, in accordance with Development Management Policy H-1 'Design of Residential Development';

thirdly, the use of accessible urban open space where it can be demonstrated that there is adequate provision of open space in the local area or the loss would be adequately replaced, in accordance with Core Policy CS8 'SAFEGUARDING AND IMPROVING THE ENVIRONMENT';

fourthly, and only if it is essential to release additional land to accommodate the borough's local needs, particularly the need for affordable housing or to support regeneration strategies in Neighbourhood Renewal Priority Areas, a limited number of the most suitable Green Belt sites will be used for housing. Sites must be accessible, attached to the urban area, maintain openness between built-up areas, and there must be no exceptional substantial strategic change to the Green Belt or its boundaries.

3.108 Only local adjustments will be made to the Green Belt and sites will only be released if they make a significant contribution to meeting local needs, particularly the need for affordable housing. Small infill sites within the Green Belt, for example within residential ribbon development, will not be used for housing due to the negligible contribution they would make to meeting local needs and the harmful cumulative impact such development would have on the openness of the Green Belt.

3.109 When considering Green Belt release, regard will be had to, amongst other things: maintaining openness; the purposes of including land in Green Belts (including preventing neighbouring towns from merging into one another); the Green Belt land use objectives; and the need to provide clearly defensible boundaries.

Gypsy,Traveller and Travelling Showpeople sites
3.110 The criteria below will be used to guide the allocation of sites for Gypsies, Travellers and Travelling Showpeople. These criteria will also be used to meet unexpected demand. Sites should be regarded as suitable for housing development, and:
1. reasonably accessible to local services such as shops, health care and schools;
2. reasonably accessible to employment opportunities; and
3. sites for Travelling Showpeople should be suitable for mixed residential and business uses, and have safe and convenient access to the Motorway or Strategic Road Network.
3.111 Sites that meet the above criteria and are within the urban area are preferable and will be considered before Green Belt sites. If sufficient sites cannot be found within the urban area then Green Belt sites that meet the criteria and are well-located to the urban area will be considered

Development Management Policy H-1
Design of Residential Development
What we're going to do or require:.

3.112 The design and build standards of new residential development should be high quality, inclusive, sustainable and contribute to the creation of successful communities. Proposals should respond to the townscape and landscape character of the local area, reinforcing or creating local identity and distinctiveness in terms of layout, scale and appearance, and should consider the need to deliver low carbon housing. Good standards of amenity, privacy, safety / security and open space should be provided for the occupants of new housing and good standards of amenity and privacy should be maintained for the occupants of existing housing. (For further guidance see the Design of Residential Development and Sustainable Design & Construction SPDs.)

3.113 New Gypsy, Traveller and Travelling Showpeople sites should respect the scale of, and not dominate the nearest settled community.

Development Management Policy H-3
Affordable Housing
What we're going to do or require:

3.125 To help achieve the 50% overall strategic target, affordable housing will be sought on all Council owned sites to be developed for housing, regardless of size. 40% of dwellings on Council sites should be affordable, or as high a level as is viable, having regard to the creation of mixed, balanced communities. Should any urban open space or Green Belt sites**(58)** be released for housing, at least 50% of the dwellings should be affordable housing.

DEVELOPER CONTRIBUTIONS THROUGH PLANNING OBLIGATIONS

3.126 Affordable housing is required on sites providing 15 dwellings (gross) or more and sites of 0.5 hectares or more. The site size threshold is lowered to 5 dwellings (gross) in areas with property prices above the Stockport average, such as the following:

Hazel Grove / **High Lane**

3.127 The proportion of affordable housing sought varies across the borough to take account of property prices and economic viability. Subject to viability, the Council will negotiate to achieve the following proportions of affordable housing and these should be reflected in the cost of land:

5%-15% in the Town Centre areas**(59)** and the other Neighbourhood Renewal Priority Areas of Adswood and Bridgehall, and Lancashire Hill and Heaton Norris (see below for Brinnington)

20-25% in the inner urban areas of the borough such as the Central Housing Area, Cheadle Heath, Heaviley, Little Moor, Offerton, Bredbury and Reddish.

30% in areas with above average property prices, for example, those listed in the paragraph above and those areas shown as 'hot' on the map**(60)**.

40% in areas with the highest property prices, such as Bramhall / Cheadle Hulme (south) / Woodford (shown as 'very hot' on the map).

3.128 The relevant threshold and proportion of affordable housing applicable to specific sites will be determined by comparing Stockport's average property price with property prices in the immediate locality of the site and the likely sales prices of the completed dwellings. Figure 9 'Indicative map showing the general variation in property prices across Stockport - Source: GVA Grimley, Economic Viability of Housing Study 2010' only gives a broad indication of prices in different areas and should not be used to determine the affordable housing contribution on specific sites. It is likely that in certain localities within the 'moderate' areas shown on the map a 30% affordable housing contribution will be sought.

3.129 In the Town Centre areas the proportion of affordable housing sought will be kept towards the bottom end of the 5%-15% range until viability improves and a private housing market has been established. In terms of the latter, this will be indicated by property prices comparable to the Stockport average and the delivery of a significant proportion of the Town Centre housing

target of up to 2000 dwellings. To increase choice, the presumption is that private developers will only provide intermediate affordable housing in the Town Centre.

3.130 In Neighbourhood Renewal Priority Areas, housing development should accord with local regeneration strategies, such as area masterplans. A choice of quality homes that meet the needs of residents should be provided in these areas by increasing the supply of market housing and intermediate affordable housing, to create more mixed, balanced communities. In Brinnington, developer contributions to affordable housing will not be sought unless the development is of a sufficient scale and mass to achieve an uplift in values that makes affordable housing viable without grant funding. However, as in other priority areas, intermediate affordable housing to rent or part own (with grant), as well as market housing, is still encouraged in order to diversify housing type and tenure.

3.131 In most areas 75% of the affordable housing provided by developers should be intermediate housing for Stockport residents on average and below average incomes. The remaining 25% should be social rented housing. In areas with above average property prices and a particular lack of social rented housing, the affordable housing tenure split sought will be 50% intermediate housing and 50% social rented housing.

3.3.4 ACCESS TO SERVICES

Core Policy CS5
ACCESS TO SERVICES

3.147 The Core Strategy supports Stockport's network and hierarchy of service centres as accessible hubs of communities situated in distinctive environments. Stockport Town Centre, the eight District and twenty five Local Centres will have a predominance of retail use at their core. These service centres will contain a range of main town centre uses, with some public and community uses, appropriate to their character and position within the Stockport service centre hierarchy.

3.148 An improved range, quality and level of comparison goods retail units and other main town centre uses, including quality restaurants, cafés and bars will be provided at the Town Centre and the quality of its superstores will be improved. The Core Strategy seeks to retain a high proportion of comparison goods shoppers in Stockport, thereby contributing to sustainable shopping patterns. This will involve a significant increase to the existing level of convenience and comparison goods A1 use floorspace in Stockport Town Centre, in order to help grow and at least maintain its market share from the position in 2009. The expansion of existing premises and new facilities for arts and cultural uses, exhibition space and conference venues will be encouraged in the Town Centre.

3.149 The District and Local Centres will be anchored by convenience goods development meeting local top-up shopping needs, with the District Centres also servicing bulk convenience goods shopping trip opportunities and providing a greater range of main town centre uses than the Local Centres. To ensure sustainable shopping patterns and enhance a sustainable, accessible distribution of high quality economic development, the Core Strategy will safeguard and enhance the vitality and viability of the Town Centre and the District and Local Centres. The Core Strategy will facilitate the enhancement of Stockport Town Centre as the principal centre in the borough and as an important place for its community, thereby generating an attractive destination for people in the borough and for visitors.

3.150 The individual and cumulative scale, level, clustering and mix of uses in the above centres will be controlled to:

1. Safeguard and enhance the vitality and viability of Stockport Town Centre's core retail area

and the vitality and viability of the borough's District and Local Centres;

2. Safeguard and enhance the role and function of the service centres in the hierarchy and network;

3. Safeguard and enhance a high proportion of A1 use in Primary Frontages;

4. Facilitate a diversity of economic development uses in Secondary Frontages;

5. Contribute to meeting identified need;

6. Optimise the unique characteristics of centres within the service centre hierarchy;

7. Promote improvements to the quality of the public realm, community and civic amenity space, the shopping environment and the shopping experience, including the provision of complementary uses to retail provision;

8. Safeguard residential amenity; and

9. Ensure sustainably designed sites as outlined in the Overarching Principles and Safeguarding the Environment Policies, using design standards (such as BREEAM and CEEQUAL) where feasible and viable - see the Sustainable Design and Construction SPD for further information.

3.151 The Core Strategy sets out the scale of A1 use generally appropriate within the service centres with regard to the scale, role and function of these centres and their position in the Stockport

shopping hierarchy. Proposals for shops serving day-to-day local convenience needs that exceed 200 sq m net A1 use floorspace**(73)** at out-of-centre locations will trigger the requirement for an impact assessment from the applicant.

3.152 The Core Strategy will promote and safeguard a broad range and distribution of accessible, quality indoor sports facilities and community uses across the borough. The Core Strategy will seek to enable adequate provision to be made for these uses to meet the needs of the borough's population through the plan period. Improvements are sought to the condition and modernisation of secondary schools in the borough.

3.153 Indoor sports, community and education facilities will provide sustainably accessible services to relevant communities that respect residential amenity with regard to their scale, character and intensity of development.

3.154 The overall level of indoor sports facility provision across the borough will be safeguarded and criteria for the location of any new provision is set out in Development Management Policy 'Improving indoor sports, community and education facilities and their accessibility'. PPG17 and PPS4 indicate that locations in or adjacent to existing centres are considered appropriate for indoor sports facilities. Community uses are directed to relevant centres in the service centre hierarchy in the first instance, with flexibility of location for new and extensions to existing indoor sports facilities allowed in connection with schools, other educational establishments and premises providing dual-use facilities. Exceptions are also permitted where the indoor sports facility is sustainably accessible to the communities it serves, especially where the proposal would help to address inequalities.

3.155 Indoor sport, community and education facilities will provide integrated service delivery and / or be co-located with associated facilities where possible and appropriate in order to encourage linked trips, reduce the need to travel and facilitate comprehensive and efficient service delivery. The Core Strategy will seek to explore and capitalise on any community development to ensure the potential for the widest possible community use.

3.156 Hotel development will be promoted in Stockport Town Centre in order to meet an identified deficiency and contribute to the vitality and viability of the Town Centre. Small scale visitor accommodation at Marple District Centre, Marple Bridge Local Centre and Romiley District Centre will be encouraged. Tourism development will be sustainably accessible and primarily focused at the service centres with exceptions being only where locations directly relate to features of interest

outside of these areas that are sustainably accessible or made so by the development.

3.157 Marple and Cheadle are targeted for the provision of new allotment plots based on these being the areas of Stockport with the greatest demand.

3.158 The Core Strategy will facilitate the provision of an adequate supply of suitable land in appropriate locations for cemetery development and ancillary facilities to meet the needs of the borough's population through the plan period. This may involve woodland burial, the expansion of existing cemeteries and / or the provision of a new cemetery / cemeteries.

Core Policy CS6

SAFEGUARDING AND STRENGTHENING THE SERVICE CENTRE HIERARCHY

3.159 The following hierarchy and centres will be safeguarded and strengthened in order to provide a network of accessible main town centre uses, particularly A1 use and including A2 use.

3.160 Additional main town centre uses**(74)**, with a focus on A1 use, will be provided within the identified centres of the following hierarchy, at a scale commensurate with identified capacity for development in the borough, the scale, role and function of the centre and in a manner that safeguards centres and residential amenity from any adverse impacts:

1. STOCKPORT TOWN CENTRE: The Core Retail Area of the Town Centre (as shown as the Central Shopping Area on the Proposals Map) is sequentially preferable for the purpose of A1 use and the Town Centre is sequentially preferable for the purpose of non-A1 main town centre uses and A2 use. The Secondary Retail Area of the Town Centre is sequentially the most preferred area after the Core Retail Area for the purpose of A1 use and its boundary will be defined in the Allocations DPD. The boundary of the Core Retail Area will be defined in the Allocations DPD, taking into account PPS4 considerations and the role and function of the Core Retail Area described in the Core Strategy;

2. DISTRICT CENTRES: Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Houldsworth Square (Reddish), Marple and Romiley;

3. LOCAL CENTRES:

Large Local Centres: Gatley, Heald Green, Moor Top (Heaton Moor), Shaw Road / Heaton Moor Road, Heaton Chapel, Davenport, Great Moor, North Reddish and Marple Bridge

Other Local Centres: Adswood, Brinnington, Cheadle Heath, Heaton Mersey, Berrycroft Lane (Higher Bredbury), Hall Street (Offerton), **High Lane**, Fiveways Parade (Macclesfield Road), Offerton, Offerton Green, Woodley, Councillor Lane (Cheadle), Fir Road (Bramhall), Smithy Green (Cheadle Hulme), Turves Road (Cheadle Hulme) and North Park Road (Bramhall)

3.161 The boundaries of the District and Local Centres, identified on the Proposals Map, will be reviewed and defined in the Allocations DPD, which will be informed by various factors including the definition of District and Local Centres and that of Primary and Secondary Frontages provided in PPS4.

Development Management Policy AS-1

The Vitality and Viability of Stockport's Service Centres

What we're going to do or require:

3.162 The Allocations DPD will define the Primary and Secondary Frontages of Stockport Town Centre, the District and Local Centres. A high proportion of A1 use will be safeguarded in the Primary Frontages, the level of which will be detailed in the Allocations DPD. Where proposals comply with any relevant change of use criteria set out in the Allocations DPD, appropriate uses in the Primary and Secondary Frontages will include main town centre uses, A2 use and a limited

level of residential and A5 use. Office development will be acceptable in District Centres as set out in the Accommodating Economic Development chapter of the Core Strategy.

3.163 The Allocations DPD will detail the level of residential and A5 use that will be appropriate at street level property within the proportion of non-A1 use permitted in the Primary and Secondary Frontages. The Allocations DPD will set out the types and detail of evidence (e.g. marketing information) that will be assessed in the consideration of proposals that would result in the loss of A1 use at street level units, within the Other Local Centres and within the Primary and Secondary Frontages, where such proposals do not comply with relevant policies in the LDF.

3.164 Outside the Primary and Secondary Frontages, main town centre uses, A2 use, A5 use, public, education uses, children's indoor play centres and community uses will be permitted in the Town Centre, the District and Local Centres. Community uses, education facilities and children's indoor play centres will be encouraged in and at the edge of the District and Local Centres and within the Town Centre. Such community uses, education facilities and children's indoor play centres will be acceptable in principle in these locations where they comply with any change of use criteria for Primary and Secondary Frontages set out in the Allocations DPD and do not conflict with other Core Strategy policies.

3.165 The following guidelines will apply to the scale of individual A1 use units generally considered to be appropriate within the service centre hierarchy: -

Up to a sub-regional scale at Stockport Town Centre

Up to 2,500 sq m net at District Centres

Up to 1,500 sq m net at Large Local Centres

Up to 280 sq m net at Other Local Centres

3.166 Where in-centre A1 use proposals exceed these guidelines, material considerations to be taken into account will include: -

- The resultant level of uplift of A1 use floorspace from that existing at the site and the needs of established uses to expand at the site;
- The positive and negative impacts of the proposal with regard to economic and physical regeneration in the area including the impact on deprived areas, the environmental quality of the centre and social inclusion objectives;
- The scope for linked trips and footfall attraction within the centre generated by the proposal;
- The extent of long term vacancies in the relevant service centre(s);
- Overriding characteristics and constraints of particular buildings.

3.167 The guideline for the District Centres will be flexible in the event that future retail capacity studies identify adequate levels of capacity to support increasing the figure set out in this policy.

3.168 The scale of future retail development in Stockport needs to respect that Manchester/Salford are the primary retail centres within the Manchester City Region. Comparison retailing facilities in Stockport should be enhanced and encouraged in order to ensure a sustainable distribution of high quality facilities**(75)**.

3.169 Outside the core retail area and within the Town Centre the focus of promoting the level, enhancement, expansion and diversity of main town centre uses will be on non-A1 use. Within the Town Centre, where possible, main town centre uses, A2 use, public and community uses (including A1 use where it complies with the Development Plan, RSS Policy W5: Retail Development and PPS4) should positively contribute to linked trip opportunities, the integration or co-location of service delivery or provide significant regeneration and environmental benefits.

3.170 The balance of uses in Romiley District Centre would benefit from more A3 uses and the introduction of bars, which together could help the centre develop a tourism role**(76)**. The vitality and viability of Edgeley District Centre could be improved through the development of quality A3

and A4 uses given its limited offer and proximity to Stockport College, Edgeley Park Stadium and the proposed St Thomas' Community Hospital at Shaw Heath, which means that footfall has an opportunity to be healthy**(77)**. Therefore, A3 and A4 uses will be encouraged within Romiley and Edgeley District Centres, in order to enhance the evening economy, the diversity of use in these centres and to complement their retail function.

3.171 Accessibility within and to the borough's service centres by a choice of means of transport, including walking, cycling and public transport, will be safeguarded and enhanced.

Development Management Policy AS-2
Improving Indoor Sports, Community and Education Facilities and their Accessibility
What we're going to do or require:

3.185 Sufficient indoor sports, community (including health care facilities) and education facilities will provide:

1. Modernised secondary schools with improvements to the building stock condition through various means including new development, redevelopment, extension and refurbishment as resources permit;

2. A modernised and expanded Stockport College Campus in the Town Centre;

3. Sufficient life long learning and Special Education Needs facilities;

4. A comprehensive network of childcare provision, infant and primary schools;

5. Education and community facilities that are well located to serve the relevant population and comply with PPS4 and any subsequent replacement or amendment, with particular reference to PPS4 Policy EC10: Determining Planning Applications for Economic Development (which applies to uses including public and community uses);

6. The development of a Town Centre facility for young people to engage in Positive Activities including informal education, cultural and leisure pursuits, as an integral part of the 'Youth Offer' in Stockport;

7. Indoor sports development directed within the service centre hierarchy in the first instance followed by edge-of-centre sites (in accordance with PPS4 and PPG17**(87)**) unless they are connected to educational establishments, providing dual-use facilities, or located at other sites that are sustainably accessible to the communities they serve, especially where the proposal would help to address inequalities;

8. Large scale new community facilities will be directed within Stockport Town Centre and the District Centres in locations where they do not conflict with the main town centre uses and employment use functions of these centres, followed by the edges of these centres then by other sustainably accessible locations. Smaller scale new community facilities will be directed to the service centres followed by other accessible locations. Community facilities outside the service centres should be co-located with associated facilities and / or provide integrated service delivery where possible and appropriate. Exception to this approach will be permitted for the modernisation, expansion or extension of community uses at existing sites, for example at Stepping Hill Hospital, and where their purpose or local need necessitates their provision outside the Town Centre, District and Local Centres;

9. Safeguarded and enhanced accessibility of allotments - the scope for the redevelopment of allotments, which is a type of Local Open Space, for alternative uses is set out in the Safeguarding and Improving the Environment chapter of the Core Strategy.

3.186 The redevelopment of existing indoor sports facilities will only be appropriate where it is sufficiently demonstrated that alternative provision of no less quality and of appropriate scale is provided elsewhere within the relevant catchment area, or alternative catchment area within the

borough where this would contribute to addressing inequalities.

3.187 The redevelopment of existing community uses (excluding children's indoor play centres and health care facilities) for other uses will be permitted where one or more of the following applies:

- It is sufficiently demonstrated that replacement provision of no less quality and of appropriate scale is provided elsewhere within the relevant catchment area;
- It is sufficiently demonstrated that replacement provision of no less quality and of appropriate scale is provided elsewhere within an alternative catchment area within the borough where this would contribute to addressing inequalities;
- It is of no beneficial use;
- There is an oversupply of the community use involved and therefore no need for replacement;
- Insufficient resources are available to maintain the operation of the community use or it is
- not viable to retain;
- A lack of interest in occupancy of the site for the existing use is satisfactorily demonstrated by marketing information or community engagement;
- A comprehensive and efficient service would remain;

Special justification is demonstrated to the satisfaction of the Council

3.188 The term community facilities in the Core Strategy excludes education facilities, as described in the glossary.

3.189 Marple and Cheadle are targeted for the provision of new allotment plots based on these being the areas of Stockport with the greatest demand. Therefore the expansion of existing allotments together with the provision and enhancement of ancillary facilities and structures, particularly at Marple and Cheadle, will be supported where proposals do not conflict with other policies in the Development Plan, for example with regard to design and residential amenity issues. There may be scope for ancillary land at occupied or closed school sites to be used by schools for the provision of allotments (a form of Local Open Space) and ancillary structures. Temporary allotment proposals at school sites will be permitted where they safeguard residential amenity and formal sports provision, including playing fields

Development Management Policy AS-3
Main Town Centre Uses, Hot Food Take Aways and Prison Development Outside Existing Centres
What we're going to do or require:

3.200 In terms of PPS4 policy EC3.1.d, an assessment addressing the impacts in PPS4 policy EC16.1 will be required for planning applications for A1 use exceeding 200 sq m net floorspace at out-of-centre locations and edge-of-centre locations in relation to the District and Local Centres. This local impact assessment threshold will not apply to the Secondary Retail Area (as shown as the Great Portwood Street Area on the UDP Review Proposals Map or as revised through the Allocations DPD) of Stockport Town Centre.

3.201 Outside the service centres, proposals for hot food take aways and fast food restaurants (A5 use) will be required to be located over 300 metres away from schools and parks. Exceptions will be permitted where the A5 use would be more than an easy walking distance away from the school(s) or park(s) due to physical barriers such as a major road, railway line or river where such separation from the A5 use would not be overcome via a pedestrian route.

3.202 Outside the Town Centre, the District and Local Centres, the loss or change of use of

main town centre uses will be permitted, but not where existing A1 use is essential to meet local convenience needs and alternative facilities are not already or proposed to be sustainably accessible to the local community within the catchment. Exception will be made to the loss of A1 use in such instances where marketing information satisfactorily demonstrates that reasonable attempts to let the unit for A1 use have failed. The Allocations DPD will set out the types and detail of marketing information that will be assessed in the consideration of such proposals.

3.203 It is accepted that there may be some instances where A1 use proposals comply with PPS4 and RSS Policy W5 with regard to the sequential approach, scale, impact considerations and accessibility and therefore demonstrably cannot be accommodated within the relevant service centre(s) of Stockport's service centre hierarchy. In such circumstances, such A1 use retail development may be required outside the service centres in order to help meet identified retail needs and address any local deficiencies in retail provision. In such instances, the mix of convenience and comparison goods will be controlled to enable the Council to manage the impacts of the development. It is envisaged that such circumstances are most likely to occur in the Town Centre outside the core retail area, where such proposals may help enable the viability and thus the delivery of mixed use schemes or provide for bulky goods retailing, enhance the vibrancy of the Town Centre and may have scope to provide significant regeneration benefits.

3.204 The National Offender Management Service has identified that there are no current plans for a new prison in the borough. However, any new prisons should be in accessible locations, be well related as possible to the court catchment area served, be secure and located near centres of population.

Development Management Policy AS-4
Visitor Accommodation and Other Tourism Development
What we're going to do or require:
3.211 Hotel development will be encouraged in Stockport Town Centre in the first instance, followed by edge of centre locations to the Town Centre, then by M60 Gateway sites where those sites are, or will be, well served by a choice of means of transport, are closest to the Town Centre and have a high likelihood of forming links with the centre where C1 use does not conflict with other policies of the Development Plan. Hotel development that also provides conference or exhibition facilities will be particularly encouraged.
3.212 The scale, catchment area, operational and market requirements of proposed hotel outside the Town Centre will be key considerations in assessing the relevance of the PPS4 sequential tests and the impact of such proposals on securing a range of Town Centre hotels.
3.213 Sustainable and accessible transport to tourism facilities within Stockport Town Centre, the District and Local Centres and to out of centre tourism attractions will be sought.
3.214 Small scale visitor accommodation at Marple District Centre, Marple Bridge Local Centre and Romiley District Centre will be encouraged. Tourism development will be focused on the service centre hierarchy, with exceptions being only where proposals comply with PPS4 and the RSS and where locations directly relate to features of interest outside of these areas that are sustainably accessible or made so by the development. Such development, especially when it is within the rural parts of the borough, will also afford opportunities for ecological, landscape, biodiversity and heritage improvement, for which developer contributions may be sought.

Development Management Policy AS-5
Cemeteries
What we're going to do or require:
3.222 Provision of sufficient cemeteries, which may also have scope for passive recreation, will

include:

1. Demonstration of the scope and feasibility for the expansion of existing cemeteries by the developer before alternative sites are considered for cemetery development;

2. Alternative locations should not conflict with the operation of neighbouring land uses and residential amenity;

3. Sustainable and accessible transport to cemeteries will be sought.

3.223 Woodland burial locations will be encouraged where proposals meet the above criteria and comply with the Safeguarding and Improving the Environment policies of the Core Strategy. Particular regard will be had to addressing any relevant natural environment, landscape, biodiversity and heritage issues involved in the proposal.

3.3.5 ACCOMMODATING ECONOMIC DEVELOPMENT

Core Policy CS7
ACCOMMODATING ECONOMIC DEVELOPMENT
B1 Development

3.245 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.

3.246 Office and other types of B1 development will also be encouraged in the M60 Gateway, taking advantage of the location close to the Town Centre, thus helping to develop an agglomeration of similar sites. This will enable Stockport to develop land for the growth sectors identified in MIER and RSS, including taking advantage of the predicted growth at Manchester Airport.

3.247 Sites such as those at Tiviot Way, Kings Reach, Chestergate and Gorsey Bank, which whilst not having the same high-quality public transport links, are potentially within easy reach of the Town Centre and the motorway. In addition, the Town Centre and M60 Gateway area is well served by the main road network in Stockport and has good links to both the Regional Centre and Manchester Airport.

3.248 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.

3.249 B1 office development will also be encouraged on suitable existing employment sites and in and around District Centres. The employment areas not already mentioned above which are most suitable for office use include Cheadle Royal, Bramhall Moor Lane, Bird Hall Lane, Stanley Green, Battersea Road. Other sites, such as Shepley Lane, Marple and Melford Road are suitable for offices, amongst other employment uses. Stockport's District Centre office market is driven by a local skilled workforce and local amenities and to a lesser extent their existing stock of premises. The key centres in this regard are Bramhall, Cheadle, Cheadle Hulme, and Hazel Grove.

3.250 The Allocations DPD will identify the site and areas appropriate for these uses.

Industrial (B2) and Warehousing (B8) Uses

3.251 Whilst it is acknowledged that the net level of heavy industrial uses is likely to decline in the Borough, new units are still likely to be required. Consequently such uses will still need to be provided for and existing employment areas are considered to be the appropriate locations to accommodate these, as well as the moderate rise in warehousing development.

3.252 B2 and B8 uses, which are likely to generate heavy goods traffic or be otherwise incompatible with residential areas, will be directed to employment areas with good access to the National Strategic Road Network and Local Primary Road Network, or where such access can

be provided . For example, the Bredbury Industrial Area has the opportunity to provide sites for industrial and warehouse uses, due to the size of the plots, the proximity to the motorway network and the fact that there are few residential properties near to the core of the site. The Council will seek to build upon the benefits that clustering of employment uses can bring, with different areas having different roles to play. Those sites identified for employment purposes of this nature will be protected for the purposes of employment and related ancillary uses.

3.253 It is expected that the majority of the heavy industrial uses will be located on the existing employment areas, rather than in the Town Centre/M60 Gateway, although there may be some scope for such uses on MEDS sites where there are existing similar uses. An exception to this in the M60 Gateway Area would be the development of land at Tiviot Way, which is well located for the motorway network.Warehousing uses should be located on employment areas with good connections to to the National Strategic Road Network and Local Primary Road Network, such as Bredbury Industrial Area.

Other Employment Uses

3.254 PPS4 makes clear that other uses beyond office, industrial and warehousing uses constitute economic development. As such the Council will ensure that where proposals provide employment opportunities or contribute positively to the economy as set out in PPS4 and where they meet the overarching aims of the Core Strategy, they are assessed accordingly. They will be encouraged in those areas where other employment uses are expected to develop. Other employment uses which are not B-use class development and which are regarded as 'town centre uses', such as retail and leisure will be subject to sequential testing as set out in PPS4 and in 3.3.4 'ACCESS TO SERVICES'.

3.255 Small-scale employment development for new premises or uses in other areas, such as residential or rural locations, will be acceptable provided they meet criteria set out in development management policies.

Development Management Policy AED-4
Employment Development in Rural Areas
What we're going to do or require:
3.270 The Council will encourage employment development in rural areas where it is of an appropriate type and scale. This will include the encouragement of new economic development and the need for existing employment sites to be used for employment purposes rather than non-employment uses, thus maintaining the supply of employment sites in these areas.

Development Management Policy AED-5
Education, Skills and Training Provision
What we're going to do or require:
3.273 Where appropriate, viable and feasible, developers of new employment uses will be required to provide training or funding to provide education and training, in order to help local residents develop the necessary skills to access the jobs being created in the borough. In addition, where appropriate end users will be require to recruit a certain percentage of the workforce from particular geographical areas, focusing on Neighbourhood Renewal Priority Areas

Development Management Policy AED-6
Employment Sites Outside Protected Employment Areas
What we're going to do or require:
3.277 Proposals for the change of use or redevelopment of employment sites outside designated employment areas which result in the loss of that use will not normally be permitted unless:

a. it can be demonstrated that the site is no longer viable as an employment use;

b. the proposal will not adversely affect the operations of neighbouring premises;

c. the loss of employment land would not lead to significantly longer journey to work patterns; and

d. the development does not conflict with other policies.

3.278 The extension of existing employment premises will be permitted where it does not conflict with other policies.

3.3.6 SAFEGUARDING AND IMPROVING THE ENVIRONMENT

Core Policy CS8
SAFEGUARDING AND IMPROVING THE ENVIRONMENT

Quality Places

3.285 Development that is designed and landscaped to a high standard and which makes a positive contribution to a sustainable, attractive, safe and accessible built and natural environment will be given positive consideration. High quality design which promotes a sense of place is of importance throughout the borough and should be an integral part of all development proposals, paying high regard to important local natural and built environment features, including the historic environment, and contributing to addressing key issues such as climate change and inequalities (see 3.3.2 'OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT - ADDRESSING CLIMATE CHANGE AND INEQUALITIES').

Green Infrastructure (GI)

3.286 The Council working with local communities, developers and partners, will protect, develop and enhance an integrated network of high quality and multi-functional GI that will:
Improve health and well being;

- Improve and enhance cross-boundary connectivity and accessibility through the delivery of joint development proposals including specifically the River Valleys;
- Protect and connect existing and potential sites of nature conservation value and historic landscape features, and seek to create new wildlife habitats as recommended in the GM Ecological Framework (see www.stockport.gov.uk/ldfevidence);
- Protect and provide appropriate natural space to connect landscapes and allow wildlife to move through them to adapt to climate change;
- Mitigate the negative effects of climate change and support biodiversity, for example inclusion of green roofs, green walls and tree planting;
- Maximise the potential climate change benefits of the network including enhanced flood risk management through water storage or run-off protection, integrating mitigation measures such as SUDS into the design, controlling temperatures through shade and other cooling effects, and reducing air and water pollution;
- Create appropriate access for a wide range of users to enjoy the countryside, including improved linkages to formal and informal recreation opportunities; and
- Contribute to the diversification of the local economy and tourist development through the enhancement of existing, and provision of new facilities.

3.287 The main purpose of GI is to provide a network of green space that connects ecological, historic and cultural and landscape assets, which contribute to local distinctiveness and quality of life for residents and visitors. A definition of Green Infrastructure is provided in A 'Glossary'.

3.288 The Council will identify, protect and enhance GI assets through the Allocations DPD.

3.289 The requirement to conserve, manage and create new GI is set out in Regional Spatial Strategy policy EM3. At a sub-regional level there is an agreed approach to the development of a GI framework across Greater Manchester**(113)**.

Strategic and Local Open Space(114)

3.290 In general terms development that does not safeguard the permanence and integrity of areas of Strategic and Local Open Space will not be allowed. There may, however, be situations in which other factors determine that the need to continue to protect existing assets are outweighed by the interests of achieving sustainable communities, in particular with regards to delivering mixed communities, meeting wider leisure needs, improving participation in the use of recreation facilities and improving parks. In such situations the objective of achieving sustainable communities may be best served by the development of limited areas of open space. Such development must be designed to meet a high standard of sustainability and pay high regard to the local environment.

3.291 In addition there may be circumstances where satisfying overriding community needs such as affordable/social housing may justify loss of open space. The Council's Sport, Recreation and Open Space Study**(115)** audits the current level of supply against relevant assessments of demand. Also relevant is the nationally recognised Fields in Trust "6 Acre" standard which consultation confirms is an appropriate minimum standard to be applied to the borough**(116)**. Such circumstances will only be considered acceptable where the study identifies a relative higher provision of recreational open space within an Area Committee area compared to other Area Committee areas in the borough. Any development resulting in a loss of open space within an area of relative high-levels of provision will be expected to off-set that loss by making improvements to existing open space or providing (at least) equivalent new open space in a Committee area of relative low provision so as to help not exacerbate the under-supply situation that exists across the borough as a whole.

3.292 Improved public access to these areas would make a valuable contribution towards meeting the Natural England's Accessible Natural Greenspace Standard (ANGSt)**(117)**. This provides a set of benchmarks for ensuring access to places near to where people live.

Landscape Character Areas, including the River Valleys

3.293 The landscape and character of the borough's countryside will be preserved and enhanced, taking into account the distinctive attributes of local areas based on a landscape character assessment (including an assessment of the historic landscape character). Account will also be taken of the potential impact of development proposals on the character of areas adjoining the borough, including the Peak District National Park.

3.294 The environmental values and principally informal recreational role of the borough's river valleys will be safeguarded and enhanced. Formal outdoor recreation facilities may be permitted in river valleys but only where there are limited opportunities within adjacent residential areas to meet the essential leisure needs of local communities and where the facilities will play a positive role in addressing health and inequalities issues.

Children's Play

3.295 Residential developments will be given positive consideration where they satisfy the need that they create for children's play facilities by the provision of new or improved facilities. On-site provision or developer contributions towards new/improved off-site provision (consistent with the provisions of Circular 5/2005 Planning Obligations) will be sought so as to meet communities' needs in terms of Local Areas of Play (LAPs), Local Equipped Areas of Play (LEAPs) and

Neighbourhood Equipped Areas of Play (NEAPs). Where it is shown to be in the best interests of the community that it serves, new or improved children's play facilities may be provided within an existing park that is within an acceptable walking distance from a new development.

Biodiversity and Nature Conservation

3.296 Development will be expected to make a positive contribution to the protection and enhancement of the borough's natural environment, biodiversity and geodiversity. Sites, areas, networks and individual features of identified ecological, biological, geological or other environmental benefit or value will be safeguarded.

3.297 Proposals which seek to sustainably manage areas of nature conservation value as a resource, including for purposes of recreation, education and/or the small-scale harvesting of woody matter as a fuel, will be given positive consideration so long as they are not harmful to the environmental value of the area.

Environmental Protection, Improvement and Safeguarding

3.298 Development proposals which seek to make environmental improvements and enhancements will be given positive consideration, especially where they bring derelict, vacant or contaminated previously developed land back into safe, active use. Development should be located and designed in such a way as take account of natural and man-made environmental constraints and hazards including:

- Contamination
- Air, water, noise and vibration, light or other pollution (including air-quality management areas)
- Land stability
- Flood risk
- Hazardous installations (such as gas holders)
- Operational requirements of Manchester Airport and other aerodrome and air navigation facilities
- Telecommunications and other broadcast infrastructure.

    take such constraints and hazards into account. In particular, sites will be allocated following the sequential and exceptions tests within PPS25 in relation to flood risk.

Heritage Conservation

3.300 The Council recognises the unique place the historic environment holds in Stockport's cultural heritage and the multiple ways in which it supports and contributes to the economy, society and daily life. The historic environment is a non-renewable resource and its fragile and finite nature will be a particularly important consideration in the allocation of sites in the Allocations DPD and in Development Management decision-making. Conserving and managing this resource for future generations is a key component of the wider principle of sustainable development which forms an overarching principle of the LDF.

3.301 Development will be expected to make a positive contribution to the protection and/or enhancement of the borough's heritage assets. Buildings, sites, monuments, places and areas positively identified as having a degree of historic, architectural, artistic or archaeological significance (including canals and other transport infrastructure of historic value) will be safeguarded for the future.

3.302 Proposals which seek to sustainably manage or promote the borough's heritage assets

as an educational and/or recreational resource will be given positive consideration so long as they are not harmful to the value of the site/area. Opportunities afforded by development for archaeological investigation will be taken advantage of, particularly at sites and within areas where such investigation is likely to reveal material of archaeological importance.

Development Management Policy SIE-1
Quality Places
What we're going to do or require:
3.307 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.
3.308 Where assessment (through preparation of a development brief or similar) indicates that there are specific historic, built or natural environment features of note at a site or within an area, development will be required to take this into account.

Development Management Policy SIE-2
Provision of Recreation and Amenity Open Space in New Developments
What we're going to do or require:
3.312 Development will be expected to take a positive role in providing recreation and amenity open space to meet the needs of its users/occupants.
3.313 Where appropriate in new developments landscaped amenity areas should be provided which are necessary and fairly and reasonably related in scale and kind to the proposed development. In those parts of the Borough with a deficiency in recreation and amenity open space:
1. Large new residential developments should include provision, within an agreed timescale, for recreation and amenity open space on or readily accessible to the site, based on the following guidelines:
- Where occupancy levels of 100 people or more are expected, open space at a standard of 1.7ha per 1,000 population for formal recreation and 0.7ha per 1,000 population for children's play and casual recreation should be provided;
- Where occupancy levels between 50 and 100 people are expected, open space at a standard of 0.7ha per 1,000 population for children's play and casual recreation should be provided. In addition, a contribution to formal recreation space will be required.
2. Small new residential developments will be required to contribute towards the provision of

open space for formal and casual recreation and children's play in locations which are accessible to future occupiers. Such contributions will be fairly and reasonably related in scale and kind to the permitted development.

3.314 As much as possible of the open space should be within or adjacent to the new development and play provision should incorporate facilities based on the hierarchy set out in the table "Play Facilities" below. However, provision of some or all of the recreational open space off site or through contributions to improve and/or expand an existing facility or create a new one will be permitted/required where the Council is satisfied that there is no practical alternative or that it would be better to do so. Any off site provision should be fairly and reasonably related in scale and kind to the development proposal and be in a location where it would be of direct benefit to the occupiers of the new development.

3.315 Where there is a likelihood that a number of different residential developments will be carried out in the same area and in the same general time period the anticipated populations of those developments will be aggregated if it is appropriate to do so to assess the additional demand/requirement for children's play and casual recreation and/or formal recreation.

3.316 Sheltered Housing or Special Needs Housing for Elderly People will not be expected to contribute to the provision of recreation and play space.

3.317 Where it can be demonstrated that existing provision of recreation and/or play space in the vicinity exceeds the minimum standards, after allowing for the demand likely to be generated by the proposed new residential development, the requirements of this policy will be relaxed accordingly.

Development Management Policy SIE-3
Protecting, Safeguarding and enhancing the Environment
What we're going to do or require:

A) PROTECTING THE NATURAL ENVIRONMENT

3.345 The borough's varying urban and rural landscapes, biodiversity, geodiversity and soils combine to create a unique and distinctive local character of considerable value to residents and visitors alike. This locally distinctive sense of place and character will be maintained and enhanced as follows:

- The Borough's urban and rural landscape will be conserved and enhanced in line with the borough's Landscape Character Assessment. The current preliminary assessment detailed in the Stockport UDP Review will be reviewed so as to inform the Allocations DPD and the future consideration of development proposals. This will ensure that the landscape as a whole can be managed, protected and enhanced;
- Net loss of biodiversity and geodiversity will be prevented by applying a hierarchical approach to conserving and enhancing the network of nationally, regionally and locally designated sites and habitats;
- Applications for developments that would result in harm to the borough's biodiversity and geological conservation interests will be determined in accordance with the key principles set out in PPS9 (Biodiversity and Geological Conservation) and in particular sub-paragraph 1(vi); and
- Opportunities and locations for biodiversity enhancements will be identified and pursued by the creation, protection, enhancement, extension and management of green corridors through the development of green infrastructure networks in urban and rural areas to improve connectivity between habitats.

3.346 Planning applications should identify mitigation measures that keep disturbance to a

minimum and provide alternative habitats to sustain at least the current level of population as well as setting out a long-term management plan for the site. Proposals to create new Local Nature Reserves (where resources merit the designation) and other areas of ecologically beneficial natural habitat will be welcomed. Development should provide access to nature conservation areas for recreational and educational purposes, where appropriate.

3.347 Development proposals affecting trees, woodland and other vegetation which make a positive contribution to amenity should make provision for the retention of the vegetation unless there is justification for felling, topping or lopping to enable the development to take place. Even where there is a strong justification for a proposal the design should maximise the potential for retaining some mature planting, and replacement planting of appropriate species and covering a similar area should be provided within the site or nearby. Proposals that will result in an increase in the woodland cover of the borough (including planting of trees as a bio-fuel crop) will be given positive consideration as long as it is not harmful to existing habitats or eco-systems. Proposals that involve the multi-purpose use of woodland, such as amenity, recreation, wildlife, education or bio-fuel or timber production will be permitted provided that:

- Proposals are accompanied by a woodland management plan;
- The woodland is of a scale capable of absorbing the proposal without damage; and
- There is no adverse effect on the integrity of an Ancient Woodland.

B) CONTROLLING POLLUTION

3.348 New development that seeks to reduce air, noise, light, water or ground pollution in areas or locations where acceptable standards are already exceeded will be given positive consideration. New housing or other environmentally sensitive development will not be permitted where existing pollution levels are unacceptable and where there is no reasonable prospect that they can be satisfactorily reduced through specific measures or action programmes. In particular:

AIR QUALITY: An Air Quality Management Area (AQMA) has been declared under the provisions of the National Local Air Quality Strategy and is subject to revision on a biennial basis. All development should be designed so as to ensure that adequate levels of air quality are achieved within buildings. Development that assists in reducing the existing levels of poor air quality within the declared AQMA will be given positive consideration. Development that would exacerbate the existing poor air quality levels within the AQMA will be permitted only where it is demonstrated that that exacerbation will be mitigated.

NOISE AND VIBRATION - In order to safeguard recreational and other activities within river valleys and other areas that are dependent on quiet conditions for their proper enjoyment development that introduces unacceptable noise levels will not be allowed. Development that will result in an unacceptable impact on the occupiers of dwellings or other environmentally sensitive properties in terms of vibration will also not be allowed. In some parts of the borough constraints will be placed upon development so as to avoid unacceptable levels of noise from aircraft using Manchester Airport.

1. In areas where day-time (7am - 11pm) noise levels are in excess of 72 Leq or night-time (11pm - 7am) levels are in excess of 66 Leq planning permission will be refused for new dwellings and conversions to residential accommodation will only be permitted provided that the proposal incorporates noise attenuation measures that would result in a night-time noise level within the building (with windows closed) of less than 35 dB(A) Leq.

2. In areas where day-time noise levels are between 66 and 72 Leq or night-time levels are between 60 and 66 Leq or where individual noise events of aircraft regularly exceed

82dBLA Max (S time weighting) several times in any one hour during the night, planning permission will not be granted for new dwellings unless material considerations indicate otherwise (in such cases conditions will be imposed to ensure a commensurate level of protection against noise within the dwelling). Conversions to residential accommodation will be permitted but the requirement for protection against noise within the dwelling will be the same as that for any new dwellings.

3. In areas subject to day-time noise levels between 57 and 66 Leq or night-time levels between 48 and 60 Leq, planning permission for new dwellings will be granted subject to other planning policies and to conditions (where appropriate) to ensure an adequate level of protection against noise in dwellings.

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

LIGHT - Development involving floodlighting or other significant external lighting will only be permitted where the proposed lighting is the minimum necessary for its purpose and where appropriate landscaping measures to screen lighting installations from view cannot ameliorate any detrimental effect on:
1. residential amenities or the users of commercial or other premises;
2. areas of nature conservation interest;
3. the night-time environment of Landscape Character Areas or areas of Strategic Open Space;
4. the visibility of the night sky; or
5. users of nearby highways or flightpaths through dazzling or distraction.

WATER - New development will only normally be permitted where foul sewers and sewage treatment works of adequate capacity and design are available or will be provided in time to serve the development. Maintaining or enhancing the water quality of rivers, canals, lakes, ponds and other water bodies is important to protect the wide range of benefits and uses that such features have. Groundwater resources are an essential source of water for public supply, industry and agriculture as well as sustaining the base flow of many rivers; development that is likely to lead to an adverse impact on groundwater resources in terms of their quantity, quality and the ecological features they support will not be granted planning permission.

GROUND - Development of contaminated land will be permitted provided that it can be clearly demonstrated that there is no remaining risk from contaminants or that satisfactory measures can be taken to make the site suitable for its proposed use. Those seeking to develop in proximity to contaminated land will also be required to demonstrate that the development will not be adversely affected by contaminants. The reclamation of derelict and vacant land will be permitted so long as:
1. they remove any risks to personal safety;
2. they use sites in the urban area for appropriate built end purposes, or as open space;

3. they provide benefits to the character and appearance of the area and/or to biodiversity; and
4. they re-use suitable land for recreational purposes.

ODOUR AND LITTER - Development that results in the production of litter or unacceptable levels of odour will not be permitted.

C) MANAGING FLOOD RISK

3.349 All development will be expected to comply with the approach set out in PPS25 Annex D or any superseding national policy.

3.350 Development within Critical Drainage Areas (CDAs) will be expected to have floor levels at a minimum of 300mm above road level so as to reduce the risk of damage being caused by surface water flooding. Achievement of this requirement must be without detriment to accessibility or high quality design.

3.351 Where planning permission is required, areas of hard-standing or other surfaces, should be of a permeable construction or drain to an alternative form of SuDS.

D) PROTECTING THE HISTORIC ENVIRONMENT

3.352 Development which preserves or enhances the special architectural, artistic, historic or archaeological significance of heritage assets will be welcomed. Heritage assets include buildings, sites, places, areas or landscapes positively identified as having a degree of significance meriting consideration in planning decisions.

3.353 Loss or harm to the significance of a heritage asset, through alteration, destruction or development within its setting, will require clear and convincing justification. Substantial harm or loss to designated heritage assets will only be permitted if:

1. there is clear evidence that there is no viable means of securing its preservation and that no viable alternative use can be found; or
2. that the benefits to the community resulting from redevelopment would decisively outweigh the loss resulting from demolition.

3.354 New uses will be permitted for statutorily or locally listed buildings if:

1. the use for which the building was designed is no longer viable in economic terms or cannot effectively be carried out without harming the architectural or historic interest of the building;
2. the proposed use would preserve the architectural or historic interest of the building, its fabric, interior and setting; and
3. the proposal would not detract from the amenities of the surrounding areas or cause traffic danger.

3.355 Where a new use is acceptable the Council may relax controls over land use, density, plot ratio and other matters of detail where this facilitates the preservation of the listed building.

3.356 Development will not be permitted if it would significantly alter, damage or destroy a Scheduled Ancient Monument or other important archaeological site, its setting or amenity value, unless overriding justification is demonstrated commensurate with the importance of the site.

3.357 Prior to determining applications for development proposals where a site is expected to reveal material of archaeological importance prospective developers will be required to carry out an archaeological field evaluation. Where that evaluation indicates that remains of archaeological importance are likely to be present and where it is not considered essential or feasible to preserve remains in situ developers will be required to excavate and record archaeological evidence prior to the development commencing. Where remains of archaeological or heritage value are preserved in situ opportunities should be sought to provide interpretive information explaining the significance

and context of the remains.

3.358 Innovative regeneration proposals will be welcomed for the reuse and retention of mill buildings which are of historic value. Re-use will be considered acceptable in situations where there is no current use or where retention of an existing use is either no longer viable or cannot continue without causing harm to the historic value of the building.

E) LAND STABILITY

3.359 Development involving the excavation of land or the extraction of materials from the ground will be permitted where it is demonstrated that the stability of surrounding land (and buildings or structures upon it) is not compromised.

3.360 On land which is known to be unstable, or where there is a reasonable likelihood of instability, development will be permitted only where the developer has undertaken thorough investigation and assessment of the ground to ensure that it is stable or that any actual or potential instability can be overcome by appropriate remedial, preventive or precautionary measures.

Development Management Policy SIE-5
Aviation Facilities,Telecommunications and other Broadcast Infrastructure
What we're going to do or require:

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

3.413 Proposals for telecommunications development which would improve existing operational facilities or a new development which would improve present service provision will be permitted provided that, having due regard to operational efficiency:

1. The proposal would not have an unacceptable effect on the character or appearance of the locality, the visual amenities of residential occupiers or the free and safe flow of traffic on adjoining highways;

2. The siting and external appearance of apparatus, including any landscaping, have been designed to minimise the visual impact of the apparatus, taking into account the landscape or townscape context of the site;

3. There is no reasonable possibility of sharing existing facilities or, in the case of masts, of erecting antennae on an existing building, mast or other structure;

4. Applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators; and

5. Applicants can demonstrate that the proposal will meet current Government guidelines with regard to possible health impacts.

3.414 Proposals involving large structures that might be harmful to existing telecommunications or other broadcast signals will be required to demonstrate what harm, if any, will occur and bring about any necessary remedial action (either at the structure or at the point at which the signal is received).

3.415 Where telecommunications development by or on behalf of a telecommunications code system operator falls within permitted development rights the Council will require that approval of the details of siting and appearance is obtained if it appears to the Council that changes to one or both of these, or other reasonable measures such as landscaping, are necessary in order to minimise the effect of the proposal on visual amenity.

3.3.7 TRANSPORT

Core Policy CS9
TRANSPORT AND DEVELOPMENT
3.432 The Council will require that development is in locations which are accessible by walking, cycling and public transport.
3.433 The Council will support development which reduces the need to travel by car.
3.434 Development will be required to consider the needs of the most vulnerable road users first, using the following road user hierarchy:
Pedestrians
Cyclists
Public transport
Goods traffic
Powered two wheelers
Private car traffic
Long-distance freight and private car traffic.

Core Policy CS10
AN EFFECTIVE AND SUSTAINABLE TRANSPORT NETWORK
Transport and Inequality
3.435 The Council and its partners will manage development and seek to implement strategies which ensure that no section of the community suffers unnecessary inequality as a result of their transport needs not being sustainably met. Local services, employment opportunities, education, community and cultural facilities will be provided in a way that is accessible to all by walking, cycling and public transport.

Walking and Cycling Network
3.436 The Council will continue to provide a network of safe, good quality walking and cycling routes and other Rights of Way.
3.437 The walking network will consist of key walking routes, providing direct links to health, education, employment, retail and other important amenities, and aesthetic walking routes, away from main roads, typically with greenery, and providing access to informal recreation opportunities. The Borough's walking network will also include long distance routes (e.g. Midshires Way).
3.438 The cycling network will cater for direct cycling routes (which in some cases may be on busier roads) and also for routes on quieter residential roads and off-road links (e.g. the Halls Route), which are required not only for recreational cycling, but also utility cycling trips for less confident cyclists.
3.439 The Council will continue to develop National and Regional Cycle Network routes in the Borough, and local connections to these routes.
3.440 The Council will continue to deliver improvements to facilitate cycle-friendly neighbourhoods, which may feature traffic-calmed roads, Home Zones, 20mph zones and cycle storage provision.
3.441 In rural areas, the designation of lightly trafficked minor roads as 'Quiet Lanes' may be considered.
3.442 To ensure that the walking and cycling networks are as continuous and safe as possible, there will be an emphasis on good quality infrastructure, providing connections across severances caused by major roads, railways and rivers.

3.443 Where there are incidences of crime and antisocial behaviour on alleyways and other paths, the Council's Positive Path Management policy will be adhered to, in order to ensure that the right balance is struck between protecting the walking network and reducing crime and anti-social behaviour.

3.444 Walking and cycling networks are often able to make use of disused rail alignments and other former transport corridors (e.g. former canals). Where such potential exists routes will be safeguarded as appropriate but should not prejudice their future use as public transport corridors. Similarly canal towpaths provide potentially important walking and cycling links for both leisure and functional purposes and the Council will continue to seek opportunities to improve these as part of the wider off road network.

Fixed Track Network

3.445 In order to facilitate a modal shift from car to fixed track modes, the Council will support proposals which provide new fixed track infrastructure (heavy rail, light rail e.g. Metrolink and tram-trains) in the Borough. Such infrastructure could include new lines, new stations, longer platforms and other infrastructure enhancements.

3.446 The Council will support measures to upgrade the existing fixed track network and associated infrastructure (e.g. Stockport rail station improvements).

3.447 The Council will support proposals arising from the Manchester Hub Rail Study which lead to increased frequency and reliability for services in the Borough.

3.448 The Council will support proposals and safeguard land (including, where appropriate, disused rail alignments) to deliver the following fixed track infrastructure schemes as identified in the SEMMMS Strategy:
Metrolink extension to Stockport Town Centre from East Didsbury.
Provision of an eastern rail link into Manchester Airport from the West Coast Mainline south of Cheadle Hulme.
Off-road fixed track link between Marple and Stockport Town Centre.
New stations at Cheadle, Adswood, Stepping Hill Hospital and Simpsons Corner/High Lane.
Improvements to facilitate a regular service from Reddish South station.

3.449 The Council will support proposals from GMPTE and train operators to provide extra rolling stock for rail services in the Borough.

3.450 The Council will support in appropriate locations, proposals for maintenance facilities to support fixed track infrastructure.

Park and Ride

3.451 The Council will support Park and Ride schemes for both fixed track modes and bus modes, in order to facilitate an overall modal shift from private car to public transport. Park and Ride schemes in appropriate locations that are in accordance with the current Local Transport Plan and which serve rail stations and/or high frequency bus corridors will be supported.

3.452 New Park and Ride schemes will avoid adverse impacts upon the capacity and safety of the highway network and will result in an overall reduction in car travel.

Bus Network

3.453 A good quality bus network, providing for links with areas outside the Borough as well as within the Borough itself, will be sought. The bus network will not only include conventional and school bus services but also demand responsive services (e.g. Dial-a-ride) which provide vital links to residents with limited mobility and areas lacking frequent conventional bus services. The Council will support proposals from bus operators and GMPTE that enhance the bus network.

3.454 To facilitate continued growth in bus passenger numbers in the Borough, the quality of infrastructure for the bus network will be enhanced through the further delivery of Integrated Transport Corridors and Integrated Route Treatments.

Road Network

3.455 The general trend Borough-wide has been for a small decline in traffic levels over the past 10 years. However, congestion continues to be a significant problem on the road network at a number of locations throughout the Borough during the peak and off-peak.

3.456 In order to facilitate the removal of through traffic from several District Centres and Local Centres in the Borough, including Heald Green, Bramhall and Hazel Grove, and to improve access to Manchester Airport, the Council proposes to construct the SEMMMS A6 to Manchester Airport Relief Road from the A6 at Hazel Grove to the M56 at Manchester Airport, which will also incorporate a new shared footway and cycle path adjacent to the new road and retrofitted next to the existing A555.

3.457 The Council will continue to seek funding and safeguard the land required to deliver the remaining parts of the SEMMMS Relief Road in the Borough, listed below:

SEMMMS Relief Road A6 Hazel Grove to M60 Bredbury

The Stepping Hill Link Road.

The A523 Poynton bypass.

3.458 Highway schemes will achieve a high quality of design and use of materials, including sustainable materials such as recycled aggregates where feasible.

3.459 The Council will aim to maximise its existing road network as efficiently as possible, and will aim to spread demand for the road network to avoid adding to peak flows on the most congested parts of the network.

3.460 The Council will continue to follow the maintenance regimes set out in the Transport Asset Management Plan (TAMP) in order to maintain the existing road network and its associated structures (e.g. retaining walls, bridges) to enable their continued and safe use.

3.461 The Council will continue to develop its network of 20mph zones, Home Zones and other suitable traffic calming measures, in order to continue the long term reduction in accidents on the Borough's network, improving safety particularly for schools and residential areas, and encouraging increased levels of walking and cycling.

Freight

3.462 Where feasible, freight will be transported by rail or pipeline and opportunities to link with inland waterway freight interchanges should also be explored. However, in many cases, road haulage will be the only realistic option and in these cases freight will be transported on or close to the National Strategic Road Network and Local Primary Road Network.

3.463 Development proposals likely to generate significant freight movements will need to be acceptable in terms of the principles of sustainable distribution and will avoid unacceptable impact on amenity.

3.464 Proposals for overnight parking of heavy lorries and coaches which are unable to return to distant bases will be permitted in appropriate locations provided that they are not detrimental to the amenity of any residential area and have good access to the National Strategic Road Network and Local Primary Road Network.

3.465 The Council will continue to support the work of Freight Quality Partnerships to ensure the needs of local employers and residents are both met.

Air Quality and Noise

3.466 The Council will continue to work alongside other Greater Manchester Boroughs on implementing Air Quality Management Plans to facilitate improvements in air quality along the Borough's major road corridors, where national and European targets on nitrogen dioxide emissions are currently not being met.

3.467 The Council will promote the use of cleaner fuels amongst motorists and continue to use cleaner fuels for its own fleet of vehicles.

3.468 The Council will support the use of cleaner fuels by GMPTE and bus and train operators.

3.469 Modal shift from car to public transport, walking and cycling will also assist in an improvement in air quality.

3.470 The Council will manage road traffic noise levels through the implementation of Noise Action Plans.

Development Management Policy T-1
Transport and Development
What we're going to do or require:

3.476 To facilitate a reduction in the need to travel, development will be focused in the Town Centre in particular and also other existing centres, as these locations are the most accessible and already contain a wide provision of services and amenities.

3.477 New development, notably that generating significant numbers of trips, will be required to be sustainably accessible by public transport, walking and cycling.

3.478 New residential development should be designed taking into account the principle of Home Zones, whereby the layout of new developments should favour more "people friendly" streets and reduced vehicle speeds. Quality design is a key element in meeting the requirements of the Code for Sustainable Homes and the Council will look favourably on development which meets a high standard according to the code.

3.479 Planning applications for new development that may have significant or specific transport implications will be expected to be accompanied by a Transport Assessment or Transport Statement and Travel Plan/Travel Plan Statement, the form of which will be dependent on the scale and nature of the development and its transport implications.

3.480 Where additional transport infrastructure and/or public transport and other passenger transport services are required to make the site accessible, developers will be required to provide such infrastructure and/or services. Alternatively developer contributions may be sought towards the cost of new infrastructure and improvements to public transport services. Contributions will take the form of Section 106 contributions and/or the Community Infrastructure Levy. Contributions could include the following:

- Improvements to the walking and cycling networks.
- Improvements to fixed track infrastructure.
- Physical improvements to the bus network.
- New or improved public transport and other passenger transport services.
- Park-and-ride schemes for fixed track and bus modes.
- Contributions towards Car Club schemes.
- Travel Plan initiatives.
- Improvements to the highway network, including contributions to off-site highway infrastructure.

3.481 New developments will be required to maintain and enhance the connectivity, accessibility, convenience, safety and aesthetic attractiveness of the walking and cycling networks and other

public rights of way for all users, and where appropriate, create new routes to fill gaps in the existing network. Any replacement of existing facilities should be of equal legal status to that being replaced.

3.482 The layout of new developments and their links to the surrounding walking network should take account of design features which discourage crime and antisocial behaviour.

3.483 Minimum standards for cycle parking in new developments are set out in the Council's adopted parking standards. Developers will also be required to provide other associated infrastructure in developments to support cycling, which could include showers, changing and drying facilities, and lockers.

3.484 Minimum parking standards for disabled parking and for powered two-wheelers are set out in the Council's adopted parking standards.

Development Management Policy T-2
Parking in Developments
What we're going to do or require:

3.493 Developments shall provide car-parking in accordance with maximum parking standards for each type of land use as set out in the existing adopted parking standards.

3.494 The same maximum parking standards will apply across the whole Borough, with the exception of Stockport Town Centre Strategic Location, where different standards will be applied, in view of the specific land use pattern and transport needs of the Town Centre.

3.495 In the event of any changes required as a result of new national, regional or sub-regional guidance and evidence, revised parking standards will be set out in a separate SPD.

3.496 Developers will need to demonstrate that developments will avoid resulting in inappropriate on-street parking that has a detrimental impact upon the safety of the highway, and that they also avoid impacting negatively upon the availability of public car-parking.

Development Management Policy T-3
Safety and Capacity on the Highway Network

3.500 Development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues.

3.501 Developments shall be of a safe and practical design, with safe and well designed access arrangements, internal layouts, parking and servicing facilities.

3.502 Proposals for overnight parking of heavy lorries and coaches which are unable to return to distant bases will be permitted in appropriate locations, provided that they are not detrimental to the amenity of any residential area and that they have good access to the national and local Strategic Road Networks.

Development Management Policy T-4
Protecting Disused Rail Alignments
*What we're going to do or require:*

3.506 The Council will not permit development which would inhibit future transport use of disused rail alignments unless it can be demonstrated that there is no realistic possibility of such use.

4.2 Stockport Adopted Unitary Development Plan Review Saved Policies 31st May 2006 [8]

The saved policies of the Stockport Unitary Development Plan (UDP) Review are part of the development plan for the Borough.

UDP Interactive Map - High Lane Area

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[8] http://old.stockport.gov.uk/ldf/udp/
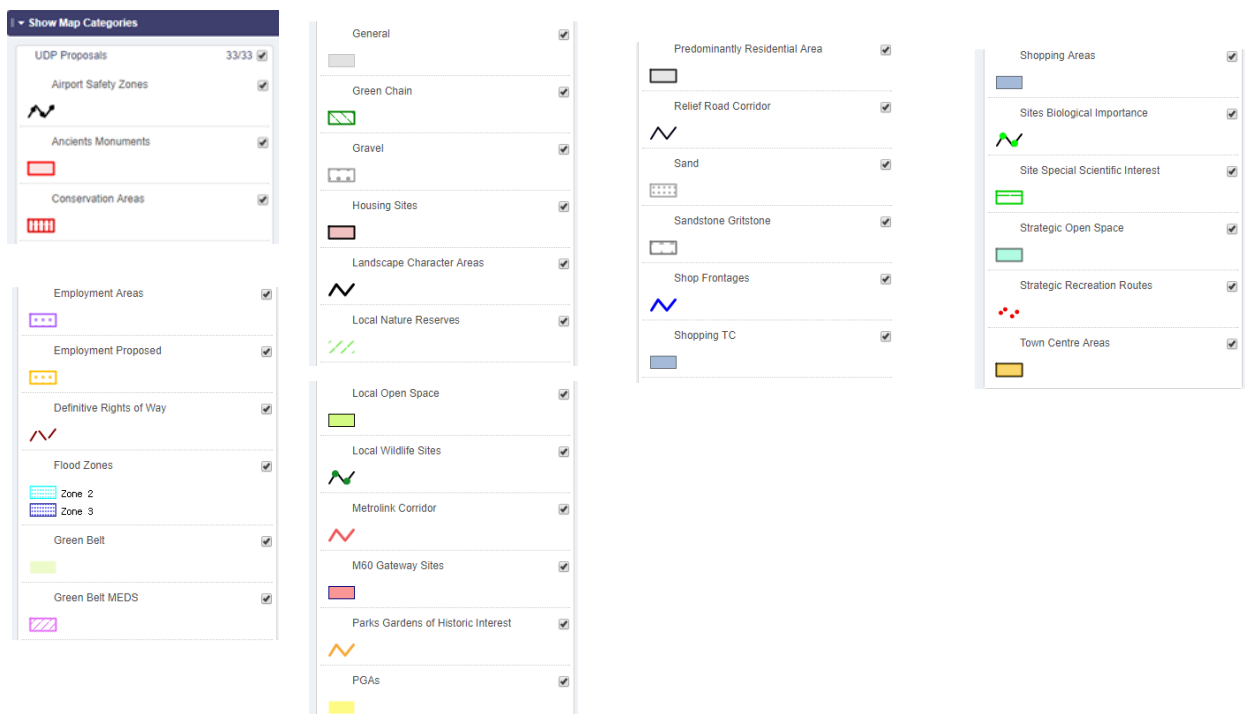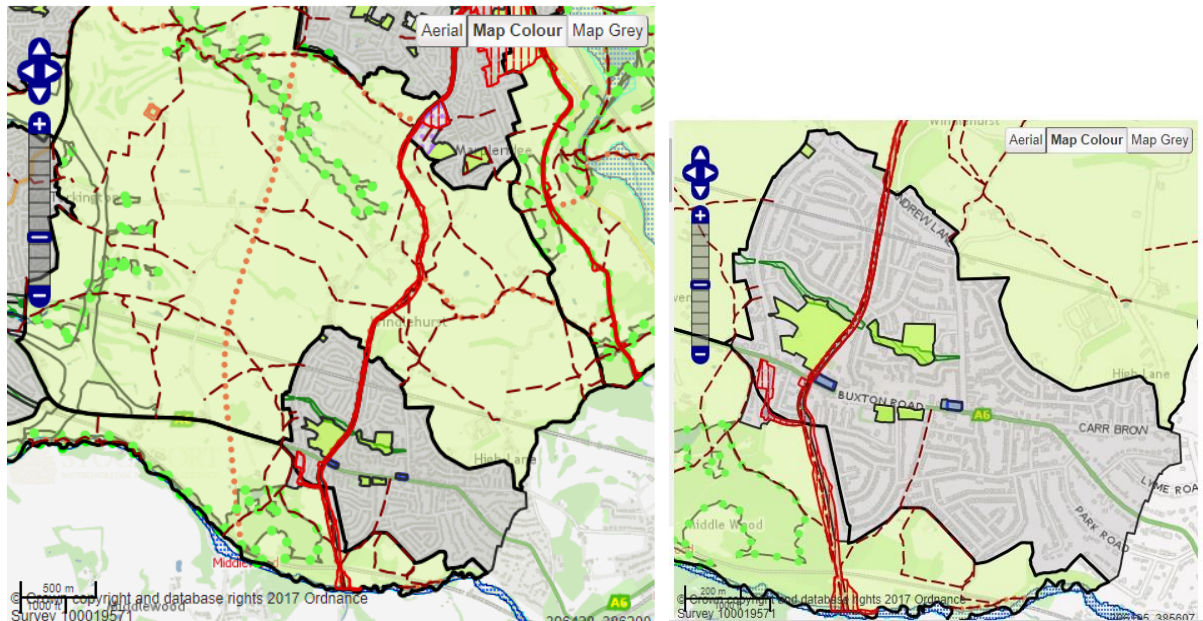
H. PART ONE POLICIES (SEE PART TWO FOR POLICY EXPLANATION)

(Note Policies replaced by the Core Strategy have been omitted - see Appendix B Superseded Policies in the Core Strategy)

PSD3 LOCAL SHOPPING CENTRES

THE FOLLOWING SHOPPING AREAS ARE DEFINED AS OTHER LOCAL CENTRES:
 OL16. HIGH LANE
WHEREVER PRACTICABLE, THESE CENTRES WILL BE MAINTAINED AND ENHANCED IN ORDER TO MEET THE DAILY SHOPPING NEEDS OF THE LOCALITY THEY SERVE.

PG1 POLICY GUIDANCE AREAS
IN CERTAIN AREAS WHERE TWO OR MORE DIFFERENT USES WOULD BE CONSIDERED APPROPRIATE BY THE COUNCIL, EITHER SEPERATELY OR AS A MIXED USE DEVELOPMENT, POLICY GUIDANCE AREAS HAVE BEEN DESIGNATED AND ARE SHOWN ON THE PROPOSALS MAP. IN CONSIDERING PROPOSALS FOR DEVELOPMENT IN PGAs THE COUNCIL WILL HAVE PARTICULAR REGARD TO:
(i) THE IMPACT OF DEVELOPMENT UPON EXISTING TRANSPORT INFRASTRUCTURE AND THE ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRANSPORT; AND
(ii) THE IMPACT THAT THE PROPOSAL WOULD HAVE ON EXISTING JOBS IN THE AREA.

PART TWO POLICIES

1. DESIGN AND CHARACTER OF DEVELOPMENT

DCD1.8 ENERGY EFFICIENT DESIGN
Development proposals should demonstrate that they have been designed so as to conserve and make efficient use of energy in the siting, layout, density and orientation of buildings, in the use of materials and detailed design, and in landscaping.

2. LANDSCAPE, COUNTRYSIDE AND RIVER VALLEYS

LCR1.1 LANDSCAPE CHARACTER AREAS
Development in the countryside will be strictly controlled, and will not be permitted unless it protects or enhances the quality and character of the rural areas. Where it is acceptable in principle, development should:
(i) be sensitively sited, designed and constructed of materials appropriate to the landscape character area in which it is located; and
(ii) be accommodated without adverse effect on the landscape quality of the particular character area. The landscape character areas which comprise the countryside for the purposes of this policy are described in Appendix 12, and shown on Diagram 1 and the Proposals Map. Development proposals in the countryside should meet the following requirements, where relevant:
(iii) protect or improve existing recreational land, so as to maintain or enhance the predominantly informal recreational role of the countryside around Stockport;
(iv) not impede, and where possible, improve public access for all to the countryside;
(v) protect or enhance the natural environment in accordance with policies in Chapter 3;

(vi) conserve or enhance buildings, structures or remains which contribute to the history or character of the area, in accordance with policies in Chapter 4; and
(vii) improve the appearance of the countryside, notably by removing or screening unsightly existing development, by making waterside areas more attractive or through additional landscaping.

LCR1.1a THE URBAN FRINGE INCLUDING THE RIVER VALLEYS
Proposals for development in the urban fringe should protect, conserve and improve the landscape quality and natural history of the locality, and encourage the development of a variety of attractive landscape types. Development should help to create a landscape which is capable of absorbing the pressures associated with urban recreation. Where appropriate, the Council will seek to re-establish a "countryside" character and development proposals should maintain or enhance the predominantly informal recreational role of the Landscape Character Areas covered by this policy. Access to the urban fringe including the river valleys, for all people including those with disabilities and using all travel modes, should be enhanced. Riverside and other long distance walking routes, and access for water users should be protected and completed. Improvements to the built environment will be carried out and encouraged. Where appropriate, the relocation or screening of unsightly and unneighbourly development will be sought.

3. NATURAL ENVIRONMENT

NE1.1 SITES OF SPECIAL NATURE CONSERVATION IMPORTANCE
Development which would destroy or adversely affect, directly or indirectly, the natural or wildlife value of a SSSI, NNR or LNR will not be permitted unless there is a justification for carrying out development in that particular area which overrides any harm to the substantial nature conservation value of these sites. Development in or likely to affect SSSIs will be subject to special scrutiny in accordance with national policy to safeguard such sites. In rare cases where development cannot be undertaken in alternative locations and is permitted in accordance with or as a rare exception to this policy, it should ensure the continuing viability of the habitat or wildlife interest of the site by adopting the following:
• Flexibility over the nature, scale, layout and density of development proposed;
• Measures which will remove or minimise damage to habitat and disturbance to wildlife; and
• Appropriate provision for the future maintenance of the site.
The conduct of an Environmental Assessment may be required.

NE1.2 SITES OF NATURE CONSERVATION IMPORTANCE
The habitats and biodiversity of sites of biological importance, geological conservation sites and local wildlife sites will be protected and enhanced where possible. Proposals for development on sites so designated must demonstrate that there is a justification which overrides any harm to the nature conservation value of the site. Development should seek to secure the continuing viability of the habitat or wildlife interest of the site by adopting the following:
• Flexibility over the nature, scale, layout and density of development proposed;
• Measures which will remove or minimise damage to habitat and disturbance to wildlife; and
• Appropriate provision for the future maintenance of the site.

NE3.1 PROTECTION AND ENHANCEMENT OF GREEN CHAINS
Development which would detract from the wildlife or recreation value of the Green Chains identified on the Proposals Map will not be permitted. The Council will initiate and encourage

measures to improve linkages and habitat value within and between these Green Chains, and, where appropriate, will require such measures through the development control process.

4. HERITAGE CONSERVATION

HC1.1 DEMOLITION AND TREE FELLING IN CONSERVATION AREAS
The Council will not permit the demolition of buildings or the felling of trees where retention is necessary to preserve the character or appearance of the Conservation Area. The Council will permit the demolition of an unlisted building only where the proposed development which requires such demolition will itself preserve or enhance the character or appearance of the Conservation Area. Further, such demolition will not be allowed until the new development is about to commence. Where consent for tree felling is granted, the Council will require appropriate replacement planting.

HC1.3 SPECIAL CONTROL OF DEVELOPMENT IN CONSERVATION AREAS
Development proposals within a Conservation Area (or proposals outside a Conservation Area which would affect its setting or views into or out of the area) will not be permitted unless:
(i) siting, scale, design, materials and landscaping of the development are sympathetic to the site and surroundings;
(ii) the proposal safeguards important open spaces, views, skylines and other features which contribute to the character or appearance of the Conservation Area; and
(iii) the application is accompanied by sufficient details to show the proposals within their settings and the likely impact on the Conservation Area.

HC1.4 NEW USES FOR BUILDINGS IN CONSERVATION AREAS
The change of use of unlisted buildings of character in Conservation Areas will be permitted, provided that the use is appropriate to the character of the building and the Conservation Area, and would not result in the loss of a dwelling or dwellings.

HC4.1 DEVELOPMENT AND PARKS AND GARDENS OF HISTORIC INTEREST
Development which would adversely affect the special character and appearance of parks and gardens of historic or landscape interest, or detract from their settings, will not be permitted.

5. ENVIRONMENTAL PROTECTION AND IMPROVEMENT

EP1.7 DEVELOPMENT AND FLOOD RISK
The Council will not permit development, including the raising of land, where it would:
(i) be at risk from flooding;
(ii) increase the risk of flooding elsewhere;
(iii) hinder future access to watercourses for maintenance purposes;
(iv) cause loss of the natural floodplain;
(v) result in extensive culverting;
(vi) affect the integrity of existing flood defences; or
(vii) significantly increase surface water run-off unless the applicant can demonstrate that satisfactory and sustainable measures will be implemented to overcome the adverse effects. All development which is likely to have an impact on drainage patterns should incorporate, as far as is practicable, sustainable drainage systems taking account of current Government advice.

6. GREEN BELT AND AGRICULTURE

GBA1.1 EXTENT OF GREEN BELT Development control policies GBA1.2, GBA1.5 and GBA1.6 will apply over the area of Green Belt defined on the Proposals Map and covering the following broad areas:

• Land between Marple/High Lane and Hazel Grove (including part of Poise Brook valley)

GBA1.2 CONTROL OF DEVELOPMENT IN GREEN BELT
Within the Green Belt, there is a presumption against the construction of new buildings unless it is for the following purposes:
(i) agriculture and forestry (unless permitted development rights have been Part 2 – page 66 Stockport Unitary Development Plan Review – Adopted 31st May 2006 withdrawn);
(ii) essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;
(iii) limited extension, alteration or replacement of existing dwellings (in accordance with Policy GBA1.5); or
(iv) limited infilling or redevelopment of Major Existing Developed Sites identified on the Proposals Map, in accordance with Policy GBA1.7.
Forms of development other than new buildings, including changes in the use of land, will not be permitted unless they maintain openness and do not conflict with the purposes of including land in the Green Belt. Proposals for the re-use of buildings will be assessed against the provisions of Policy GBA1.6. Proposed development falling within these categories will be permitted only where it will not act to make adjoining Green Belt areas less defensible against encroachment.

GBA1.5 RESIDENTIAL DEVELOPMENT IN GREEN BELT
Within the Green Belt new residential development will be restricted to the following categories:
• dwellings essential for the purposes of agriculture;
• re-use of buildings as provided for by Policy GBA1.6; and
• development which meets the requirements of Policy GBA1.7 "Major Existing Developed Sites in the Green Belt".
Proposals relating to existing residential uses in the Green Belt may be permitted in the following cases:
• alterations and extensions where the scale, character and appearance of the property are not significantly changed;
• rebuilding or replacement of an existing habitable dwelling where the new dwelling is of similar size and would not be more intrusive in the landscape than the one demolished; and
• subdivision to form smaller units of accommodation, subject to safeguards concerning parking, highway safety, the character and appearance of the Green Belt, and amenities.

GBA1.6 RE-USE OF BUILDINGS IN THE GREEN BELT
The change of use or conversion of buildings of permanent and substantial construction will be permitted provided that the building:
(i) would be used for economic or other purposes other than wholly residential ones;
(ii) would maintain openness and would not conflict with the purposes of including land in the Green Belt; and

(iii) would safeguard or improve the appearance of the rural environment. In addition, all buildings should be structurally sound, well related to their surroundings and capable of:
(iv) accommodating the new use without the need for major rebuilding or extension;
(v) being provided with an adequate curtilage without adverse impact on the Green Belt; and
(vi) being satisfactorily accessed and serviced without adverse impact on the Green Belt.
In the case of buildings which may be used by bats, barn owls or other protected species, satisfactory investigation must be carried out into the possible presence of such species and, where appropriate, measures must be implemented to ensure that legal obligations are met and that any damage to habitats is minimised.

GBA2.1 PROTECTION OF AGRICULTURAL LAND
Development which involves the permanent loss of the best and most versatile agricultural land will not be permitted unless it can be demonstrated that the agricultural value of the land is outweighed by other factors. Proposals involving extensive use of land should be capable of easy reversion to agricultural use.

GBA2.2 CONTROL OVER AGRICULTURAL DEVELOPMENT
The Council will permit agricultural development provided that the following criteria are met:
(i) size, scale, location and siting of proposed buildings are appropriate in the context of the site and their impact on and relation to nearby dwellings and other agricultural and non-agricultural buildings;
(ii) design of proposed buildings and the materials to be used is suitable in the context of Landscape Character Area policy and guidance;
(iii) the type of use is appropriate in the location proposed;
(iv) there is a genuine need for the building in the context of the operation and viability of the agricultural unit;
(v) if applicable, the provisions of UDP Policy GBA1.6 relating to the re-use of buildings are met;
(vi) there is no adverse impact on features of nature conservation, archaeological or historic interest; and
(vii) the proposal would not lead to water or other pollution.

GBA2.3 FARM DIVERSIFICATION
Proposals for the diversification of farming activity will be permitted provided that:
(i) proposed uses are subsidiary to farming activity on the agricultural unit;
(ii) proposed uses are in some way related to agricultural activity or are appropriate in the countryside; and
(iii) proposals would not have an adverse effect on the Landscape Character Areas and are not in fundamental conflict with Green Belt or other UDP policies.

7. URBAN OPEN SPACE

UOS1.3 PROTECTION OF LOCAL OPEN SPACE
Within areas of Local Open Space development will not be permitted unless:
(i) It is clearly needed in connection with the outdoor recreational use of the land or is otherwise appropriate to the maintenance of the open nature of the land, and it would clearly enhance the overall quality of Local Open Space provision in the area; or

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

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

7.16 Explanation: In addition to the major areas of Strategic Open Space there are many areas of local open space within the built up parts of the Borough. These areas generally fall within the following categories:
• public parks and recreation facilities
• private recreation facilities
• school playing fields
• allotments
• small areas of woodland
• unused/derelict land (may include unmanaged or wild areas of positive value)
• churchyards and cemeteries
• other areas of local amenity value.

8. LEISURE

L1.1 LAND FOR ACTIVE RECREATION
The Council will seek to achieve an overall minimum standard for the Borough of 2.4 hectares per thousand population for active recreation. Proposals which involve the loss of public or private sports grounds or other land currently or last used for active recreation will not be permitted except where the proposed development would provide facilities of sufficient benefit to sport and recreation to outweigh the loss. Development of land currently or last used as playing fields will not be permitted unless:
(i) The proposed development is ancillary to the use of the site as a playing field (e.g. new changing rooms) and does not adversely affect the quantity or quality of pitches and their use;
(ii) The proposed development only affects land which is incapable of forming a playing pitch (or part of one) and results in the retention and enhancement of pitches;
(iii) The playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity, quality, usefulness and attractiveness in a location at least as accessible to current and potential users;
(iv) the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field.

L1.2 CHILDREN'S PLAY In considering development proposals the Council will take account of children's play needs and will require, where appropriate, the provision of suitable and accessible space and facilities to meet these needs.

L1.5 COUNTRYSIDE RECREATION
Recreation development will only be permitted where it would not spoil the enjoyment of the river valleys or the wider countryside through the introduction of noise, excessive traffic or other intrusive features, or by damaging the landscape or appearance of the countryside. Proposals must be in accordance with Green Belt and other relevant policies of the UDP. The scale and location of

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

L1.6 GOLF DEVELOPMENT

New golf courses will be acceptable in principle, subject to detailed considerations regarding scale, impact, siting and design except in the
following areas:
(i) The river valleys, unless the proposal would have the effect of maintaining or enhancing the quality of the environment and can be accommodated without detriment to the mainly informal recreational character of the valley;
(ii) The best and most versatile agricultural land protected by policy GBA2.1. All proposals should take account of the landscape character of the area within which they are located. Permission will not be granted unless the proposal can be accommodated without damage to landscape quality. Large-scale or intensive facilities will not be appropriate in the Green Belt.

L1.7 RECREATION ROUTES: MAINTENANCE AND EXPANSION OF NETWORK

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

L1.8 STRATEGIC RECREATION ROUTES

The Council will safeguard and enhance the network of Strategic Recreation Routes shown on the Proposals Map. Development which would conflict with the strategic recreation value of these routes will not be permitted. The Council will initiate measures to complete this network through the addition of missing sections and the creation of key links.

8.70 .. The majority of existing Strategic Recreation Routes shown on the Proposals Map are based on existing long distance, regional, County or other identified routes, including the following:
- Trans-Pennine Trail
- Goyt Way and Etherow/Goyt Valley Way/Midshires Way
- **Ladybrook Valley Way**
- **Middlewood Way**
- **Macclesfield and Peak Forest Canal towpaths (forming part of the Cheshire Ring)**
- Cown Edge Way
- Fred Perry Way
- Marple Multi User Trail
- The Halls Route

L1.9 RECREATION ROUTES AND NEW DEVELOPMENT

Where development affects existing public rights of way or other recreation routes, provision should be made for either:
(i) protection and where possible enhancement of the line and amenity of the existing route within the development; or
(ii) incorporation of a convenient and attractive alternative route within the site. Where appropriate, incorporation of attractive, safe and convenient new footpaths and other recreation routes will be

required in new developments, both within the site and to link with adjoining areas in such a way as to promote such routes as the prime means of access.

L1.10 CANALS AND DISUSED RAILWAYS
Canals and, where appropriate, disused railways will be protected and conserved, and their use for recreation promoted. Development, which would impede the aims of this policy, will not be permitted unless it involves the re-use of the route for transport purposes. Where former rail or canal routes are currently in use as recreation routes, any proposals to re-introduce transport use should take account of the recreation value and make alternative provision. Where former rail or canal routes are not in use as recreation routes any proposals should consider creating or improving recreational use.

L1.11 DEVELOPMENT RELATED TO RECREATION ROUTES
Proposals for development related to recreation routes will be permitted provided that:
(i) In Green Belt areas, they are directly related to the open air recreational use of the route, are of an appropriate scale, and are otherwise in accordance with Green Belt, Landscape Character and other relevant UDP policies;
(ii) In urban areas, they do not conflict with other UDP land allocations or policies, including those for the protection of residential amenity and the safeguarding of employment land Proposals should respect the character and environment of the route to which they relate.

9. COMMUNITY AND TOURISM FACILITIES

CTF1.1 DEVELOPMENT OF COMMUNITY SERVICES AND FACILITIES
Development which would result in the loss of existing community services and facilities will only be permitted where adequate replacement is provided or special justification can be shown. Proposals for the provision of additional community services and facilities will be permitted provided that:
they are well located to serve the relevant population by sustainable transport modes;
• satisfactory access, parking, design and landscaping standards would be achieved;
• there would be no harm to the living conditions of neighbouring residents;
• there would be no harm to Employment Areas, as shown on the Proposals Map, and no harm to the vitality and viability of existing centres;
• there would be no harm to the openness of or purposes of including land within Green Belts;
• there would be no loss of urban open space.

CTF1.4 REDUNDANT COMMUNITY LAND
Where proposals for the re-use or redevelopment of redundant community facilities are made on sites which include open land, and where there is a local deficiency of recreational open space, the proposals should make a contribution to reducing that deficiency.

10. HOUSING PROVISION

HP1.3 AVOIDANCE OF LOSS OF DWELLINGS
In determining planning applications which would involve loss of land allocated for residential purposes or existing dwellings, whether by change of use or demolition, the Council will have regard to the balance of the following factors:
(i) the restricted housing land supply in Stockport;

(ii) whether the change of use or redevelopment is for some form of community facility in accordance with policies CTF1 and CDH1.9;

(iii) whether the development is small-scale and is a source of employment or service for the local residential community; and

(iv) the extent to which dwellings suffer from adverse environmental conditions;

(v) whether the loss of dwellings would be justified to facilitate regeneration (including the achievement of mixed housing types) or the environmental improvement of an area, for example within Policy Guidance Areas, Employment Areas or the Green Belt. The loss of dwellings or residential land to other uses will not be permitted unless a justification can be shown taking into account the above factors.

HP1.4 WINDFALL HOUSING SITES

Proposals for change of use, or redevelopment to residential use, within or adjacent to existing residential areas will be granted provided they accord with the phasing of housing development policy in times of housing 'over-supply', and do not involve:

(i) the loss of Green Belt;

(ii) the loss of amenity space or recreational open land except in circumstances described in Policy UOS1.3;

(iii) the loss of designated Employment Areas specified in Policy E3.1.

HP1.5 LIVING OVER THE SHOP

The creation of residential accommodation in vacant and under-utilised premises above shops and offices will be permitted provided that the scheme adequately safeguards residential amenities. Unless the proposed residential accommodation is to be used by proprietors or employees of the A3/A4/A5 business existing on the ground or lower floors, permission will be granted for residential accommodation above these uses in former shops only where it can be demonstrated that the proposed accommodation would provide a satisfactory living environment. All applications in such cases must be accompanied by an acoustic engineer's report. Reduced parking may be appropriate for living over the shop schemes.

HP2.2 SHELTERED HOUSING

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

HP2.3 HOSTEL ACCOMMODATION

The Council will permit residential hostels which:

(i) are compatible with the residential character of the locality;

(ii) respect residential amenities;

(iii) are close to community facilities;

(iv) are easily accessible by public transport; and

(v) would not cause demonstrable harm to other interests of acknowledged importance.

11. CONTROL OF DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS

CDH1.2 NON RESIDENTIAL DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS

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

(i) noise, smell and nuisance;

(ii) traffic generation and safety and accessibility by sustainable transport modes;

(iii) parking;

(iv) hours of operation;

(v) proximity to dwellings;

(vi) the scale of the proposal; and

(vii) whether or not the character of the area will be changed.

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

CDH1.3 CARE AND NURSING HOMES

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

(i) provides a minimum of 15 square metres of amenity space per resident in one continuous usable area;

(ii) provides car parking in accordance with Policy TD1.4. Parking areas should be screened from public view by retention of existing trees and mature planting where possible. A landscaping scheme acceptable to the Council should be implemented within one planting season to screen parking areas;

(iii) if a change of use is proposed, is in a detached dwelling or a pair of semi-detached dwellings where both are to be converted simultaneously;

(iv) in the case of care homes, is within reasonable walking distance of local facilities. Proposals for extensions should have regard to the following criteria:

(v) the area remaining after an extension to a care and nursing home must be sufficient to accommodate car parking and amenity space requirements in accordance with (i) and (ii) above;

(vi) extensions should be in scale with and smaller in mass than the original building with the whole remaining in character with its surroundings;

(vii) extensions should not cause damage to the amenity of neighbouring properties by reason of overlooking or overshadowing or loss of privacy. Habitable room windows should not have a direct line of sight of less than 10 metres to a neighbouring private garden or less than 21 metres to a neighbouring window of a habitable room. For ground floor habitable rooms a relaxation may be acceptable subject to a high degree of screening being agreed with the Council.

CDH1.4 HOUSES IN MULTIPLE OCCUPATION

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

(i) does not result in more than 2 houses in multiple occupation adjoining;

(ii) does not result in a single dwelling having a house in multiple occupation on both sides;

(iii) does not create such a concentration of houses in multiple occupation in a particular area or intensity of occupation of the property concerned that the character of the area is adversely affected;

(iv) includes useable rear gardens within the curtilage of at least 50m2;

(v) includes suitably enclosed refuse storage areas at the rear of the property;

(vi) includes parking within the curtilage at the rate of 0.5 space per letting. Where car parking is to be provided by hard paving of the area in front of the dwelling, no less than 40% of that area should be landscaped to the satisfaction of the Council; and
(vii) complies with Policy EP1.10 (aircraft noise).

CDH1.5 FLAT CONVERSIONS Subject to the overall requirements of Policy CDH1.1, conversion of dwellings to self-contained units of accommodation will be permitted provided that:
(i) the dwelling has 4 or more bedrooms or it can be demonstrated that the dwelling is large enough to provide adequate accommodation for the new units;
(ii) useable amenity space of at least 50m2 is provided;
(iii) appropriately landscaped and screened car parking is included, in accordance with policy TD1.4;
(iv) there are enclosed refuse storage areas at the rear of the property;
(v) sound attenuation measures are included on sensitive floors and walls between dwelling units; and
(vi) the proposal complies with policy EP1.10, aircraft noise.

CDH1.6 DAY-CARE NURSERIES
Subject to the overall requirements of Policy CDH1.1, day care nurseries will be permitted provided that the proposal:
(i) provides parking in accordance with policy TD1.4;
(ii) provides a drop off facility of a suitable size, location and layout within the site;
(iii) is of an appropriate scale in terms of the number of children, traffic generation , noise, general disturbance to neighbours and opening hours, to be accommodated within a residential area without materially lowering residential amenity for neighbouring occupiers or causing a loss of residential character. As a guide day nurseries in a residential area should operate at an upper limit of about 30 child places;
(iv) is in sufficiently spacious grounds for the applicant to be able to meet the Council's requirements for an outdoor children's playspace without prejudicing the amenity of neighbouring occupiers through unacceptable levels of noise and general disturbance;
(v) operates from 8 a.m. to 6 p.m. and open on weekdays only;
(vi) implements an approved scheme for the landscaping of the site. The landscaping scheme to include provision for the screening from neighbours of parking, drop off and play areas at the nursery;
(vii) is located in a detached property, unless the premises attached to the proposed day nursery are in a non-residential use.

CDH1.8 RESIDENTIAL EXTENSIONS
Subject to the overall requirements of Policy CDH1.1, the Council will grant permission for an extension to a residential property in the Predominantly Residential Area provided that the proposal:
(i) complements the existing dwelling in terms of design, scale and materials and does not adversely affect the character of the street scene;
(ii) does not cause damage to the amenity of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, or loss of privacy and does not unduly deprive the property to be extended of private garden / amenity space including parking areas;
(iii) does not prejudice similar development by the occupants of neighbouring properties. In operating this policy the Council will have regard to the standards contained in policy CDH1.1.

CDH1.9 COMMUNITY FACILITIES IN PREDOMINANTLY RESIDENTIAL AREAS

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

(i) there is no over-riding detrimental effect on the residential amenity of the area by reason of noise, disturbance, visual intrusion or traffic generation;

(ii) there is adequate parking provision in accordance with Policy TD1.4;

(iii) the proposal does not prejudice highway safety and is accessible by sustainable transport modes;

(iv) proposals for new buildings or extensions to existing buildings are in keeping with the character of the area in terms of design and materials used.

12. ECONOMY

E1.2 LOCATION OF NEW BUSINESS PREMISES AND OFFICES

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

(i) within Employment Areas identified on the Proposals Map, on appropriate sites within the Stockport M60 Gateway, or in Policy Guidance Areas where office and business uses are listed as acceptable;

(ii) within or adjacent to the town centre and district centres. Proposals for office developments outside these areas may also be permitted provided that they do not conflict with other UDP policies. All sites for office development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for housing, retail and the protection of the built and natural environment, as well as having good access to the highway network and public transport.

E2.3 DESIGN OF NEW BUSINESS AND INDUSTRIAL DEVELOPMENT

The design of all new developments for business, office and industrial use will be required to accord with UDP policies for the design and character of development, including access for people with access difficulties, for protection and enhancement of the natural and built environment and for the minimisation of environmental impact.

E4.2 OFFICE CONVERSIONS

Within the Town Centre, District and Local Centres the Council will permit the conversion of appropriate buildings into office suites, subject to the consideration of other relevant UDP policies, including the protection of retail frontages. Proposals for converting premises or parts of buildings outside these areas will also be allowed provided:

(i) the degree of intensification of use likely to arise is minimal;

(ii) the impact upon the highway network is acceptable and there is access to the site by sustainable transport modes;

(iii) the proposal is without adverse impact upon the character and environment of the surrounding area; and (iv) both Policies HP1.3 (Avoidance Of Loss Of Dwellings) and TD1.4 (Parking In Developments) can be satisfied.

E4.3 WORKING FROM HOME

The Council will permit working from home, provided the proposal does not result in the loss of amenity to adjacent residential property by virtue of an increase in noise levels, smells, traffic and parking problems.

13. PATTERN OF SHOPPING DEVELOPMENT

PSD1.1 NEW SHOPPING AND LEISURE PROVISION
Proposals for new shopping and leisure development should be appropriate in scale and character to the particular centre and the area that they serve. Any new development proposal which is not within a defined centre must demonstrate that there is a need for the development and that the sequential approach is satisfied. For new retailing and leisure development, it should be demonstrated that all potential town centre sites have been thoroughly assessed and found to be unavailable before less central sites are considered. The sequential approach requires that locations are considered in the following order: first locations in appropriate existing centres where suitable sites or buildings for conversion are likely to become available; second edge of centre locations with preference to sites that are well connected to the centre; and third out of centre sites with preference given to sites which are well served by a choice of means of transport and which are close to the centre and have a high likelihood of forming links with the centre. Development should not result in harm to the vitality and viability of any nearby town or district centre.

PSD3 LOCAL SHOPPING CENTRES

THE FOLLOWING SHOPPING AREAS ARE DEFINED AS OTHER LOCAL CENTRES:
OL16. HIGH LANE

WHEREVER PRACTICABLE, THESE CENTRES WILL BE MAINTAINED AND ENHANCED IN ORDER TO MEET THE DAILY SHOPPING NEEDS OF THE LOCALITY THEY SERVE.

PSD2.1 RETAIL DEVELOPMENT IN DISTRICT AND LOCAL CENTRES
Subject to the criteria in this policy the Council will permit proposals for shopping developments (convenience and comparison), which are appropriate in scale and character, in district centres and local centres provided that residential amenity is not adversely affected. The Council will adopt a sequential approach to location. This means that first choice is sites within district centres followed by edge of centre district centre sites. The provision of new supermarkets on suitable sites within district, or in exceptional circumstances local, centres will be permitted provided that:
(i) adequate account is taken of traffic generation, highway capacity, road safety, car parking and servicing, design and environmental matters;
(ii) the proposals are of such a scale that they would not, either individually or cumulatively with other recent or proposed retail development, undermine the viability and vitality of district or town centres as a whole or their convenience shopping role. Consideration will be given to the siting of supermarkets in local centres only where an unsatisfied need exists but provision is not possible in district or town centres or at edge of district or town centre locations. Edge of centre retail proposals at district or local centres will be required to satisfy the test of need and show that a sequential approach to location has been taken. Where a proposed retail development is adjacent to a centre but separated from it by a highway or other physical restraint, the Council will require that pedestrian flows can be safely and conveniently accommodated between the proposed development and the centre at the developer's expense.

PSD2.2 SERVICE USES IN THE TOWN CENTRE, DISTRICT AND LARGE LOCAL CENTRES
In order to maintain and enhance the attractiveness to shoppers, the vitality and viability of district and local centres, and their essential retail characteristics, proposals to change the use of a retail unit will be permitted in the following circumstances:

A within defined "primary shopping frontages" the Council will permit new appropriate non-retail uses provided that the proposal would not result in:
(i) the percentage of retail units in any block falling below 80% of the total block frontage length;
(ii) the length of continuous non-retail frontage exceeding 12 metres;
(iii) more than two adjacent units in non-retail use.
B within defined "other main shopping frontages" (district centres only)the Council will permit new appropriate non-retail uses provided that the proposal would not result in:
(i) the percentage of retail units in any block falling below 60% of the total block frontage length;
(ii) the length of continuous non-retail frontage exceeding 12 metres;
(iii) more than two adjacent units in non-retail use.
C within defined "secondary shopping frontages" the Council will permit a variety of uses including appropriate non-retail uses.
D within defined "business frontages (type A)" where there are mixed frontages including some shops, a wide variety of uses will be permitted including use classes A1, A2, A3, B1 and certain appropriate sui generis service uses (see Appendix 7).
E within defined "business frontages (type B)" which contain dwellings and/or commercial properties, none of which contain shop windows, change of use to B1 use only will be permitted.
F within defined "town centre business frontages" a wide variety of uses is appropriate including service uses and offices.
G within defined "office frontages" uses other than offices will not be permitted. In all cases each application will be considered on its merits and against the general aims of the policy. The above criteria will not be applied rigidly where this is not justified by the weight of other material considerations. In circumstances where a proposal would exceed the above guidelines account will be taken of other material factors including:
• the extent to which the non-retail use would complement the retail uses by reason of the non-retail use maintaining or increasing pedestrian flow, the extent of linked trips to both shops and the non-retail use, and providing a service for the convenience of the shopping public and the overall attractiveness of the centre
• the extent of long term vacancies
• the needs of established uses to expand on existing sites
• overriding characteristics and constraints of particular buildings.

PSD2.3 USE OF UPPER FLOORS IN SHOPPING CENTRES
The change of use of upper floors in shopping centres will be permitted provided that:
(i) proposals for residential use meet the requirements of Policy HP1.5 "Living Over the Shop";
(ii) the scale of the proposal would not lead to car parking problems;
(iii) proposals for office use meet the requirements of Policy E4.2;
(iv) residential amenities are not adversely affected;
(v) there would not be a net loss of residential accommodation;
(vi) separate access can be provided.

PSD2.4 SERVICE USES IN OTHER LOCAL CENTRES
Within "other local centres" the Council will permit proposals for change of use from class A1 shop to other appropriate non-retail uses provided that:
(i) the new use would not be detrimental to highway safety or to the character and amenity of the area;
(ii) in the case of local convenience shops (for example, grocer, chemist, baker, butcher, greengrocer and sub-post office) there are alternative shopping facilities within the immediate locality;

(iii) where the shop unit is vacant, reasonable attempts have been made to let it for retail purposes;
(iv) the new non-retail use would not result in a long term loss of trade to the centre as a whole compared with a continued A1 use;
(v) the new use would not result in more than two adjacent single units being in non retail use.

PSD2.6 LOCAL SHOPS
A planning application for a shop or shops with a maximum floorspace of 250 square metres (gross) serving local or convenience needs outside town, district or local centres will be assessed according to the following considerations:
(i) effect on residential amenity;
(ii) satisfactory resolution of pedestrian and vehicular access and road safety;
(iii) the effect on the vitality and viability of nearby centres;
(iv) the availability of sites within defined nearby centres; and
(v) the extent to which alternative facilities exist in the local area. Restrictions on the goods permitted to be sold will normally be imposed to prevent the character of the retailing changing from serving local or convenience needs.

PSD2.7 RESIDENTIAL DEVELOPMENT IN LOCAL CENTRES
Residential development will be permitted in large local and other local shopping centres except where proposals would threaten the viability and vitality of the centre and/or where the creation of housing units would result in unsatisfactory residential amenities or environmental conditions.

14. SHOPPING AND THE BUILT ENVIRONMENT

SE1.2 SHOPFRONTS
Permission for new or replacement shop and commercial fronts will be permitted provided that:
(i) the design and materials to be used are sympathetic to the character, scale, proportions and detailing of the whole building and properties adjacent. Existing fronts or detailing of townscape value should be retained or reinstated; and
(ii) the design of development which incorporates adjoining individual shop frontages on the same or adjoining buildings respects the individual identity of each shop and building. In Conservation Areas and on Listed Buildings and buildings of local interest, shopfronts of architectural and townscape value should be retained and accurately restored.

SE1.3 ADVERTISEMENTS ON SHOPS
Applications for advertisement consent will be considered against the following criteria:
(i) all advertisements, illumination apparatus, hanging signs and canopies should reflect the character and scale of buildings to which they relate, respect existing architectural features, and should not form an unduly dominant or intrusive element in the street scene;
(ii) the height of fascia boards should respect the proportions of the building and the original fascia in the case of traditional shopfront replacement; and
(iii) in most circumstances projecting box signs and internally lit box fascias are not appropriate in Conservation Areas and consent will not be granted for these unless the character or appearance of the conservation area would be preserved or enhanced.

SE1.4 SECURITY MEASURES FOR SHOP FRONTS

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

(i) crime reducing features including shop front security measures and features designed to prevent ramraiding must be an integral part of the design and construction of any proposals for development or redevelopment. Such measures should not detract from the character of the building or the amenity of the area;

(ii) where acceptable in principle, external shutters and other security measures should respect the architectural detailing of the building and be discreetly housed;

(iii) the use of uncoloured metal roller shutters will not be permitted and should be of the slotted or perforated type; and

(iv) in Conservation Areas, on Listed Buildings, or buildings of local interest, roller shutters will be required to be housed internally and colour coated to match the colour scheme of the premises unless architectural design considerations necessitate a different approach.

15. STRATEGIC AND SUSTAINABLE TRANSPORT

ST1.1 FIXED-TRACK POLICY (METROLINK AND RAILWAYS)
The Council will safeguard the line of the proposed Metrolink extension from East Didsbury to Stockport Town Centre, as shown on the Proposals Map, from other development. The Council supports and will take account of the following fixed-track schemes when considering development proposals:
• the eastward extension of Metrolink from Stockport Town Centre to Marple
• measures to increase use of the Stockport to Altrincham line via Cheadle
• measures to increase use of the Stockport to Stalybridge line via Reddish
• new stations at: o Adswood/Bridgehall
o Cheadle village
o High Lane
o Simpsons Corner
o Stepping Hill
• the extension of Metrolink connecting the Stockport (via East Didsbury) extension to the Manchester Airport extension
• the creation of a rail link from the Manchester Airport rail spur to the West Coast Mainline, running close to the alignment of the Manchester Airport link road and the A555
• measures to facilitate in the implementation of the proposed rail link between Derby and Manchester. New developments should take account of the potential of fixed-track modes to assist in reducing road traffic and meeting the aim of modal shift in strategic corridors, making a contribution in accordance with Policy TD1.1. The Council will not permit development which would inhibit future transport use of disused rail alignments unless it can be demonstrated that there is no realistic possibility of such use.

16. TRANSPORT AND DEVELOPMENT

TD2.2 QUIET LANES
Developments and highway improvements that have an impact upon rural roads, which would detract from their character and their value as "Quiet Lanes", will only be permitted where they can be justified on safety grounds. Any development that would result in a significant increase in traffic or conflict between different users of these lanes will not be permitted.

4.3   Stockport Plan[9]

Stockport Plan

"Over the next two years we are committed to have an open and transparent discussion with Stockport residents and businesses regarding what land is needed to accommodate the homes, jobs, new infrastructure and local facilities we need from now until 2035."

The Stockport Local Plan plays an important part in the future growth of Stockport, it helps to set planning policies and allocates sites for development. The Local Plan is part of the Statutory Development Plan for Stockport and will form the basis for making decisions on planning applications.

The Stockport Local Plan will cover a range of development needs for the borough including:

- Planning for New Homes
- Planning for Transport and Infrastructure
- Planning for Communities
- Planning for Economy

Each of the four categories will contain multiple pieces of evidence and policies that will help to form the Stockport Local Plan. As they are developing they will be added to the get involved page .

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[9] https://www.stockport.gov.uk/what-is-the-stockport-local-plan/overview-slp

5.0   Core Strategy Evidence Base

Note - much of this would be considered out of date (ie over 5 years old) and there will be a review for the evidence base for the new Stockport Plan. However some documents may still have relevant information for the High lane NDP and the following extracts have been identified as potentially useful.

5.1   Greater Manchester Biodiversity Action Plan[10]

Hedgerows

Objectives and targets

Maintain current extent of hedgerows. This relates to all hedgerows consisting predominately of at least one native species.

Maintain individual, isolated hedgerow trees. Identify isolated hedgerow trees and use appropriate management to protect them.

Achieve favourable condition

Ensure that new hedgerow planting achieves the national average species richness. Increase the quality of the existing resource in terms of woody species-richness, where appropriate.

Increase the number of young trees by encouraging planting of specific hedgerow trees or identify saplings that can be left to grow into trees. 9900 trees Expansion 2015 Increase the length of hedgerows.

Proposed Actions:

Promote and encourage the planting and management of hedgerows where appropriate in ecological and landscape terms.

Native Woodlands

Maintain current extent

Maintain the extent of the existing Greater Manchester lowland broadleaved, upland oak and wet woodlands.

Achieve favourable condition

Using appropriate management for each woodland type, restore the diversity of structure and species within the habitat to favourable condition.

Expand woodland habitat Identify suitable areas to expand the three woodland habitats, through natural regeneration or woodland planting.

Suitable species for lowland broadleaved woodland planting in Greater Manchester include:

Ash   Fraxinus excelsior
Birch; silver and downy   Betula spp
Holly   Ilex aquifolium
Rowan   Sorbus aucuparia

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[10] http://www.gmbp.org.uk/site/index.php?option=com_frontpage&Itemid=1

Common Oak	Quercus robur
Hawthorn	Crataegus monogyna
Hazel	Corylus avellana
Crab apple	Malus sylvestris
Wych elm	Ulmus glabra
Goat willow	Salix caprea

Canals

DEFINITION Canals are inland waterways constructed to meet the transport needs of the Industrial Revolution in the 18th and 19th centuries. At the time when canals were built, they were of a similar importance and influence to our modern day motorways. Today, many aspects of canals such as water filled channels, cuttings, embankments and bridges have an important role to play in the conservation of both biodiversity and landscapes. Many canals differ from natural watercourses because of their range of habitats, as well as their controlled levels and slow flows, although not all canals are now in use for boat traffic.

The canal corridor forms a linear mosaic of habitats including woodland and scrub offsides, hedgerows, flower rich towpath verges and diverse emergent 'reed' fringes. The corridor helps link habitats fragmented by urbanisation and uniquely forms a wetland corridor between river catchments.

NOTABLE SPECIES

Floating water plantain
Grasswrack pondweed
Frogbit
Whorled water milfoil
Fringed water lily
American pondweed
Flat stalked pondweed
Hair-like pondweed
Long stalked pondweed
Black spleenwort
Rusty back fern
Water soldier
Greater duckweed
Kingfisher
Bats
Water vole
Freshwater sponge
White clawed crayfish

This document helps identify the deficiencies and surpluses in existing and future open space provision. In addition, it should help inform an approach to securing open space facilities through new housing development and help form the basis for negotiation with developers for contributions towards the provision of open spaces.

Marple Analysis Area

Summary	Action
Parks and gardens	
◄ Low quality score for High Lane Park.	◄ Site quality should look to be enhanced where possible in line with other sites of a similar type.

Allotments	
◄ Three allotment sites receive low quality scores; Cote Green Allotments, High Lane Allotments and Rose Hill Allotments.	◄ Quality of sites should be enhanced where possible; exploring ways to improve sites overall appearance (e.g. working with allotment associations to put plot inspections in place or hold maintenance days at sites) should be encouraged.

5.3   Macclesfield Canal Conservation Area[12]

The Macclesfield Canal Conservation area is 26 miles in length, of which approximately 3 miles is contained within the Borough of Stockport.

The Conservation Area follows the route of the canal from where it joins with the Peak Forest Canal in Marple. It proceeds southwards through Marple, Hawk Green, open countryside near Windlehurst and then onto **High Lane**. Continuing southwards it goes through a cutting then onto an embankment and continues across the boundary between Stockport and Macclesfield areas.

From this elevated length of the canal there are impressive views of the Cheshire Plain contrasting with the earlier dramatic views of the Pennines in Marple, offering the opportunity to appreciate the landscape setting, the historic context of the canal and the contrasts and changes in character and scenery along its length through the borough from the Pennine fringe and surrounding hills to the Cheshire Plain.

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[11] http://old.stockport.gov.uk/pdf/planningpolicy/LDF/1325195/stockportopenspacestandardspaper2017
[12] http://old.stockport.gov.uk/maps/conservationandheritage/macccanal

The special interest of the area derives from its architectural qualities and engineering interest, its landscape setting and the presence of buildings from several phases of development which illustrate the historic development of the canal.

Macclesfield Canal Conservation Area Character Appraisal

Special character of the Macclesfield Canal Conservation Area

Key aspects are:
• Use of locally quarried materials for canal structures, 'sandstone for locks, single-arched foot, road and 'roving' bridges which enabled a horse to cross the canal to the opposite bank without unhitching the towline where the towpath changes from one side of the canal to the other. • Buildings related to the canal: canal warehouses, toll house
• sandstone boundary walls and retaining walls at embankments
• stone mileposts
• cast iron bridge number plates and waterways furniture
• Open views along the canal
• Hedgerows and trees delineating the boundary of the canal and towpath
• Gardens fronting the canal
• Urban area settings, suburban, semi-rural and rural stretches
• Panoramic views of the Pennine hills and open country side to east and west along the open stretches between Hawk Green and Windlehurst, High Lane and the boundary with Macclesfield
• Buildings of architectural merit dating from the 19th and early 20th century and associated with the development of the canal
• Evidence of earlier mill buildings along canal delineated by stone boundary walls
 • Canal towpath, sandstone setted under bridges and up to bridges. Route defined by strong edges, boundary walls, trees and hedgerows
• Canal wharves
• Waterside moorings
• Boat houses

3.4 Character and Appearance

Character Area 4 - High Lane (between bridges 9 – 12)

From Bridge 9 to the boundary with Macclesfield Borough Council the character of the conservation area is dominated by its suburban setting as the canal passes through a predominantly residential area making up the settlement of High Lane. Mainly post war housing adjoins both sides of the canal. Along the section from Bridges 9 to 12, the canal passes through a cutting and open views from the canal are restricted by trees, boundary walls/fences to gardens and hedgerows. Fencing panels and gates continue to create a strong sense of enclosure along the tow-path even where the canal levels out with the adjoining land.

Bridge 11 carries the A6 Buxton Road across the canal and the adjoining structures and buildings relating to ribbon development at High Lane continue to enclose and restrict open views out from the canal. The western gable of the Bulls Head Inn fronts the canal towpath and has steps leading up to the pub. Viewed from the towpath this is a landmark building with strong historic and townscape links to the canal corridor. The offside stone embankment connected to the bridge and supporting

the brick buildings fronting Buxton Road emphasises the 'urban', constrained character of this section. The towpath is well-maintained and includes numerous cast iron mooring rings along the towpath.

Bridge 12 carries the towpath over the opening to the High Lane branch of the Macclesfield canal and leads to the former Macclesfield Canal wharf of the Manchester, Sheffield and Lincoln Railway Company, now known as High Lane Wharf. A BWB interpretation board refers to the village's long history before the arrival of the canal which was a main trade route to south Manchester. Local industries based at High Lane included coal mining, spinning, yarn and calico dyeing. Pickford's commenced their carrying business in the 19th century as the canal wharf site was considered a perfect transhipment point. Coal was the principal cargo on this branch arm of the canal but Christy's hat manufacturers also shipped their products from here, the products being transported by road from Stockport to the canal wharf at High Lane. A large 2-storey sandstone canal warehouse on the wharf is now the HQ of the North Cheshire Cruising Club. The branch arm is bounded by a stone wall and green boathouses and moored canal boats line the canal reflecting the present day importance of the canal for recreation/leisure activity. No clear remains survive of the former extension of the branch arm to former colliery buildings and waste at Coalpit Hill and buildings (as featured on 1872 OS map) although the line of the canal can be traced visually by a row of trees. This part the former canal has been in-filled and whilst it has considerable historical and archaeological value is not considered appropriate for inclusion in the Macclesfield Canal Conservation Area boundary.

Opposite the entrance to the canal arm the canal has been widened to allow the boats to swing round and turn into High Lane Wharf.

As it approaches the railway line the canal passes through a cutting, lined by wooded slopes on the offside of the canal towpath. Also screened off is the modern housing development behind it (32-58 Cromley Road) and the wooded former Middlewood pit area bordering the towpath which runs close to the Middlewood Way. The land falls away as the canal crosses the railway line following an embankment built over the Bollinhurst Brook, and its elevated position offers wide open views over the valley and Cheshire Plain to the boundary with Macclesfield.

6.0   Supplementary Planning Documents[13]

Supplementary Planning Documents (SPD) provide detailed guidance on planning topic areas to supplement the formal policies of the statutory development plan. They have less weight in planning decisions as they are "guidance" rather than "policies". Therefore many NDPs have local design policies drawn from SPDs and other background documents such as conservation area appraisals and character analysis.

The following extracts from 2 of the SPDs may be useful to support policies in the NDP relating to design. If High Lane NDP includes policies on design then it will be worth looking at these in more detail in relation to the local context.

The other SPDs are less useful for the NDP but it's worth noting their existence. They include:

Affordable Housing
Day care nurseries
Design of Residential Development - see below
Extensions and Alterations to Dwellings
Recreational Open Space Provision and Commuted Payments
Shopfronts and related advertisements
Sustainable Design and Construction - see below
Sustainable transport
Telecommunications
Transport and Highways in Residential Areas SPD

6.1   The Design of Residential Development Supplementary Planning Document
Adopted December 2007

7 Design Considerations

Layout

7.5 In designing a new residential layout should create a clear layout structure that: Provides attractive and useful connections between places designed to follow natural desire lines, to encourage pedestrians rather than car use; Has dwellings fronting the public realm and private back gardens; Has a clear hierarchy of street types with different characters that reflect their importance, to help people find their way around; Includes new focal points such as squares and green spaces that are overlooked, and views of new and existing landmarks; Makes sure open spaces have a clear function and are not purely 'left over' space; and Ensures the location of underground and overhead utility services has been taken into account.

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[13] https://www.stockport.gov.uk/supplementary-planning-documents-and-guidance

Street Enclosure

An appropriate building height to street width ratio of 0.5:1 7.6 In creating a successful layout with a clear hierarchy of streets and spaces with different characters, the height of new development needs to be considered in relation to the size of the space it defines or encloses. Streets with a ratio of between 0.5 to 1:1 (height to width ratio) normally provide a well proportioned street frontage with a good sense of enclosure. Anything less than 0.3 to 1 (height to width ratio) can result in streets which suffer from too little enclosure where buildings appear divorced from the street. Where buildings face onto public spaces they should provide sufficient sense of enclosure and a suitable backdrop to the space without overpowering it.

Minimising Opportunities for Crime

Maximise overlooking:
- Dwellings should front onto the street
- Blank facades should be avoided
- Entrances to properties should be from communal spaces
- Windows should be designed to maximise overlooking with aspect on corners
- Living space should be located to front the street
- Consider mixing uses (especially at ground floor level) and house types/ tenures, to maximise activity throughout the day
- Planting should not be too high or too dense, so as to avoid creating potential hiding places and block views
- Roads and paths should be direct and overlooked routes with recognised points of entry and segregated footpaths and cycleways should be avoided

Minimise features that could be used to provide access to upper floors of buildings
- Clearly define public and private space
- Ensure layouts form continuous front and backs, avoiding exposed rear gardens, fences and walls
- Separate rear gardens with high fences
- Provide dwellings fronting communal and amenity open space.
- Rear boundaries fronting it should be avoided as they are vulnerable to criminals and provide an unattractive edge to the space
- Ensure open space has a clear function, ownership and maintenance responsibility, avoiding left-over spaces at sides and ends of buildings
- Avoid pathways behind dwellings unless they are overlooked, well lit and secure
- Provide sensitive lighting that must be sensitive to ensure residents are not unduly affected
- but provide security for pedestrians and property, and avoid pools of darkness
- Ensure parking is in clear view of buildings, paths and roads, and ideally the dwelling that it
- serves

Mixing Dwelling Types and Sizes
Affordable Housing

Contributing to Townscape and Landscape Character:

7.18 A locality's 'character' or 'distinctiveness' is determined by many considerations, including the:

- Hard and soft landscape setting, topography and features such as water
- Street proportions/ enclosure - the ratio of building heights against the width of the street
- Grain/ plot, layout and grouping - the arrangement of the streets and the relationship between homes and the street
- Existing vertical and horizontal rhythms of the street
- Spaciousness - patterns of visual separation between buildings
- Boundary treatments
- Pattern of existing access points
- Arrangement of dwellings and the public realm
- Building set backs
- Building depths and plot widths
- Building lines - the line formed by the set back of the main frontages from the street
- Building footprints
- Building types
- Buildings proportions, scale, heights and massing
- Frontage composition - the arrangement of detailing and fenestration
- Fenestration rhythm and proportions
- Roof forms and lines - the design and arrangement of roofs
- Architectural styles
- Materials/ construction methods

7.19 New residential developments should discover and contribute to this character through the Context Appraisal and the subsequent development of site specific non-stylistic design principles.

6.2   Sustainable Design and Construction SPD **April 2012**

The topics covered reflect the structure used in many environmental standards:
Location & Transport
Site Layout & Building Design
Materials
Waste
Energy
Water
Landscape & Biodiversity
Health & Wellbeing
 Operation & Management
Marketing

Site Layout & Building Design

Site Layout & Form

4.28 New developments should use land efficiently and comply with the design principles laid out in the Core Strategy and emerging local policy. If development needs to be phased this should be

designed in, with individual phases being self contained and requiring the minimum of demolition and reconstruction. Home Zones and landscaping should be incorporated into the design, alongside considerations of opportunities such as cycle commuting. Considerations of open space requirements are critical to ensuring access for residents to interactive public realm, offering play facilities for children, exercise for adults as well as other benefits including biodiversity opportunities, climate change adaptation, flood management and clean air.

4.29 Heritage sites can be effectively re-designed to retain the heritage element and deliver a useful building. The retention and reuse of heritage assets avoids the material and energy costs of new development. Many older settlements reflect good practice in sustainable urban design. They have compact layouts; co-locate employment, residential, retail and leisure uses; and, are usually near to public transport options. The historic environment can inform and inspire the best modern, sustainable development.

Passive Solar Design

4.30 This design approach allows for the exploitation of solar heat gain and maximum use of natural daylight. Careful orientation of buildings and the appropriate design of elevations that face north or south are major factors in successful passive solar design. Where a mixture of building heights are to be developed, consideration should be given to siting the taller buildings on a north-south axis and the lower buildings on an east-west access. This will minimise the overshadowing effect of the taller buildings. Such design approaches can radically decrease the energy demand of the building, which if carefully marketed, can be a major selling point to potential occupants. District Heating Opportunities District heating is a system whereby a single boiler or a series of boilers (dependent on system size) provides the heat for a range of buildings. It can be used on new development which can also link into existing buildings. This approach offers opportunities to easily achieve the increasingly higher carbon emissions requirements in the Building Regulations. Most opportunities for district heating will occur when some interaction with, or connection to, existing buildings or development can happen. Gaining this understanding will involve an appreciation of both the proposed development and the setting in which it is proposed to be built. See 'Appendix G: District Heating Guidance' for a summary of Stockport Guidance for District Heating Feasibility. Also see the 'Energy' section for more detail on this option.

Natural Ventilation

4.31 To complement passive solar design, maximum use should be made of natural ventilation, rather than mechanical or air conditioning systems, further reducing the energy demand within the building, as well as offering a healthier option for managing indoor air quality.

Accessibility

4.32 People are very different in their needs and in the way they use the environment. Part M of the Building Regulations promotes an inclusive environment and these considerations form part permeability for pedestrians and cyclists with open routes promoting safety, including 'eyes on the street', whilst also incorporating a range of measures to reduce and manage the use of private cars. Specific guidance is available as outlined in the Tools and Resources section. Please also note Stockport's own Sustainable Transport SPD.

Permeable Drainage

4.33 Sustainable Urban Drainage Systems (SUDS) incorporate a range of ideas from swales and basins to simple use of permeable paving options. Their purpose is to mimic natural water systems, reduce surface water run off, and minimise the risk of flooding through drains and sewers being inundated. See the Water Topic for more information.

Materials Selection

4.34 Increased adoption of environmental building standards has resulted in more availability of sustainable materials, ranging from Forest Stewardship Council accredited timber to triple glazed windows. Consideration of these options at this early stage allows for the most cost effective budgeting of the scheme and can help towards achievement of various standards. It can also enhance the marketability of the project. See the specific Materials topic section for more information.

Telecommunications

4.35 ICT requirements grow more sophisticated every day and consideration of the building users' needs is crucial as a selling point on completion. Flexible and adaptable ICT options are part of achieving a sustainable building as it offers opportunities to use e-meeting, e-conferencing and telephone conferencing opportunities, reducing the travel impacts of a company or home.

Roofscape

4.36 Consideration should be given to green roofs and living walls benefits at an early stage, for water, energy and biodiversity considerations, but also as a way of ensuring overlooked roofscapes are attractive.

Promoting Community Trust

4.37 Planting of native thorny plant species can offer a security option to site design for schools, playing fields and businesses etc, whilst offering opportunities to improve biodiversity. Alternatively, open shared space facilitates eyes on the street from pedestrian through-traffic, promoting community interaction, which further encourages feelings of safety and deters any potential crime. A through route for pedestrians and cyclists can also provide an active route which, in itself, is a deterrent. It should be noted that for cycle / pedestrian routes thorny plant species can be problematic, but design guidance is available on appropriate options. Secured by Design encourages the adoption of crime prevention measures in design, including security systems and recent research on the carbon cost of crime(38) .

Designers should bear in mind the benefits of through routes in terms of providing activity in neighbourhoods, which reduces the need for expensive electronic surveillance, as well as maintenance. Groups of children of varying ages playing outside can actually be a deterrent to crime.

Long Term Flexibility

4.38 Buildings should be designed to incorporate flexibility for changes in future use, ensuring that commercial buildings in particular are adaptable to economic changes and trends, with ceiling heights that will accommodate a variety of uses. As a standard, Lifetime Homes offers the opportunity to design housing that caters for the changing needs of occupants throughout their lives, thereby widening its appeal.

Enabling Home Working

4.39 Design of housing should take into consideration the growing support for home working options for employers and employees. Inclusion of separate or flexible working space in housing, with accessible ICT facilities, will be more and more attractive, as employers seek to minimise their transport carbon footprint. Flexible working practises are leading to increased performance and retention of experienced and valuable staff. Housing needs to be designed to facilitate this option.

Healthy Sustainable Design

4.40 Healthy buildings are key to ensuring a healthy populace. This relates to appropriately designed space, natural light and ventilation as well as readily accessible relaxation and leisure facilities, whether for walking the dog or spending the lunch break out of doors. Such benefits are also reflected in a contented and productive workforce, supporting a strong local economy.

4.41 Inclusion of public leisure areas in employment sites and within communities facilitates community interaction, further improving the health of the residents and workers by reducing stress. Trust levels rise, with people more active in local communities, interacting with each other, spending more money and attracting further residents and business to relocate to the attractive town, district and local centres. This can be achieved through functional strategic walking/cycling routes incorporating public areas.

4.42 Design can impact directly on issues such as obesity for example by ensuring that design of a house includes adequate and appropriate family dining facilities, which can help families to instigate healthier eating regimes whilst offering opportunities for quality family time. The inclusion of allotment space or room for vegetable gardens on developments can also help.

7.0   Other Background Information

7.1   Landscape Character

7.1.1   Greater Manchester Urban Historic Landscape Characterisation Project[14]

Introduction

The Greater Manchester Urban Historic Landscape Characterisation Project (GMUHLC) is being undertaken by the Greater Manchester Archaeological Unit (GMAU), based at the University of Manchester. It is funded primarily by English Heritage, with contributions from AGMA, the ten local authorities which make up the Greater Manchester area.

Context – The National HLC programme

Since the early 1990s, there has been a growing awareness amongst those concerned with managing the historic environment that the scale of change within the landscape is a key factor affecting overall character. English Heritage have been developing characterisation as a way of understanding the processes that have created current landscapes, so that sustainable levels for change can be set which will allow character to be maintained.

County-wide Historic Landscape Characterisation projects form part of a national programme supported and developed by English Heritage but carried out by local government, chiefly county council historic environment services. They aim, through a desk-based programme of GIS mapping and analysis, to achieve an archaeologist's understanding of the historical and cultural origins and development of the current landscape. They seek to identify material remains at landscape scale which demonstrate the human activities that formed the landscape as it is seen today.
HLC projects give broad-brush overviews of complex aspects of the historic environment. They provide a neutral and descriptive general understanding of the cultural and historical aspects of landscapes, and thus provide both a context in which other information can be considered and a framework for decision-making. Projects can be used to inform a variety of planning, conservation and management-led initiatives and strategies. Their objective is to promote better understanding and management of the historic landscape resource, to facilitate the management of continued change within it, and to establish an integrated approach to its sustainable management in partnership with relevant organisations.

Characterisation

HLC is a GIS-based technique which leads to the creation of a permanent and renewable database. Its information is structured by the identification and grouping of archaeological, historical and other environmental attributes attached to land parcels (ie 'HLC polygons' within GIS). This method, unlike conventional landscape assessment, allows the creation of many different classifications of historic landscape types, each of distinct and recognisable common character. The distribution of landscape types can be mapped using GIS supported by written descriptions of the landscape types and the historical processes that they represent.

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[14] http://www.gmau.manchester.ac.uk/projects/hlc.htm

To date, Bolton, Trafford, Bury, Manchester, Oldham, Rochdale, Salford and **Stockport** have been completed. For these areas GMAU have supplied the planning authority with the polygonisation data and an interim report detailing the results and providing management guidance tables. A power point presentation and demonstration of the live data has been given to each district. Tameside and Wigan have still to be done. Some 30,000 HLC records have been compiled and added to the HER database. The project will finish with a three month phase of analysis across the whole of Greater Manchester, archiving and dissemination of the results.

The Neighbourhood Plan Group could contact the project offices or Stockport MBC and ask if there is any information available relevant to the High Lane NDP area.

7.1.2 Natural England National Character Area 54 Manchester Pennine Fringe[15]

High Lane is located in Natural England's National Character Area 54 Manchester Pennine Fringe.

National Character Areas are areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment. NCA profiles are guidance documents which can help communities to inform their decision-making about the places that they live in and care for. The information they contain will support the planning of conservation initiatives at a landscape scale, inform the delivery of Nature Improvement Areas and encourage broader partnership working through Local Nature Partnerships. The profiles will also help to inform choices about how land is managed and can change.

Summary

The Manchester Pennine Fringe occupies the transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and the densely populated urban conurbation of Manchester. The area wraps around Manchester from Bolton in the north-west to the edge of Hazel Grove in the east, and includes the industrial towns of Bury, Bolton, Rochdale, Oldham, Dukinfield and Glossop.

This transitional area runs along the edge of the Millstone Grit of the Pennine uplands, and is underlain by Carboniferous Millstone Grit and the Pennine Coal Measures, which broadly dip to the south-west. The area owes much of its character to its proximity to the adjacent Pennine moors, and the deeply incised, steep valleys that characterise the transition from moorland to urban area. The elevation of the area is generally between 100 m and 300 m, between the lower plains and higher Pennine moors.

Much of the countryside is influenced by recreational use from adjacent urban areas and also by the diversification of farmland. The river valleys, upland hinterland and proximity of urban development all contribute to the area's distinct Pennine fringe character.

The natural distribution of habitats throughout the area has been heavily modified by human activity over centuries, especially since the Industrial Revolution. Woodland is concentrated in narrow, steep-sided valleys that cut into smooth shoulders of pastoral land, but it also extends along whole river valleys. In recent years, community woodland has been created in the urban areas. Rivers and canals are also an important feature of this area, providing transport routes and links to industrial heritage, as well as important sites for biodiversity. The Rochdale Canal is internationally important

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[15] http://publications.naturalengland.org.uk/publication/4631438?category=587130

as it supports floating water-plantain. Large tracts of the South Pennine Moors and Peak District Moors internationally important sites and supporting habitat are adjacent to this fringe area. Part of the Peak District National Park lies within the Manchester Pennine Fringe NCA, as does the Pennine Bridleway National Trail, offering increased opportunities to encourage visitors to engage with and enjoy the local environment.

Challenges from development, transport links and recreation are significant in this fringe area. However, there are opportunities to improve habitat quality, distribution and connectivity, provide better water quality and storage, minimise erosion, and increase carbon storage and recreational provisions. This can strengthen landscape resilience and adaptation to climate change, and manage increased tourism and recreational demand, while promoting the positive benefits that contact with nature affords.

Key characteristics

- Transitional zone between elevated, open moorlands and densely populated urban areas on lower ground.
- Landform is a transition from upland to lowland, with smooth shoulders of land divided by steep-sided valleys with fast-flowing rivers.
- Elevated vantage points provide extensive views across the adjacent Manchester Conurbation NCA.
- Fringe area underlain by the Carboniferous Coal Measures rising to the north and east, into the Carboniferous Millstone Grit uplands.
- Several rivers flow through the area from the Pennine uplands, linking with adjacent lowland areas.
- Woodland cover is characterised by a range of woodland types concentrated along river valleys, as well as some newer community woodlands in the urban areas.
- Field boundaries include dry 'gritstone' walls at higher elevations and hedgerows at lower elevations.
- Limited semi-natural habitats include broadleaved mixed and yew woodland, lowland dry acid grassland, lowland meadows, lowland heathland, and purple moor-grass and rush pasture, which are often fragmented.
- Extensive evidence of 18th- and 19th-century stone and brick-built industrial buildings, including mill lodges and reservoirs originating from the woollen and cotton industries.
- Historic trans-Pennine communication routes, especially railways and canals.
- Much of the countryside is influenced by recreational use from adjacent urban areas and the diversification of farmland, giving the area a distinct urban fringe character.
- High population densities across a belt of industrial towns, with busy transport networks and motorways. Almost half of this NCA is classed as urban.

Statements of Environmental Opportunity

(**Note -** Some of these could be incorporated into planning policies eg <u>underlined</u> text. There may also be others we can look at.)

SEO 1: Manage, enhance and expand the network of green infrastructure (such as rivers, woodlands, restored industrial sites, parklands and canal routes) within the urban areas,

to increase biodiversity, strengthen access and recreational use, and increase understanding of the area's rich industrial heritage, natural heritage and geodiversity.

For example by:

■ Retaining and enhancing the existing open spaces, including Local Nature Reserves, parklands, woodlands, waterbodies, mill lodges, wetlands and reclaimed sites within urban areas of the Manchester Pennine Fringe, to protect the landscape character, maintain the mosaic of biodiversity habitats and provide accessible local green space.

■ Promoting the creation of areas of community woodland, particularly around the edges of urban fringe areas, and especially within the Red Rose Community Forest and Pennine Edge Forest. Trees in urban areas provide multiple benefits, such as improved air and water quality, and noise reduction.

■Expanding and improving the habitat connectivity of the green infrastructure network, as well as access routes throughout and between the settlements of the Manchester Pennine Fringe.

■ Enhancing recreational opportunities by maintaining and improving the rights of way network and the Pennine Bridleway long-distance routes, as well as the wider network of canal towpaths and cycle routes. Building links with the country parks, small areas of open access land, Local Nature Reserves and locally accessible green space.

■ Planning for significant new green infrastructure provision in association with areas of new urban development, to expand the existing ecological networks. Strategically planning green infrastructure provides an opportunity to link potentially fragmented elements of land use into a more cohesive whole, and to provide a framework for development.

■ Integrating sustainable urban drainage systems into new development, to improve infiltration and manage surface water, as well as providing habitats for wildlife.

■ Conserving the industrial architecture and archaeology – particularly buildings and sites associated with the textile manufacturing industry and cotton trade, for which the area was globally renowned. This area is known for its visible industrial history, resulting in a range of structures and features such as mill buildings and lodges.

■ Interpreting archaeological evidence and historic features for the wider public, to increase their understanding and enjoyment of the area.

■ Ensuring that the restoration of vernacular buildings is carried out using local styles and appropriate materials.

■ Encouraging innovative new uses for old and/or abandoned buildings and industrial sites, while preserving their characteristic features.

■ Protecting and managing registered parks and gardens, including Heaton Park (Manchester), Smithills Hall (Bolton), Alexandra Park (Oldham), Stamford Park (Stalybridge), Queen's Park (Bolton), Queen's Park (Rochdale) and other parks, to conserve significant historic landscapes and habitats

Conserving and managing country parks as significant contributors to accessible natural green space, providing opportunities for recreation, health, education and an improved quality of life.

SEO 2: Sustainably manage and enhance the distinctive features of the Pennine fringe landscape, including the predominantly pastoral agricultural land use, the mosaic of farmland and upland fringe habitats, the clough woodland, the drystone walling and the gritstone buildings, to strengthen the landscape character, and improve habitat condition and connectivity, bringing benefits for water quality and reduced soil erosion.

For example by:

■ Conserving and managing habitats and local wildlife sites, including lowland dry acid grassland, lowland meadows, lowland heathland, purple moor-grass and rush pasture, to improve the condition of the vegetation. Ensuring that land management practices in adjacent land are supporting and enhancing the biodiversity value.

■Managing the landscape to provide a mixed patchwork of habitats, including hedgerows, woodland, grassland, open fields, field margins, pasture and uncut grass, to benefit species such as brown hare.

■ Encouraging the creation, restoration and expansion of a more ecologically connected mosaic of habitats (such as lowland meadows, purple moor-grass and rush pasture), in particular on the moorland fringes, to improve ecological links between habitats, and achieve a strong and resilient ecological network.

■ Protecting, restoring and expanding the areas of clough woodland. Protecting and restoring ancient, semi-natural woodland and ancient, re-planted woodland (Plantations on Ancient Woodland Sites, or PAWS).

■Managing the network of farmland, including the provision of a mosaic of pasture types, to offer a range of feeding, roosting and nesting opportunities for birds, as well as variety in species richness.

■Working with the local farming community, land owners and managers to sustainably manage pastures and meadows, to improve water infiltration and slow down water run-off, as well as to ensure that water quality is protected.

■ Encouraging appropriate grazing of the pastures on the moorland fringes and between urban areas to improve soil quality, reduce soil compaction by livestock and decrease the risk of soil erosion, while enhancing other services.

■ Creating, managing and restoring field boundaries to enhance the landscape and ecological networks. Restoring patterns of drystone walls using local stone, showing the relationship to the underlying geology. Improving the condition of hedgerows, restoring structure and species diversity, so that they make more of a contribution to connecting habitats.

■Providing educational access, with interpretation that promotes the connections between farming, food and the landscape, and that advocate the benefits these bring for the wider public.

■Maintaining the vernacular architecture of farmsteads and field barns, while ensuring that development respects local settlement patterns. Using appropriate local building materials and styles when restoring traditional buildings and structures.

■Managing and creating linear routes and networks, such as canals, tracks and roads, to strengthen the area's biodiversity. These will enable the movement of species, and provide improved opportunities for visitors to access, engage with and enjoy contact with the natural environment.

SEO 3: Manage and continue to enhance the Manchester Pennine Fringe's characteristic watercourses, such as the fast-flowing rivers and restored canals; conserve and extend the associated riparian habitats, to strengthen their role, extend and link habitats, manage flood risk, improve water quality and reduce soil run-off, and provide opportunities for recreation.

For example by:

■Managing the area's river valleys by improving water quality, and managing and enhancing riparian vegetation, waterbodies and wetland habitats. These river corridors form an important component of the landscape, are of recreational value, and also form important links between the uplands and lowlands in terms of ecological connectivity and water management.

■ Conserving and maintaining water-dependent habitats, including the designated Rochdale Canal SAC/SSSI, the Huddersfield Narrow Canal SSSI and Local Wildlife Sites, in favourable condition.

■ <u>Promoting the sustainable management of water</u>, reducing flood flows and soil erosion (for example, by preventing sediment run-off as a result of introducing permanent grassland or woodland on steep slopes), managing pastures to improve infiltration and managing moorlands.

■ <u>Seeking opportunities to restore and expand areas of biodiversity habitat</u>, for example introducing permanent grassland, reedbeds, wet woodlands and wet pastures along valley bottoms, to improve flood mitigation by intercepting and retaining water for longer within key locations in river catchments.

■Managing the canal network to conserve and enhance its associated habitats. The canals form part of the character of the Manchester Pennine Fringe and are of high wildlife, recreational and historic value.

■ <u>Creating and managing linear routes and networks</u> that connect many different waterbodies and wetland habitats, especially river valleys and canals, to improve ecological connectivity. Promoting sustainable recreation and education opportunities that encourage appropriate access to – and understanding of – the importance of water to the fabric of the area, and the need for its sustainable management.

SEO 4: Manage existing woodlands and community forests, and extend broadleaved woodland cover in appropriate locations, to help mitigate the effects of climate change, improve biodiversity, reduce the impact of new development, and provide access to nature and green infrastructure links into urban areas.

For example by:

■ <u>Protecting and managing the network of woodland habitats</u> (including the concentrated pockets of clough woodland) and associated species, to maintain and enhance biodiversity value and to improve carbon sequestration.

■ Undertaking appropriate management for each woodland type to restore the diversity of the woodland structure and species.

■ Identifying suitable areas into which to expand woodland habitats, linking existing fragmented areas of broadleaved woodland and clough woodland, especially on valley sides.

■ Planning for new opportunities to plant woods and new areas of wood pasture, to expand existing sites. Creating short rotation coppice to enhance timber and biomass provision, increase carbon storage, manage water flow and quality, and reduce habitat fragmentation.

■ Ensuring that new woodlands are designed and created in suitable locations, and include native species that are suitable for the physical location. Avoiding damage to historic features.

■ Ensuring that woodlands are managed to enhance biodiversity, provide new access opportunities where appropriate, and offer interpretation and educational experiences to increase visitors' understanding and enjoyment of this environment.

■ Seeking to ensure that new woodland (particularly areas of community woodland within the Red Rose Community Forest and Pennine Edge Forest) contributes to the area's recreational value, providing improved quality of life while also assimilating urban development, thus enhancing character and tranquillity. Creating an enhanced network of green spaces, trees and green routes, providing wildlife habitats and corridors.
■ Seeking opportunities for small-scale biomass production through planting (on sites including small parcels of land isolated by development that are not suitable for agriculture, spoil heaps and closed landfill sites) and through small-scale wood fuel production from appropriately managed woodlands.

7.2   Biodiversity

Natural England's Magic website[16] shows areas of Ancient and Semi Natural Woodland along Torkington Brook.
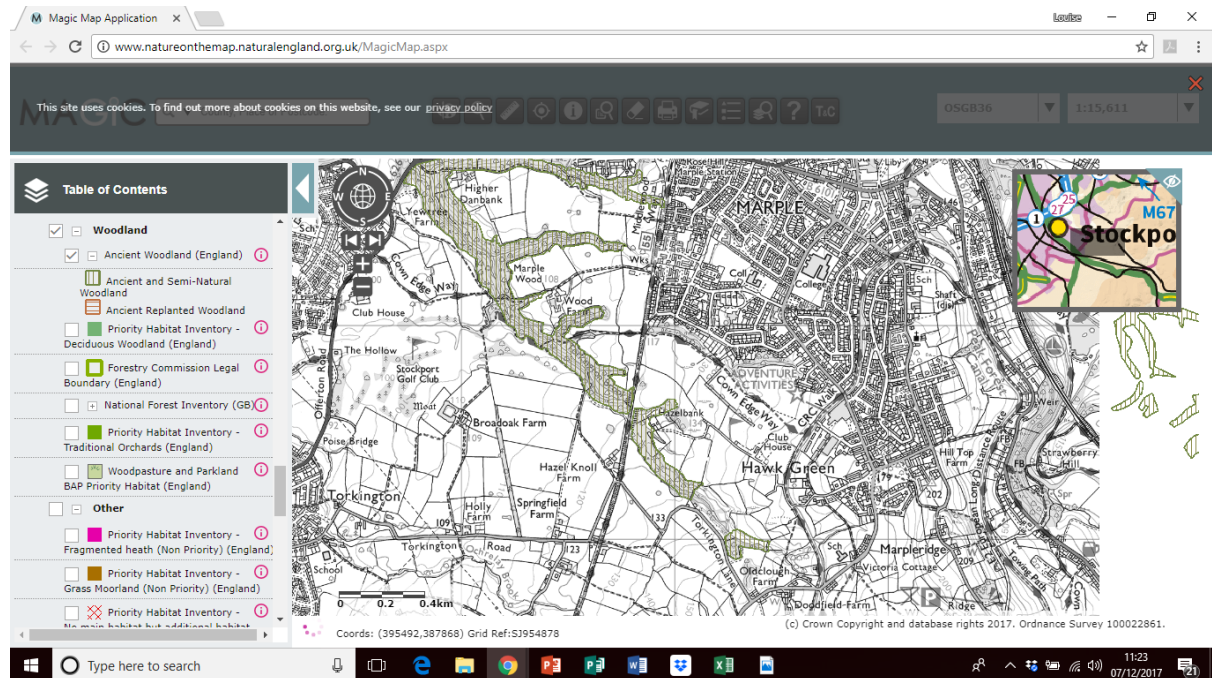
Stanleyhall Wood (Ancient Woodland) and Jacksons Brickworks (a Local Nature Reserve) lie just outside the area / on the border.

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[16] http://www.natureonthemap.naturalengland.org.uk/MagicMap.aspx
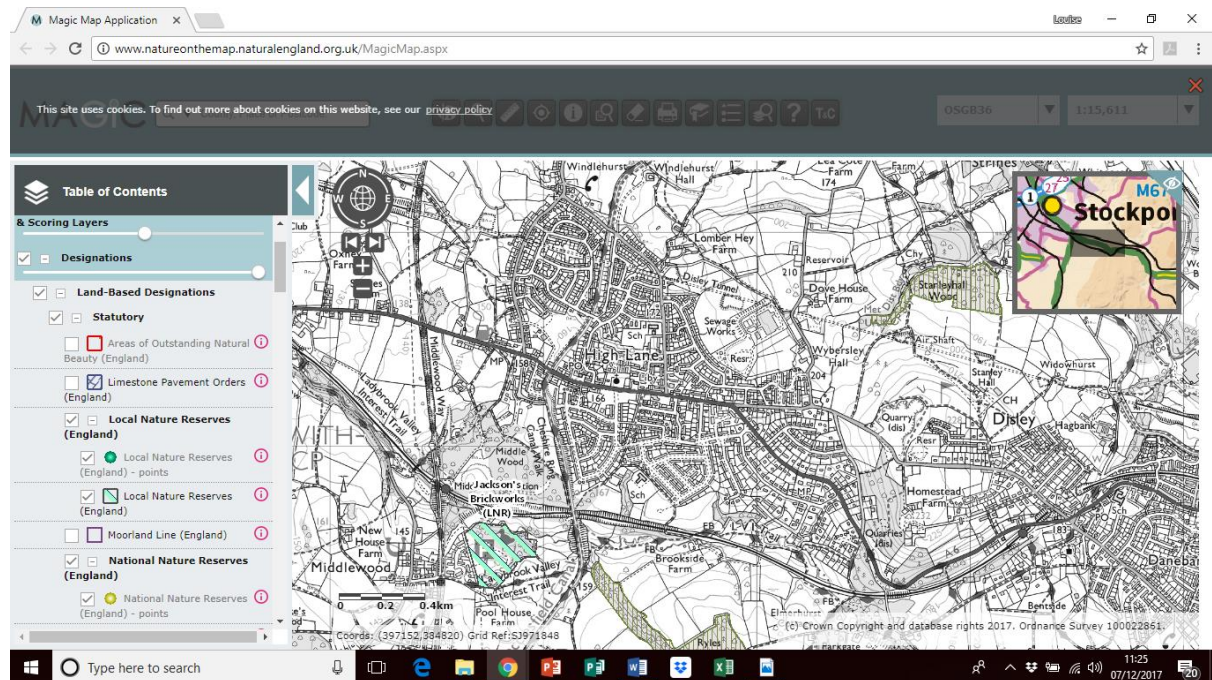
7.3   Flood Risk

The Government Flood Map for Planning[17] indicates the following areas are at risk of flooding in High Lane Neighbourhood Area.

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[17] https://flood-map-for-planning.service.gov.uk/
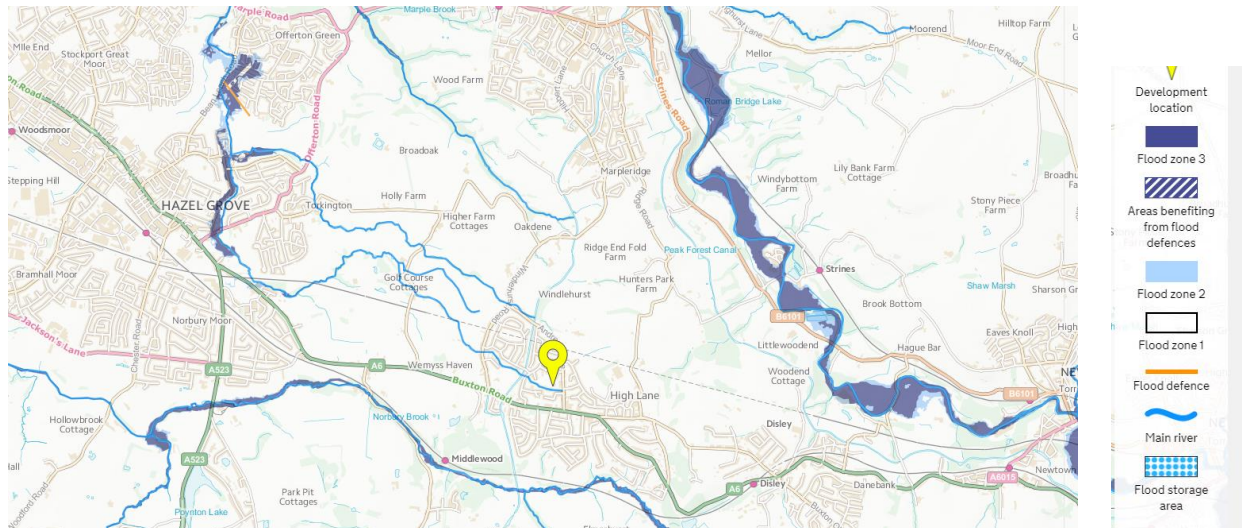
7.4   Built Heritage

7.4.1   Listed Buildings and Scheduled Monuments[18]

(Note - As the area is not a Parish these were identified using the designated area map cross referenced to map on Historic England's website, but they need checking with Stockport MBC for accuracy)

Macclesfield Canal Bridges:

NUMBER 6 (BROADHURST'S BRIDGE) ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II

NUMBER 7 (HYDE ROAD FOOTBRIDGE) ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II

NUMBER 8 (BANCROFT'S BRIDGE) ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II

NUMBER 9 (WINDLEHURST BRIDGE) ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II

NUMBER 10 (BROADHURST'S BRIDGE) ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II

BRIDGE NUMBER 11 ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II
BRIDGE NUMBER 12 OVER HIGH LANE ARM AT SJ 9502 8519 ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II

Church of St Thomas and Lychgate
Designation Type: Listing
Grade: II

High Lane War Memorial
Designation Type: Listing
Grade: II

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[18] https://historicengland.org.uk/listing/the-list/

LOMBER HEY HOUSE
Designation Type: Listing
Grade: II

MARSDEN HOUSE
Designation Type: Listing
Grade: II

MILE POST AT JUNCTION WITH MIDDLEWOOD ROAD
Designation Type: Listing
Grade: II

THE OLD COURT HOUSE
Designation Type: Listing
Grade: II

OUTBUILDING TO NORTH OF WYBERSLEY HALL
Designation Type: Listing
Grade: II

WYBERSLEY HALL
Designation Type: Listing
Grade: II

MILESTONE ADJACENT TO BRIDGE NUMBER 10 ON MACCLESFIELD CANAL
Designation Type: Listing
Grade: II

Moated site north-west of Broadoak Farm
Designation Type: Scheduling
Grade: Not Applicable to this List Entry

7.4.2   Historic Environment Record (HER)[19]

The Historic Environment Record (HER) (formerly known as the Sites and Monuments Record) is a Geographical Information System (GIS) and linked database of more than 18,000 records compiled and maintained by the Greater Manchester Archaeological Unit (GMAU) at the University of Manchester on behalf of the ten Greater Manchester authorities.

Development of the Greater Manchester HER

GMAU has maintained and enhanced the Greater Manchester Sites and Monuments Record since 1980 and it is now an invaluable planning and research tool. A vigorous policy of enhancement has seen the database expand from 1500 records in 1989 to over 18,000 today. Whilst all periods of archaeology are represented, GMAU have made particular efforts to record sites from the industrial period both above and below ground, reflecting the area's world importance during this period. This

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[19] http://www.gmau.manchester.ac.uk/her/index.htm

record is the principal data source for objective decision-making prior to delivery of advice to local authorities and other agencies.

GMAU has endeavoured to develop the HER and advice services in line with national standards so that it now runs on MS Access based software provided by exeGesIS, with a MapInfo Geographical Information System, and is being transformed into a Historic Environment Record so that it is a comprehensive data audit on the Greater Manchester Historic Environment, which includes designations such as Scheduled Ancient Monuments, Listed Buildings, Conservations Areas, Parks and Gardens, buildings and features of local historic interest, historic landscapes, as well as archaeological sites. But the HER does not only consist of a computerised database, it also comprises a paper archive and photographs relating to archaeological projects undertaken in Greater Manchester. These form a significant teaching and research resource, as well being the cornerstone of development control work.

The Archive comprises:
- Greater Manchester Historic Environment Record database with over 18,000 entries linked to MS Access software and MapInfo GIS
- 1,500 'grey literature' (unpublished) archaeology reports including desk based assessments, evaluations, excavations, watching briefs, and historic building surveys
- c 70,000 images in the photographic archive
- paper archive from archaeological sites and projects around Greater Manchester, including the Greater Manchester Textile Mills Survey, GM Historic Parks and Gardens Survey, Relict Industrial Landscape Survey, etc.
- c 50,000 records anticipated as a result of the Historic Landscape Characterisation Project
- A library with local history and archaeology publications
- GMAU staff's expertise on Greater Manchester's archaeology

The purpose of the HER

The HER is a comprehensive archive of sites of archaeological significance in the Greater Manchester and is a key tool for archaeological mitigation in the planning process. Further guidance for developers planning work in Manchester is available on our developer pages. The HER also has an important role as a research tool for archaeologists and archaeology students, members of the public, schools, and heritage/amenity bodies. The HER is used to inform strategic planning and policies at local authority/statutory undertaker level.

The rich heritage of the area is reflected in the diversity of the HER records. We have records of: prehistoric flint tools, Bronze Age barrows, lowland mosses, Iron Age defended enclosures and stone heads, Roman forts, roads and civilian settlements, Anglo-Saxon crosses and place-names, medieval castles, churches, moated sites, halls, iron working sites, hollow-ways and field systems. From the post-medieval period there are records of water powered mills, farmsteads, country houses, historic parks and gardens, chapels, weaving cottages and packhorse routes. The industrial period is also well represented by data about railways, canals, turnpikes, steam powered textile mills, finishing works and warehouses, industrial communities, hat works, engineering works, coal mines, quarries, and even World War II pillboxes.

The Neighbourhood Plan Group could contact the project offices or Stockport MBC and ask if there is any information available relevant to the High Lane NDP area.

8.0   Conclusion

This Planning Policy Assessment and Evidence Base Review provides a broad planning framework on which to build the Neighbourhood Plan for High Lane. The Assessment should assist with identifying elements for policies within the identified key themes for the proposed NDP and much of the information referred to within the document will form part of the Neighbourhood Plan evidence base.

The Assessment should be considered as a "live", working document, and Kirkwells, if retained, will continue to review and amend the information at key stages in the preparation of the Plan. In the meantime, it is essential that the Steering Group use the document as a key source of information and reference point for preparing planning policies for the High Lane neighbourhood area.